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# SEAFARERS LOG

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

## SEASON'S GREETINGS *from*





## Elections Past and Present

Depending on where you live, you may be exhaling now that you're not being swamped with off-year election ads, or you may not have noticed much about the races and ballot initiatives in other states that largely were decided Nov. 7. But no matter what, I feel reluctantly confident in saying none of us will escape from the all-out advertising blitz and media saturation ahead of next year's presidential and congressional elections.



David Heindel

The SIU will not deviate from our decades-long stance when it comes to deciding which candidates to back, at every level of government. Our first questions are always, where do you stand on the U.S. Merchant Marine? Where do you stand on the American maritime industry? Where do you stand on workers' rights? That's not a long list, but those always have been, and always will be our top priorities.

One lesson from last month's elections that shouldn't be overlooked is the genuine power of voting, period. Turnout makes all the difference, as we've seen time after time, year after year. Keep that in mind ahead of Election Day 2024. Make sure you are registered to vote, and support the candidates who will support your job. Don't sit on the docks.

Last but not least, I'm trying to get a jumpstart on asking everyone who reads this column to practice civility throughout the election process. This isn't exactly a revelation, but it doesn't do our country any favors when we lose the capability or the willpower to engage in respectful dialogue about candidates and issues. There's nothing wrong with spirited debate; there's plenty wrong with closed-mindedness and outright malice.

Here's to taking the high road and giving our fellow Americans the benefit of the doubt.

### Stirring Ceremony

What a tremendous honor it was for apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education to be featured at this year's official Veterans Day National Observance at Arlington National Cemetery. As reported elsewhere in this edition, the apprentices served as an honor guard and helped place a wreath at the Tomb of the Unknown Soldier, to honor the U.S. Merchant Marine of World War II. Making an already-emotional moment even more inspirational, several mariners from that era were in attendance.

I absolutely understand the distinctions between Veterans Day and Memorial Day, but let us never forget that more than 1,200 SIU members made the ultimate sacrifice in World War II.

My hat is off to all who've served, and I remain grateful to work as part of our great nation's fourth arm of defense.

### Season's Greetings

On behalf of our entire executive board, I extend heartfelt holiday greetings to all SIU members, pensioners and their families. I particularly appreciate and respect the dedication of our sisters and brothers who are spending the holidays at sea. Your professionalism and commitment are never taken for granted.

I wish everyone an enjoyable present, a fondly remembered past, and a prosperous new year ahead.

# Union, School Team Up With U.S.-Flag Group for National Apprenticeship Week

The SIU and its affiliated Paul Hall Center for Maritime Training and Education (PHC) are joining with the Transportation Institute (TI) to help promote career opportunities in the U.S. Merchant Marine.

At press time, the union, school and TI were partnering for a series of open houses at hiring halls across the country as part of the U.S. Department of Labor's (DOL) National Apprenticeship Week, scheduled to take place Nov. 13-19.

The DOL bills National Apprenticeship Week (NAW) as "a nationwide celebration where employers, industry associations, labor organizations, community-based organizations, workforce partners, education providers, and government leaders host events to showcase the successes and value of Registered Apprenticeship. Apprenticeships are instrumental in re-building our economy, advancing racial and gender equity, building a pipeline to good quality jobs, and supporting underserved communities."

The PHC's apprentice program is registered with the DOL.

In 2022, NAW consisted of nearly 1,400 events nationwide, plus dozens of proclamations and other publicity. President Biden issued a statement that read in part, "For many workers, especially those without college degrees, apprenticeships create a critical pathway to good-paying jobs. Registered apprentices earn while they learn. These programs, particularly through local unions, ensure that our Nation is producing the best-trained, best-prepared, and best-skilled workers for industries now and of the future – from health care and information technology to clean energy. Supporting Registered Apprenticeships is a key part of my economic vision to build an economy from the bottom up and the middle out: an economy that works for everyone."

The PHC's Apprentice Program, based in Piney Point, Maryland, offers aspiring mariners a unique opportunity to receive tuition-free training, gain valuable on-the-job skills, and embark on a journey toward a rewarding career enriched with substantial benefits. It is one of the largest training programs for entry-level maritime personnel in the United States



Apprentices (darker shirts) participate in hands-on training at the SIU-affiliated Paul Hall Center.

and is designed to prepare students with little to no experience to learn the necessary skills they will need to serve aboard U.S.-flagged vessels.

"Keeping with this year's theme for National Apprenticeship Week, the maritime industry is the 'Superhighway to Good Jobs' and we are proud to partner with the Seafarers International Union to showcase this industry's potential," said TI Chairman and President James L. Henry. "These jobs are vital to America's continued economic and national security success and are a great career path – especially for young men and women. The American maritime industry is consistently expanding opportunities in our workforce that are inclusive of individuals who have been historically underserved and marginalized people, this partnership is a testament to that."

TI was established in 1967 as a non-profit organization dedicated to maritime research education and promotion. The Institute participates in all phases of the nation's deep-sea, foreign and domestic shipping trades, and barge and tugboat operations on the Great Lakes and on the vast network of America's inland waterways. Many member company vessels are contracted to the U.S. military services. All are of U.S. registry – crewed by American citizens operating under the world's highest safety standards, and proudly flying the American flag.

# Union Voters Power Election Wins

The off-year elections proved favorable for America's working families.

Among other gains, the Virginia legislature flipped to a pro-worker majority; Kentucky voters elected Democrat Andy Beshear as governor; and former state Rep. Sara Innamorato (D) won the election for Allegheny County (Pittsburgh) Executive.

Innamorato "framed her campaign around those... 'left behind' over the years," Julian Routh reported in the *Pittsburgh Union Progress*, the strike paper the *Pittsburgh News Guild* runs while *Pittsburgh Post-Gazette* owners defy federal orders to bargain a new contract with their workers.

Additionally, in a vote for a vacant U.S. House seat, heavily Democratic Rhode Island elected Democrat Gabriel Amo by almost a 2-to-1 ratio. Amo will be Rhode Island's first-ever Black member of Congress.

"Never bet against America's workers," AFL-CIO President Liz Shuler said following the elections. "Tuesday night's results showed the power working people have in electing pro-worker candidates, up and down the ballot, who will fight for us and stand up to wealthy corporate interests and extremists. In communities across the country, thousands of union volunteers engaged in deep discussions with fellow workers about the economic issues and freedoms that matter most, including reproductive rights. That's the heart and soul of the labor movement's political mobilization: one-on-one, face-to-face engagement on the issues that matter most to working people. As a result of those conversations, union member enthusiasm and engagement helped deliver key victories in critical races."

Shuler added, "While the final results are still being tabulated, it's crystal clear that working people pushed pro-worker candidates over the finish line, even in historically deep red states. Union voters powered

Gov. Andy Beshear's victory last night in Kentucky, delivering another term for a leader who stood shoulder to shoulder with workers throughout his first four years in office. We congratulate Gov. Beshear on this tremendous win for workers and our families, and look forward to working closely with him to continue uplifting communities with good union jobs."

The federation reported, "Across the country, workers fueled scores of victories from the top of the ballot on down. In Virginia, union volunteers knocked on thousands upon thousands of doors to provide the foundation of voter support needed to create a pro-worker majority in the House of Delegates and keep the majority in the state Senate. And union members led the way to historic wins in races in New Jersey, Pennsylvania, Ohio and many other states, with close to 400 of our union member candidates winning their races, including an astounding 82% who ran in New Jersey."



Pennsylvania State Rep. Elizabeth Fiedler (D) (center) is pictured at the Philadelphia hall with SIU Port Agent Joe Baselice (right) and Safety Director Andre MacCray. The hall served as a polling place Nov. 7.

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



# SIU Crews Honored at NDTA Meeting



Pictured from left are SIU Exec. VP Augie Tellez, SIU President David Heindel, Bosun Paul Altenor and OSG President/CEO Sam Norton.



Bosun Paul Altenor (left) receives his medal from Maritime Administrator Ann Phillips



The Maritime Administration's Merchant Marine Medal for Outstanding Achievement

**S**IU members recently received accolades for their respective roles in three different rescues that took place earlier this year.

Bosun **Paul Altenor** was one of three mariners who, on behalf of themselves and their shipmates, accepted the Maritime Administration's Merchant Marine Medal for Outstanding Achievement in Orlando, Florida. The ceremony took place Nov. 1 as part of a joint meeting of the U.S. Transportation Command (USTRANSCOM) and the National Defense Transportation Association (NDTA). SIU President David Heindel and SIU Executive Vice President Augie Tellez attended the ceremony.

The three rescues (extensively reported in prior editions of the LOG) involved the SIU-crewed *Overseas Santorini*, *Overseas Nikiski*, and *Overseas Long Beach*, all operated by OSG.

"The ceremony was great," Altenor said. "I really appreciated getting to talk to [SIU President David Heindel] and [OSG President and CEO Sam Norton]. They were both really appreciative of our efforts during the rescue."

Altenor was aboard the *Santorini* on May 30 when he and his fellow mariners rescued a family of four (including two children) whose sailboat was leaking in the middle of the Atlantic. Reflecting on the experience, the bosun recalled, "Every month, we do a man overboard drill. This was clearly not a man overboard, but I was prepared for it. This was my second rescue attempt, but my first one involving a sailboat, which made it a little different. When training doesn't cover a specific type of rescue, it takes some common sense to keep everyone safe during

a rescue. You really had to stay alert, because we could have easily gotten hurt as well."

Maritime Administrator Ann Phillips presented the awards and noted, "It is a universal connection to those at sea to come to the aid of those in distress."

In remarks prepared for the ceremony, Heindel stated, "On behalf of the entire union, I extend my congratulations to every member who took part in the rescues. You all did a fantastic job. You put others before yourselves; you rose to the occasion; and you handled the assignments with professionalism and compassion."

Earlier in the week, USTRANSCOM Commanding Officer Gen. Jacqueline Van Ovost presented the agency's prestigious Pegasus Award to SIU President Emeritus Michael Sacco. Heindel accepted it on Sacco's behalf (see page 9).

The joint meeting "focused on bringing together military and industry leaders from across the globe to discuss current trends and logistics challenges," according to USTRANSCOM. Tellez actively participated throughout the week-long gathering.

During opening remarks for the joint meeting, Van Ovost cited teamwork between the military, commercial industry, and our nation's allies and partners as critical: "By, with, and through our commercial teammates and allies and partners, we are underwriting the lethality of our combined forces."

The general also highlighted the need for fleet recapitalization, pointing out the aging state of the U.S. government's surge sealift ships: "In ten years, more than 50% will reach their end of service life."

## SIU, Others Blast Proposed Second Registry

A broad coalition of American maritime and transportation unions, including the SIU, has registered its strong opposition to a proposal that would promote the operation of U.S.-owned vessels with foreign crews. The proposal, part of a report issued by the Hudson Institute, would create a second United States ship registry to allow vessel owners to bypass the hiring of American maritime workers.

As noted in a joint statement by the unions, "The overall report released by the Hudson Institute contains a number of recommendations that we oppose and which we believe will adversely affect the efficient implementation of existing U.S. maritime policies and the operation of U.S.-flag vessels. In addition, the proposal fails to identify solutions that would increase or incentivize the carriage of cargoes by U.S.-flag, U.S.-crewed vessels, a core tenet of ensuring an economically viable U.S. maritime industry. However, the establishment of a second U.S.-flag registry as proposed by the Hudson Institute is the most egregious proposal in the report and warrants our specific comment."

The statement continues, "The United States-flag deep sea fleet is the largest segment of the maritime industry providing the trained and qualified mariners needed to meet the requirements of the Department of Defense. It is these American mariners who crew the surge and sustainment vessels called into action by the Department of Defense in time of war or other international emergency and who have never, in the history of our nation, refused to respond whenever and wherever needed by our government."

"At this time in our nation's history it is imperative that our government act to ensure that our country has the trained and qualified mariners needed by the Department of Defense. It is irresponsible to divert U.S. taxpayer dollars to support and to otherwise encourage the operation of U.S.-flag vessels that do not provide the base of employment necessary to increase and support the U.S. citizen mariner base. To do so is at best a wasteful use of U.S. taxpayer dollars and at worst, a dangerous disregard of America's national security requirements."

In conclusion, they wrote, "We urge the Biden Administration and the Congress to put American maritime workers first, and to soundly reject this proposal to create a second United States-flag registry that will be little more than a flag of convenience that has at its core the outsourcing of American maritime jobs. We instead urge Congress and the Administration to work with us to strengthen and expand the United States-flag fleet in order to create jobs for America's maritime workforce and to further enhance America's economic, homeland and military security."

Signing the statement were SIU President David Heindel; Maritime Trades Department Executive Secretary-Treasurer Mark Clements; Sailors' Union of the Pacific President David Connolly; American Maritime Officers President Paul Doell; International Organization of Masters, Mates & Pilots President Don Marcus; Marine Firemen's Union President Anthony Poplawski; Marine Engineers' Beneficial Association President Adam Vokac; and Transportation Trades Department President Greg Regan.



# Apprentices Instrumental to Veterans Day Ceremony

## WWII Mariners Honored with President, VP, First Lady in Attendance



Pictured at the ceremony are (from left) PHC Apprentices Xavier Roberts, Caleb Estrada, Orlando Quirantes, and Emma DiGennaro.

Four members of the most recent apprentice class at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) proudly represented the union and the school Nov. 11, bearing our nation's flag and the U.S. Merchant Marine flag during the annual Veterans Day ceremony at Arlington National Cemetery.

The participating PHC apprentices from class 901 were Orlando Quirantes, Xavier Roberts, Emma DiGennaro, and Caleb Estrada. They were invited to help symbolize and stand for the four World War II U.S. Merchant Marine veterans (Pete Kurkimilis, Charles Mills, Howard Pfeifer and David Yoho) who also took part in the ceremony. The apprentices were led by PHC Apprentice Commandant John Romer.

This marked the first time the U.S. Merchant Marine had been invited to participate at the solemn event. Along with the flag, their recognition included a U.S. Merchant Marine wreath that was presented.

Recalling his experience bearing the U.S. Merchant Marine flag at the ceremony, Quirantes said, "It was awesome. It was a huge honor to participate in the

ceremony. We weren't expecting it to be as grand as it was. We saw the president, the vice president, and the head of the Treasury..."

"The honor guard from the SIU was absolutely fantastic!" said American Merchant Marine Veterans (AMMV) President Dru DiMattia. "It was an absolute pleasure working with the entire team."

"It was a great day," said AMMV Vice President Chris Edyvean, a former SIU member.

Among the cadre of distinguished attendees were President Joe Biden, First Lady Jill Biden, Vice President Kamala Harris and Secretary of Veterans Affairs Denis R. McDonough.

Each year on Memorial Day and Veterans Day, the incumbent president has traditionally placed a wreath at the Tomb of the Unknown Soldier to memorialize fallen U.S. service members whose remains have not been located or were unable to be properly identified.

Following the Veterans Day wreath-laying, the commander in chief gave a speech at the Memorial Amphitheater recognizing the American forces who



always rise to the occasion each time our country requires their service, and honoring the memory of his son, Beau Biden, and his service to this country as a member of the Army National Guard. "Our veterans are the steel spine of this nation, and their families, like so many of you, are the courageous heart," Biden said.

Biden's speech also highlighted the PACT Act, which was signed into law in August of 2022. The legislation aimed to expand healthcare access for veterans exposed to toxic chemicals and their families. Biden announced that any toxin-exposed veteran who served in any conflict outlined in the PACT Act would be able to enroll in VA health care starting in March 2024. After four decades of struggling for recognition, mariners who sailed during World War II received veterans' status in 1988. Three years later and in another first, union mariners marched in the parade from Capitol Hill to the White House with members of the U.S. Armed Services at the conclusion of the Kuwaiti War.

### 2024 Meeting Dates

Port	Traditional Date	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Piney Point	Monday after first Sunday	8	5	4	8	6	3	8	5	3	7	4	2
Jersey City	Tuesday after first Sunday	9	6	5	9	7	4	9	6	3	8	5	3
Philadelphia	Wednesday after first Sunday	10	7	6	10	8	5	10	7	4	9	6	4
Baltimore	Thursday after first Sunday	11	8	7	11	9	6	11	8	5	10	7	5
Jacksonville	Thursday after first Sunday	11	8	7	11	9	6	11	8	5	10	7	5
San Juan	Thursday after first Sunday	11	8	7	11	9	6	11	8	5	10	7	5
Algonac	Friday after first Sunday	12	9	8	12	10	7	12	9	6	11	8	6
Norfolk	Friday after first Sunday	12	9	8	12	10	7	12	9	6	11	8	6
Houston	Monday after second Sunday	16	12	11	15	13	10	15	12	9	15	12	9
New Orleans	Tuesday after second Sunday	16	13	12	16	14	11	16	13	10	15	12	10
Mobile	Wednesday after second Sunday	17	14	13	17	15	12	17	14	11	16	13	11
Oakland	Thursday after second Sunday	18	15	14	18	16	13	18	15	12	17	14	12
Port Everglades	Thursday after second Sunday	18	15	14	18	16	13	18	15	12	17	14	12
Joliet	Thursday after second Sunday	18	15	14	18	16	13	18	15	12	17	14	12
St. Louis	Friday after second Sunday	19	16	15	19	17	14	19	16	13	18	15	13
Honolulu	Friday after second Sunday	19	16	15	19	17	14	19	16	13	18	15	13
Wilmington	Monday after third Sunday	22	20	18	22	20	17	22	19	16	21	18	16
Guam	Thursday after third Sunday	25	22	21	25	23	20	25	22	19	24	21	19
Tacoma	Friday after third Sunday	26	23	22	26	24	21	26	23	20	25	22	20

Circled dates indicate changes due to holiday observances -- Meetings start at 10:30 a.m.



# 2024 HEALTH AND BENEFITS PLAN SCHOLARSHIP PROGRAM

Scholarships totaling \$132,000 are available under the 2024 Seafarers Health and Benefits Plan Scholarship Program. The grants are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

## SEAFARERS SCHOLARSHIPS

**Three** scholarships designated for active Seafarers:

- **One** \$20,000 offering for a four-year course of study at an accredited college or university
- **Two** scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school



## DEPENDENTS SCHOLARSHIPS

**Five** scholarships designated for dependents:

- A total of **five** scholarships, each worth \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.

To take advantage of these opportunities, visit [seafarers.org](https://seafarers.org), go to the Benefits menu, open the “Core Plus and Core Benefits” section, scroll to “Applications and Forms,” and select Scholarship Application.

12/23

## Beck Notice

The Seafarers International Union, AGLIW assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIW about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIW.

1. **Benefits of union membership** — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIW are the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the development and formulation of union policies.

2. **Cost of union membership** — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. **Agency fee payors** — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such ar-

## Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

rangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. **Amount of agency fee** — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2022 calendar year, the fee cost associated with this representation amounts to 80.55 percent of the dues amount. This means that the agency fee based upon the dues would be \$402.75 (four hundred two dollars and seventy-five cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2024 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2023 and November 30, 2024 will have this calculation applied to their 2024 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2025, your objection must be received by December 1, 2024.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Capital Gateway Drive, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2022.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues,

must elect this option each year by filing an objection in accordance with the procedure noted below.

5. **Filing of objections** — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIW, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

6. **Filing a challenge** — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. **Appeal procedure** — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,  
Tom Orzechowski  
Secretary-Treasurer



# Former Seafarer Marks 50 Years as Seagoing Union Member

*Editor's note: This article originally appeared in the American Maritime Officer, monthly publication of the Seafarers-affiliated AMO. It is reprinted here with permission, and with strong encouragement from the main subject, who comes from an SIU family.*

*"The SIU holds a very special place in my heart and life," Fred Reyes said in a recent communication to the Seafarers LOG.*

*The article has been lightly edited for space considerations.*

In May of 2023, American Maritime Officers member Frederick Reyes completed his most recent shipboard assignment. He accepted the job to join the *S/S Wright* in February in Norfolk, Virginia, as first engineer to work on board with a longtime friend: Chief Engineer Sterling Pearson.

As he walked down the gangway in May, there was a long list of responsibilities awaiting him on the pier, including working with his wife, Nora, to choose their next course of action with the avocado, banana and coffee plantation the Reyes family has established in Colombia in recent years, and deciding whether they should keep all of their horses in the stable or maintain them in the pasture for a few weeks.

Not what you might call standard kitchen-table quandaries, but these are among the interests Reyes has been able to pursue over the years during a long career as a licensed U.S. Merchant Marine officer – working hard, earning well, raising a family and having ample vacation time between shipping assignments.

His rotation on the *Wright* was the latest installment in a voyage that began 50 years ago in the Bronx, New York.

I turned around and there's this white-haired gentleman, a little taller than I am, and he takes his stogie and hands it to someone, and this gentleman proceeds to grab me in a bear hug and starts bouncing me. And he says: 'I've waited for 20 years for one of you guys to show up!'

"I was 20 years old and I was attending Bronx Community College," Reyes said, noting he had previously attended NYC Food and Maritime Trade High School. "It was difficult to get work. So, I was pretty much a starving student like most students. And my mother says to me: 'Well, here's a letter that was given to you when you were born.' I read the letter. She says: 'Take this letter to the union (SIU) (which I had been going to in Brooklyn since I was a kid with my father, waiting for him to ship out) and you want to talk to only one person: (SIU President) Paul Hall.'"

"Back then, whatever mom said, you did," Reyes continued. "I went to Brooklyn, and they usually had the job calls where there used to be a master at arms who would stand in front of the union door entry. So, there was a gentleman named Jack Caffey, who eventually became one of the vice presidents. Jack was the master at arms in front of the union.

"Now, this is 1973, you know. I was a classic long-hair college hippie. And Jack says, 'What do you want?' And I'm like, well, I'm here to see Paul Hall. He says, 'Get out of here, you can't see Paul Hall.' And I say, Well, I got a letter here. He read the letter, looked at me, read the letter again, and says, 'Okay, I'll be back in five minutes – stay right here.' He goes inside the building, comes out, and these two men walk out with him. They read the letter, look at me and asked me for ID. I gave them my driver's license. One of them looks to the other and says, 'Man, the boss is going to be really happy with this one.'"

Reyes paused in his recollection to point out his full name is Frederick Reyes-Morciglio, and his grandfather on his mother's side, **Francisco Morciglio**, was a charter member of the Seafarers International Union in 1938, after having started sailing in 1918. His uncle on his mother's side was also an SIU member who started sailing in the 1940s, and both of them sailed in the deck department.

Reyes' father also sailed as a member of the SIU in the deck department, starting perhaps in the late 1930s or early 1940s. He served in the U.S. Merchant Marine during World War II and was later buried in a cemetery for veterans in Puerto Rico. His father had four brothers, and they also sailed with the SIU.

"I think I have salt in my blood," Reyes said.

When he was born in 1953, the SIU issued Reyes a letter of introduction to the union, stating he could take the letter to any SIU hall in the United States and be recognized as a book member of the Seafarers International Union. He was later informed the SIU had issued approximately 20 such letters in total and had ceased doing so in 1954.

From his encounter with Caffey in front of the hall in Brooklyn, Reyes was escorted upstairs to the dispatching department, led at the time by Port Agent George McCartney, who would later become a vice president with the union.



First Engineer Fred Reyes (left) and Chief Engineer Sterling Pearson work aboard the *Wright* in Norfolk, Virginia, earlier this year.

"George picks up the phone and says, quote, 'One of the babies just arrived,'" Reyes said. "Then he says: 'Somebody is going to be here in a few minutes to talk to you.'

"Are you Paul Hall?" Reyes asked. "He says: 'No, I'm George McCartney.' I looked at the guy to my right and I asked: Who are you? He says: 'I'm Mike Sacco (who later became the union's president).' Then I asked the guy to my left: Who are you? He says: 'I'm Joey Sacco (later the union's executive vice president).'

"Joey grabbed me and says: 'Man, you don't know how happy the boss is going to be to see you.'

"Then I started hearing whispers. I'm standing, looking at the counter, and I feel a presence behind me and smell cigar smoke. I turned around and there's this white-haired gentleman, a little taller than I am, and he takes his stogie and hands it to someone, and this gentleman proceeds to grab me in a bear hug and starts bouncing me. And he says: 'I've waited for 20 years for one of you guys to show up!'

"He finally puts me down and I says to him, Are you Paul Hall? He says, 'Yes, I am.'

"Good, because my mom told me to talk to you!"

"He says: 'What do you need, son?' I told him I want to go on a ship. I want to go to work," Reyes said. "He looks at Mike and Joey and says: 'You see this kid? This is family. We'll always take care of this man.'

"Here it is, 50 years later, and I'm still here," Reyes said.

Hall gave instructions to have Reyes sent to Piney Point, Maryland, for training before his first shipboard assignment.

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## Summary Annual Report for Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2022 to December 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$344,518,301 as of December 31, 2022 compared to \$343,071,717 as of January 1, 2022. During the plan year the plan experienced an increase in its net assets of \$1,446,584. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$86,536,416. This income included employer contributions of \$123,945,964, employee contributions of \$458,200, realized losses of \$(7,754,600) from the sale of assets and other losses or earnings from investments of \$(31,137,648), and other income of 1,024,500. Plan expenses were \$85,089,832. These expenses included \$15,092,717 in administrative expenses and \$69,997,115 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report.
2. Financial information and information on payments to service providers.

3. Assets held for investment; and
4. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of:

Margaret R. Bowen, Administrator  
5201 Capital Gateway Drive  
Camp Springs, MD 20746  
(301) 899-0675

The charge to cover copying costs will be \$11 for the full report or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan:

Plan Office  
5201 Capital Gateway Drive  
Camp Springs, MD 20746

and at the U.S. Department of Labor in Washington, D.C.,

or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

### Paperwork Reduction Act Statement

According to the Paperwork Reduction Act of 1995 (Pub. L. 104-13) (PRA), no persons are required to respond to a collection of information unless such collection displays a valid Office of Management and Budget (OMB) control number. The Department notes that a federal agency cannot conduct or sponsor a collection of information unless it is approved by OMB under the PRA, and displays a currently valid OMB control number, and the public is not required to respond to the collection of information unless it displays a currently valid OMB control number. See 44 U.S.C. 3507. Also, notwithstanding any other provisions of law, no person shall be subject to penalty for failing to comply with a collection of information if the collection of information does not display a currently valid OMB control number. See 44 U.S.C. 3512.

The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL\_PRA\_@PUBLIC.DOL.GOV and reference the OMB Control Number 1210-0040.



# Garamendi Reintroduces Bill Requiring Offshore Energy Developers to Hire American Workers

One of the most fervent supports of the U.S. maritime industry recently reintroduced a bill that would benefit American workers.

U.S. Rep. John Garamendi (D-California) in mid-October submitted a bill titled “Close Agency Loopholes to the Jones Act,” which would eliminate nearly a half-century of gaps that disadvantage American workers (known as “letter rulings”) by U.S. Customs and Border Protection. Specifically, these loopholes allow federal regulators to circumvent the Jones Act – a time-tested federal maritime law that mandates the use of vessels that are crewed, built, flagged and owned American when it comes to transporting cargo from one domestic port to another.

The SIU is one of many maritime labor organizations supporting the bill.

Garamendi is the top Democrat on the House Armed Services Subcommittee on Readiness and a senior member of the Transportation and Infrastructure Committee. He served as the top Democrat on the Subcommittee on Coast Guard and Maritime Transportation from 2013 to 2018.

“The U.S. government should do everything in its power to prevent foreign vessels from paying poverty wages to take jobs from Americans working in our maritime industry,” he said. “Sadly, federal regulators have largely enabled it instead. My Closing Agency Loopholes to the Jones Act would finally enforce the law as Congress intended when it created the Jones Act in 1920. Passing my legislation means maximizing job opportunities for American mariners, U.S.-flagged vessels and domestic shipyard workers.”

He added, “In January 2021, President Biden’s first executive order after assuming office directed federal agencies to maximize the use of American mariners, American-built ships, and U.S.-flagged vessels under the Jones Act. Less than 90 days later, Customs and Border Protection issued a letter ruling contradicting the president’s policy to allow foreign vessels to construct energy projects on the Outer Continental Shelf. My bill will force federal bureaucrats to implement the president’s policy by fully enforcing the Jones Act.”

According to the congressman, the Close Agency Loopholes to the Jones Act (H.R.5991) would:

- Close the “oceanographic research vessel” loophole, thereby preventing commercial vessels engag-

ing in seismic-blasting and similar pre-construction activities for offshore energy development in the United States’ Exclusive Economic Zone at sea from skirting the Jones Act.

- Close the “vessel equipment,” “lifting operations,” and “installation vessel” loopholes, thereby preventing vessels with cranes and similar equipment from moving building materials into place to construct offshore energy development in the United States’ Exclusive Economic Zone at sea from skirting the Jones Act.

- Close the “paid out, not unladen” loophole, thereby preventing vessels transporting and installing undersea cable between the mainland United States and fixed points like offshore platforms on the Outer Continental Shelf from skirting the Jones Act.

- Close the “decommissioning” loophole, thereby preventing vessels decommissioning offshore platforms on the Outer Continental Shelf from skirting the Jones Act.

- Close the “seabed sample” loophole, thereby preventing commercial vessels taking samples from the seafloor on the Outer Continental Shelf for offshore energy development from skirting the Jones Act.

- Close the “pristine seabed” loophole, thereby preventing commercial vessels that artificially place rocks or other aggregates by vessel – known as “scour protection material” – on the seafloor of the Outer Continental Shelf for offshore energy development from skirting the Jones Act.

- Allow Jones Act operators to appeal letter rulings by U.S. Customs and Border Protection that undermine the Jones Act.

- Subject Customs and Border Protection’s enforcement of the Jones Act to the Congressional Review Act, which applies to nearly all other major national policy and regulatory decisions at federal agencies.

- Require foreign-flagged vessels operating on the Outer Continental Shelf purporting to operate under a Jones Act exemption to publicly notify Customs and Border Protection, citing the specific purported exemption and its legal basis.

- Authorize Customs and Border Protection to penalize foreign-flagged vessels operating on the Outer Continental Shelf under a purported Jones Act exemption for failing to notify the federal agency.



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

- Require that offshore energy developers pay a prevailing wage determined by the U.S. Department of Labor under the Davis-Bacon Act.

- Direct the U.S. Coast Guard to fully implement Garamendi’s 2020 amendment, which reaffirmed that federal laws like the Jones Act that already applied to offshore oil and gas also apply to offshore renewable energy production in the United States’ Exclusive Economic Zone (EEZ) at sea.

In addition to the SIU, those supporting the Close Agency Loopholes to the Jones Act legislation include the Offshore Marine Service Association; American Waterways Operators; International Association of Machinists and Aerospace Workers; Maritime Trades Department; Metal Trades Department; American Radio Association; Sailors’ Union of the Pacific; American Maritime Officers; International Organization of Masters, Mates & Pilots; Marine Firemen’s Union; Marine Engineers’ Beneficial Association; International Longshore and Warehouse Union; and the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.

## Union Member Rights, Officer Responsibilities Under The Labor-Management Reporting and Disclosure Act

The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

### Union Member Rights

#### Bill of Rights - Union members have:

- Equal rights to participate in union activities
- Freedom of speech and assembly
- Voice in setting rates of dues, fees, and assessments
- Protection of the right to sue
- Safeguards against improper discipline

**Copies of Collective Bargaining Agreements:** Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

**Reports:** Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

#### Officer Elections:

- Union members have the right to:
- Nominate candidates for office
  - Run for office
  - Cast a secret ballot
  - Protest the conduct of an election

**Officer Removal:** Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

Officer guilty of serious misconduct.

**Trusteeships:** Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

**Prohibition Against Certain Discipline:** A union or any of its officials may not fine, expel, or otherwise discipline a member for exercising any LMRDA right.

**Prohibition Against Violence:** No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

### Union Officer Responsibilities

**Financial Safeguards:** Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union’s constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

**Bonding:** Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

#### Labor Organization Reports:

- Union officers must:
- File an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS.
  - Retain the records necessary to verify the reports for at least five years.

**Officer Reports:** Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

#### Officer Elections:

Unions must:

- Conduct elections for officers of national unions or intermediary districts at least every four years by secret ballot.
- Conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year.
- Mail a notice of election to every member at least 15 days prior to the election.
- Comply with a candidate’s request to distribute campaign material.
- Not use union funds or resources to promote any candidate (nor may employer funds or resources be used).
- Permit candidates to have election observers.
- Allow candidates to inspect the union’s membership list once within 30 days prior to the election.

**Restrictions on Holding Office:** A person convicted of certain crimes may not serve as a union officer, employee, or other representative of a union for up to 13 years.

**Loans:** A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

**Fines:** A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

*Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at [www.dol.gov](http://www.dol.gov)*



# Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2022 to December 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Basic Financial Statement**

The value of plan assets, after subtracting liabilities of the plan, was \$32,110,526 as of December 31, 2022 compared to \$34,979,646 as of January 1, 2022. During the plan year the plan experienced an decrease in its net assets of \$(2,869,120). This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$68,249,839. This income included employer contributions of \$72,888,240, realized losses of \$(1,117,849) from the sale of assets, other losses from investments of \$(3,680,838) and other income of \$160,286. Plan expenses were \$71,118,959. These expenses included \$7,484,445 in administrative expenses and \$63,634,514 in benefits paid to participants and beneficiaries.

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report.

2. Assets held for investment; and

3. Transactions in excess of 5 percent of the plan assets.
- To obtain a copy of the full annual report, or any part thereof, write or call the office of:

Margaret R. Bowen, Administrator  
5201 Capital Gateway Drive  
Camp Springs, MD 20746  
(301) 899-0675

The charge to cover copying costs will be \$15.25 for the full report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan:

Plan Office  
5201 Capital Gateway Drive  
Camp Springs, MD 20746

and at the U.S. Department of Labor in Washington, D.C.,

or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

**Paperwork Reduction Act Statement**

According to the Paperwork Reduction Act of 1995 (Pub. L. 104-13) (PRA), no persons are required to respond to a collection of information unless such collection displays a valid Office of Management and Budget (OMB) control number. The Department notes that a Federal agency cannot conduct or sponsor a collection of information unless it is approved by OMB under the PRA, and displays a currently valid OMB control number, and the public is not required to respond to the collection of information unless it displays a currently valid OMB control number. See 44 U.S.C. 3507. Also, notwithstanding any other provisions of law, no person shall be subject to penalty for failing to comply with a collection of information if the collection of information does not display a currently valid OMB control number. See 44 U.S.C. 3512.

The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL\_PRA\_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.

# Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2022to December 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Basic Financial Statement**

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$15,048,433. These expenses included \$1,260,680 in administrative expenses and \$13,787,753 in benefits paid to participants and beneficiaries. A total of 15,228 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$147,590,346 as of December 31, 2022 compared to \$170,534,853 as of January 1, 2022. During the plan year the plan experienced a decrease in its net assets of \$(22,944,507). This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$(7,896,074), including employer contributions of \$10,081,055, employee contributions of \$166,973, losses of \$(4,031,861) from the sale of assets, loss from investments of \$(14,123,476) and other income of \$11,235.

The plan has a contract with The Prudential Insurance Company of America which allocates funds toward individual policies.

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report.

2. Assets held for investment.

3. Transactions in excess of 5 percent of the plan assets.

4. Insurance information including sales commissions paid by insurance carriers; and

5. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of:

Margaret R. Bowen, Administrator  
5201 Capital Gateway Drive  
Camp Springs, MD 20746  
301-899-0675

The charge to cover copying costs will be \$8.75 for the full report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan:

Plan Office  
5201 Capital Gateway Drive  
Camp Springs, MD 20746  
and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

**Paperwork Reduction Act Statement**

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The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL\_PRA\_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.

# Summary Annual Report for Seafarers International Union AGLIW 401(k) Plan

This is a summary of the annual report for the Seafarers International Union AGLIW 401(k) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2022 to December 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Basic Financial Statement**

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$5,169,054. These expenses included \$166,524 in administrative expenses, \$4,869,458 in benefits paid to participants and beneficiaries and \$133,072 in deemed distributions. A total of 16,730 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$55,489,159 as of December 31, 2022 compared to \$62,609,715 as of January 1, 2022. During the plan year the plan experienced an decrease in its net assets of \$(7,120,556). This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$(1,951,502), including employee contributions of \$6,964,017, other contributions of \$111,338, earnings from investments of \$(9,155,591) and other income of \$128,734.

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report.

2. Financial Information and information on payments to service providers.

3. Assets held for investment.

4. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of:

Margaret R. Bowen, Administrator  
5201 Capital Gateway Drive  
Camp Springs, MD 20746  
(301) 899-0675

The charge to cover copying costs will be \$12.50 for the full report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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5201 Capital Gateway Drive  
Camp Springs, MD 20746

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# A Career at Sea: Memories from a Longtime Mariner

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"I says to George McCartney, Don't you have a school here in Brooklyn or Manhattan or the Bronx? He said, 'No, it's in Maryland.'

"I don't have money to get to Maryland. How am I going to get to Maryland?" Reyes said. "In all honesty, George goes into his pocket and pulls out a hundred-dollar-bill, and says: 'I never want you to be without money again. We're going put you to work and you're always going to have money and you're going to have a good future.'

"Mike says, 'Look, Freddie, we're going to be down in Piney Point in about two weeks and we'll be down there when you get there, so you're not going to be alone.'

"Are you sure?" Reyes asked. "Joey grabbed me and says: 'We're going to be friends forever.'"

Reyes attended Piney Point for 12 weeks and left for his first shipboard assignment. "My very first ship was the *Seal and McLean*, which was a brand-new SL-7," he remembered. His first job was in the steward department taking care of the forward house.

"We set sail from Port Elizabeth and got to the Verrazano Bridge, and the movement of the ship – I got seasick the minute we passed by the Statue of Liberty," Reyes said. "Back then, they used to make the run from New Jersey to Rotterdam in four days. I was sick the whole trip over and I was sick the whole trip back. I got off that ship 11 days later and said, I quit. I'm not going on another ship.

"I had money in my pocket and I went home," he said. "I hung out for a couple of days. My mom asked me how the trip was, my uncle asked me how the trip was, and I saw my grandfather. I said, Man, I'm not going out there. This was wintertime, so I had my first ship crossing the Atlantic – a super-fast ship that was moving all over the place. Yeah, I was sick.

"My grandfather says, 'You are going back out there, now!' So I went back to the union hall and grabbed another ship, and that was the *Elizabethport*," another Sealand Service, Inc. ship. "That's how my career started," Reyes said.

"When we were crossing the Atlantic, I was getting sick all over the place," he said. "I thought I wanted to be a bosun or captain. I wanted to be in the deck department. I'd go down to the engine room, and when I went down to the engine room, because it's a low point of gravity down there, I'd be comfortable. That's how my engineering career started – I'd go down to the engine room because I didn't feel seasick down there."

Reyes took one more shot at a career in the deck department, signing on as an ordinary seaman on a Jones Act tanker running from New York to Texas. He found himself getting bored standing the bow watch the entire trip. The next job he took, he signed on as a wiper and never sailed outside the engine department again.

A few years later, Reyes returned to Piney Point to complete the required seniority program training to earn his A-seniority book with the SIU. This entailed a week or two of classes at the school followed by a week or two in New

York going to the morning production meetings with Paul Hall and Vice President Angus "Red" Campbell, he said.

"Red knew my father and my grandfather, so I had a lot of camaraderie there. During one of the morning meetings – there were four of us – it was (current SIU Executive Vice President) Augie Tellez, (current Vice President West Coast) Nick Marrone and two others....

Reyes sailed with the SIU for several years. He would typically sail for five or six months at a time, come home for a few weeks, and after routine prodding from his grandfather, would turn around and go back to sea.

By 1979, Reyes had earned a license. But his introduction to working as an engineering officer commenced well before he sat for the exams.

A few years earlier, he was assigned to attend a new course at Piney Point to qualify to sail on LNG carriers. He ended up working as a pumpman aboard three such ships coming out of the shipyard. He continued sailing on LNG carriers as a QMED, and with guidance from the engineering officers sailing aboard the ships – represented at that time by District 1 MEBA – learned a great deal about the roles and responsibilities of a marine engineer.

"By the time I got a license, I was still sailing on an LNG ship in the capacity of a QMED," Reyes said. "I got off that ship, went home for a few weeks, then jumped on an AMO ship as a third engineer."

Reyes had gotten married in 1980 and was living in Daytona Beach with his wife and their one-year-old child when, in 1983, he was contacted by American Maritime Officers (at that time District 2 MEBA) regarding that first job as a third engineer aboard the *Cove Trader*.

He continued sailing both licensed and unlicensed in alternating voyages, returning to the LNG fleet between AMO job assignments to earn as much money as he could. "For two or three years, I was sailing as a QMED and as an engineer. I don't know if you can do that anymore," Reyes said.

Reyes paused for a moment to identify both the captain of the *Cove Trader*, the late John "Black Jack" Flanagan, and the chief engineer, Alfred "Rocky" Miliano, with whom he still maintains a close friendship. Reyes also remembered meeting STAR Center Director of Training Jerry Pannell, who was sailing as a junior deck officer on the *Cove Trader* at the time.

"Sailing back then was different," Reyes said. "There was a lot of camaraderie – in the crew and in the officer ranks. There wasn't a lot of communication, so we were mariners on a ship in the middle of the ocean. "It's a whole new generation of mariners now. There's a different level of sophistication. The technology onboard the vessels – it's strictly business now. There's nothing wrong with it, but it is different.

"It's been a great life voyage for me, personally, being a mariner – being in the crew, and I've been an officer for quite a few decades," Reyes said. "I really care for the crew. I make sure to look after them....



Former Seafarer Fred Reyes is pictured with his wife, Nora.

Reyes also reflected upon a situation which stemmed from the sealift operation during the first Gulf War – after Iraq invaded Kuwait – and identified a reality faced by the U.S. maritime industry to this day.

"I was on the *Cornhusker State*. I was second engineer. We get to Saudi Arabia ... and I was standing on the dock and there was a bunch of young soldiers there. One of them asked if I was CIA, because I was dressed in civvies, and I was, like, no. He says, 'Well, what are you doing here?'

"I came on the ship," Reyes said. "I'm a merchant mariner. Then I pointed to the ship and said, How do you think the war machine got from the United States to here? And he says, 'The Navy.' And I said no, the Navy are warriors. We are the civilian mariners who support you, the combatant. You see those helicopters coming off that ship? How do you think they got here?'

"Now I had their full attention and I explained it to them," Reyes said. "Most people, most Americans, really don't understand what the Merchant Marine is and what we do.

"For me, going to sea is part of the fabric of my existence," he said. "Whether it be alongside a dock or crossing the oceans, that's what I do. I was born to do that and I'm very proud of it.

"I appreciate and I love the SIU for providing the vehicle for me to have this wonderful life as a mariner, and I appreciate the AMO as an organization for taking care of me and my family," Reyes said. "We as mariners are a certain breed of human being who do what we do."

Reyes addressed a final point to the next generation of the U.S. Merchant Marine, both junior officers coming out of the academies and hawsepipers beginning their careers as unlicensed mariners.

"Within this industry, you can start at the bottom and work your way up to the top. And it's possible to do it, because I did it," Reyes said. "I'm very thankful that going to sea has given me a great life. Because I've had a ball."

## USTRANSCOM Honors Retired SIU President

SIU President Michael Sacco on Oct. 31 received the Pegasus Award, "which honors individuals or groups as strong proponents of U.S. Transportation Command (USTRANSCOM) and its mission," the agency reported. SIU President David Heindel (right) accepted the honor on Sacco's behalf, during a joint meeting of USTRANSCOM and the National Defense Transportation Association in Orlando, Florida. USTRANSCOM Commanding Officer Gen. Jacqueline Van Ovost (left) presented the plaque. She stated that people with "innovative visions, passion to fulfill them, and fearless dedication to win are the ones who will help us achieve the impossible." She said Sacco "is one of those people who has been critical to all of us in achieving the impossible. Mike is a true American Patriot....Thank you for being a terrific team player to USTRANSCOM, the [Joint Deployment Distribution Enterprise], and our nation."





# At Sea & Ashore with the SIU



**TALKING MARITIME IN D.C.** – SIU Executive VP Augie Tellez (right) chats with former U.S. Rep. Tom Suozzi at a recent gathering in the nation's capital. Suozzi is trying to regain his former Long Island seat now held by Rep. George Santos.



**ABOARD ENERGY HERCULES** – Meeting aboard the Seabulk vessel are (standing, from left) SIU Asst. VPs Chris Westbrook and Mike Russo, Capt. Chris Kibodeaux, Mate Nick Stickell, and (front) Engineer Mike Matte.



**RECRUITING IN GARDEN STATE** – SIU Patrolman Osvaldo Ramos (right) and Safety Director Ali Alhamyari man a table at a well-attended career fair in Elizabeth, New Jersey.



**SPREADING THE WORD IN LONE STAR STATE** – SIU Patrolmen Kirk Pegan (left) and Kelly Krick stand prepared to discuss the SIU and its affiliated school during a late-October career fair in Willowbrook, Texas.



**ABOARD EL COQUI** – Pictured aboard the Intrepid vessel are (above left, from left, starting in front): Recertified Steward Bryan Alvarez, Chief Cook Tamara Russ, SIU AVP Amancio Crespo. Back row, also from left: ABM Jorge Soler, ABW John Paul Mauras, Recertified Bosun Abel Vazquez, ABW Juan Chevalier Jr., ABM Raul Colon. In the other photo, in back, from left: Vazquez, Soler, Colon. In front: Crespo, vessel master Capt. Nicholas St. Jean, QMED Kevin Johnson, Electrician Rodney Passapera, Oiler Lance Gibson, Alvarez.



**WELCOME ASHORE** – Longtime Seafarer Timothy Pillsworth (right in both photos) has decided to retire. He joined the union in 1978 and mainly sailed as an electrician, though in recent years he worked as a crane operator. He's pictured with his son Kyle (also an SIU member) (left) and with SIU Port Agent Ray Henderson (second photo).



**ABOARD PERLA DEL CARIBE** – Another tempting meal is served up by (from left) Chief Cook Fernando Marques, SA Luis Perez and Recertified Steward Tony Mendez aboard the TOTE vessel, inbound to San Juan, Puerto Rico, from Jacksonville, Florida.



# At Sea & Ashore with the SIU



**WEST-COAST OUTREACH** – SIU Wilmington Port Agent Gerret Jarman is ready to welcome industry newcomers during a recent career fair in Downey, California.



**NEW BOOK FOR 'A-MAN' IN CHARM CITY** – Bosun Michael Kanga (right) picks up his replacement book at the Baltimore hall. At left is SIU Representative Jose Argueta. Kanga is an A-seniority member who filled his old book, hence the newly acquired one.



**NOTEWORTHY GATHERING** – October 16 proved historic on the West Coast, as the Wilmington, California, hall hosted its first membership meeting as a constitutional port. Many of the attendees are pictured above.



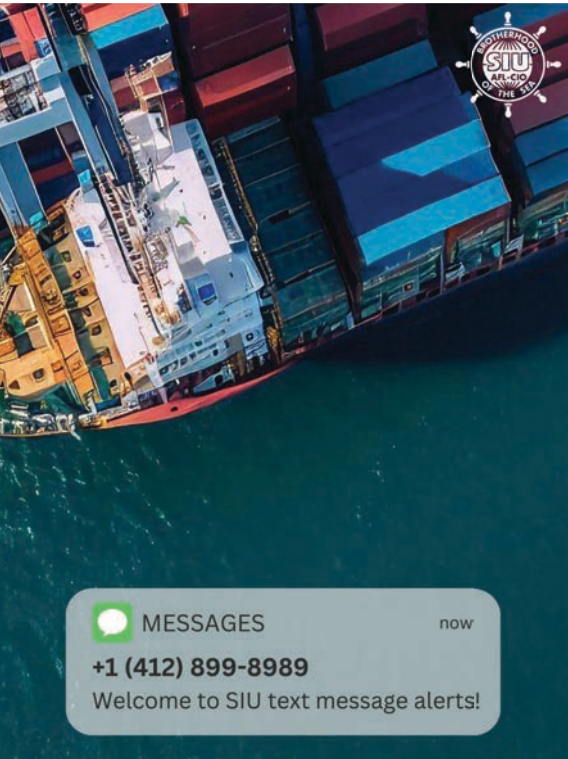
**DISCUSSING OPPORTUNITIES FOR VETERANS** – In mid-October, Maj. Joe Rodriguez (right) from the Puerto Rico Army National Guard visited the hiring hall in San Juan to discuss potential maritime career opportunities for U.S. military veterans. He's pictured with (from left) SIU Asst. VP Amancio Crespo, who's an Army veteran, and Recertified Bosun Rafael Franco, a Navy veteran.



**GRASSROOTS SUPPORT** – A number of Seafarers volunteered to support the campaign of John Whitmire, labor-backed candidate for Houston mayor. Whitmire received the most votes but is headed for a Dec. 9 runoff, something that had been widely predicted. Working the phones are (above, right, counterclockwise, starting at front right) OS Wageeh Saeed, OS Ibrahim Ahmed, Chief Cook Yohanes Pribadi, ABM Sirio Centino, SIU Patrolman Kirk Pegan, SIU Port Agent Joe Zavala, SA Charles Hanohano, GUDE Darwin Santos Nunez, OS Ezzaddin Saeed, GUDE Irving Guerrero, and OS Richmond Almocera. Pictured from left in photo above, left are AB Daniel Hanback and Recertified Bosun Luis Garcia, while the remaining photo includes (from left) SA Fredy Ruiz and GUDE Ricky Guity.







## Notice/Reminders About SIU Text Message Alerts

The union occasionally sends text messages to Seafarers (and others) who have signed up for such alerts. Those texts contain information relevant to members' careers, including important news about the SIU, its contracted companies and the industry as a whole. The messages may include alerts about open jobs, information about grassroots campaigns, and other time-sensitive bulletins.

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual's phone-service plan that they have with their provider.

People can unsubscribe from SIU text alerts at any time, simply by texting the word **STOP** to (412) 899-8989. To sign up for the alerts, text the word **JOIN** to (412) 899-8989.

### Terms and Conditions

By signing up for this service, you acknowledge that you understand there may be costs associated with the receipt by you of such text messages depending on the cell phone service plan that you have with your provider. You are providing your cell phone number and your consent to use it for these purposes with the understanding that your cell phone number will not be distributed to anyone else without your express consent and that this service will not at any time be used for the purpose of distributing campaign materials for official elections for union office.

## December & January Membership Meetings

Piney Point	Monday: Dec. 4, Jan. 8
Algonac	Friday: Dec. 8, Jan. 12
Baltimore	Thursday: Dec. 7, Jan. 11
Guam	Thursday: Dec. 21, Jan. 25
Honolulu	Friday: Dec. 15, Jan. 19
Houston	Monday: Dec. 11, <b>Tuesday: Jan. 16</b>
Jacksonville	Thursday: Dec. 7, Jan. 11
Joliet	Thursday: Dec. 14, Jan. 18
Mobile	Wednesday: Dec. 13, Jan. 17
New Orleans	Tuesday: Dec. 12, Jan. 16
Jersey City	Tuesday: Dec. 5, Jan. 9
Norfolk	Friday: Dec. 8, Jan. 12
Oakland	Thursday: Dec. 14, Jan. 18
Philadelphia	Wednesday: Dec. 6, Jan. 10
Port Everglades	Thursday: Dec. 14, Jan. 18
San Juan	Thursday: Dec. 7, Jan. 11
St. Louis	Friday: Dec. 15, Jan. 19
Tacoma	Friday: Dec. 22, Jan. 26
Wilmington	Monday: Dec. 18, Jan. 22

Houston change due to Martin Luther King Jr. Day

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

## Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from October 14 - November 14, 2023.  
"Registered on the Beach" data is as of November 14, 2023.

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	20	7	0	11	5	0	5	29	6	3
Anchorage	1	0	0	0	0	0	0	3	3	0
Baltimore	3	3	0	3	2	0	1	2	3	0
Fort Lauderdale	18	10	1	12	10	2	6	30	12	1
Guam	4	0	1	3	0	0	0	3	0	1
Harvey	6	3	1	3	3	0	2	16	6	3
Honolulu	9	2	1	4	0	0	3	15	5	1
Houston	28	15	3	17	8	0	12	42	35	6
Jacksonville	25	21	4	21	11	4	13	39	33	7
Jersey City	28	9	1	17	8	2	12	37	9	2
Joliet	4	0	0	2	1	0	2	3	2	0
Mobile	2	0	0	5	1	1	0	11	5	2
Norfolk	17	13	4	14	8	5	5	27	19	7
Oakland	8	5	1	8	3	0	3	17	3	2
Philadelphia	3	0	0	1	1	0	2	7	1	0
Piney Point	0	1	1	1	0	0	1	1	5	0
Puerto Rico	5	5	3	4	0	1	4	9	10	3
Tacoma	17	6	2	17	5	0	8	24	8	5
St. Louis	2	1	0	0	1	0	0	4	0	1
Wilmington	21	6	3	19	5	1	6	45	9	7
TOTAL	221	107	26	162	72	16	85	364	174	51
Engine Department										
Algonac	2	1	3	4	1	2	2	4	1	1
Anchorage	1	1	0	0	0	1	0	2	2	0
Baltimore	1	1	1	2	2	0	1	2	0	2
Fort Lauderdale	5	3	0	8	2	1	2	10	4	0
Guam	0	0	0	0	0	1	0	1	0	0
Harvey	1	2	1	0	0	0	0	2	3	1
Honolulu	4	2	0	2	1	0	1	8	2	1
Houston	11	6	2	4	3	1	2	17	11	3
Jacksonville	13	13	4	14	8	2	7	24	17	2
Jersey City	8	4	0	4	3	0	3	13	3	1
Joliet	2	2	0	0	1	0	0	5	2	0
Mobile	1	1	1	1	0	0	0	2	4	1
Norfolk	10	7	9	10	10	5	4	24	9	9
Oakland	7	1	3	6	1	1	0	5	4	3
Philadelphia	4	0	1	1	0	0	0	3	0	1
Piney Point	2	2	0	0	3	0	2	4	0	0
Puerto Rico	4	1	0	1	1	0	1	7	1	0
Tacoma	4	1	2	4	3	0	4	9	3	4
St. Louis	0	0	0	1	0	0	1	2	1	0
Wilmington	10	7	5	4	5	3	6	19	8	5
TOTAL	90	55	32	66	44	17	36	163	75	34
Steward Department										
Algonac	4	2	0	1	0	0	0	7	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	0	1	1	0	1	1	1
Fort Lauderdale	7	3	2	4	1	2	1	10	4	2
Guam	1	0	0	1	0	0	1	1	1	0
Harvey	2	1	0	3	0	0	2	3	3	0
Honolulu	4	1	1	6	1	1	2	6	2	1
Houston	12	6	1	10	3	2	8	18	12	2
Jacksonville	22	13	1	10	8	3	10	28	23	5
Jersey City	9	2	0	6	2	0	3	14	6	1
Joliet	2	0	0	0	0	0	0	3	0	0
Mobile	2	1	0	2	1	0	1	2	1	0
Norfolk	10	10	3	6	8	5	5	19	17	8
Oakland	12	2	0	7	0	0	3	17	5	2
Philadelphia	4	3	1	2	2	0	1	3	1	1
Piney Point	2	5	4	4	1	2	0	4	7	2
Puerto Rico	0	6	2	1	4	0	2	2	10	2
Tacoma	3	3	1	4	3	1	5	11	4	0
St. Louis	0	1	0	0	1	0	0	1	0	0
Wilmington	12	9	0	12	5	1	6	35	12	2
TOTAL	108	68	17	79	41	18	50	185	111	29
Entry Department										
Algonac	0	9	13	0	1	8	5	0	13	15
Anchorage	0	2	1	1	1	1	1	0	1	1
Baltimore	0	1	2	0	1	2	1	0	2	0
Fort Lauderdale	1	4	8	0	0	3	1	1	10	15
Guam	0	1	1	0	0	0	0	0	1	2
Harvey	1	2	5	0	0	0	0	1	4	10
Honolulu	1	4	7	0	0	2	0	1	4	8
Houston	0	17	17	0	11	8	1	3	33	39
Jacksonville	3	19	67	1	12	22	5	3	52	136
Jersey City	0	10	11	0	8	5	2	2	20	27
Joliet	0	1	1	0	1	2	1	0	1	1
Mobile	1	0	1	0	0	0	0	0	0	2
Norfolk	0	15	18	0	8	10	2	0	13	51
Oakland	0	2	7	0	4	7	2	1	7	11
Philadelphia	0	1	0	0	0	0	0	0	1	0
Piney Point	0	5	18	0	8	7	2	0	6	14
Puerto Rico	0	0	2	0	0	0	0	0	1	4
Tacoma	0	4	4	2	4	2	0	3	9	7
St. Louis	0	1	1	0	0	1	0	0	1	1
Wilmington	2	14	9	0	3	2	1	3	19	14
TOTAL	9	112	193	4	62	82	24	18	198	358
GRAND TOTAL	428	342	268	311	219	133	195	730	558	472



# 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.*

**HUDSON EXPRESS** (Marine Personnel & Provisioning), August 26 – Chairman **Zeki Karaahmet**, Secretary **Abraham Mills**. Chairman extended thanks to all, especially the steward department. Steward delegate thanked crew for helping to keep the ship clean and thanked the deck department for their cooperation when providing help to the galley gang. Educational director reminded crew to upgrade at the Piney Point school and to check all documents for expiration dates. No beefs or disputed OT reported. Bosun reminded members to attend SIU meetings for updated information. Crew gave thanks to union president for his good work securing a new contract. Members requested cost of living increases to occur every two years and an increase in vacation and pension pay. Crew reported nice weather and a safe voyage.

**GEORGE III** (Sunrise Operations, LLC), August 29 – Chairman **Antjuan Webb**, Secretary **Marcelo Param**, Educational Director **Thomas Flynn**, Engine Delegate **Benjamin Thuringer**. Chairman advised members to take advantage of the upgrading opportunities at the Paul Hall Center. Deck delegate encouraged crew to be familiar with work being done in each department and with overall vessel operations. Crew suggested modification in vacation benefits and expressed concern about reduced OT. Members discussed union health benefits and asked for cold-weather jackets for freezer.

**GREEN BAY** (Waterman Transport, Inc.), September 7 – Chairman **Nicholas Turano**, Secretary **Kevin Bozis**, Deck Delegate **George Fababier**. Members discussed port schedules, relief

statuses and proper sanitation procedures. Educational director encouraged crew to stay on top of their physicals and to upgrade at the union-affiliated Piney Point school. Ship fund to be used to purchase snacks in Japan. Deck delegate reiterated the importance of safe working habits and the use of personal protective equipment. Steward delegate asked for crew's patience while awaiting fresh stores. Members requested modification in vacation benefits. Next port: Vancouver, Washington.

**ALASKAN NAVIGATOR** (Alaska Tanker Company), September 10 – Chairman **Adel Ahmed**, Secretary **Albert Sison**, Educational Director **Leland Peterson**, Deck Delegate **Bonifacio Fortes**, Steward Delegate **Nasr Almusab**. New treadmill received August 28. Refrigerator still needed in crew mess. Chairman informed crew of newly constitutionalized ports including Norfolk, Jacksonville, Wilmington and Tacoma. Secretary reminded members to pick up after themselves in both the crew mess and laundry room. Educational director advised crew to check for upgrading courses at the Paul Hall Center. No beefs or disputed OT reported. Relief crew members only get two sets of overalls, crew is asking for a minimum of three, as well as better-quality rain gear. Members asked to increase Wi-Fi allowance to 1 gigabyte per day and to also increase vacation days to 20 for 30. Crew would like to qualify for vacation after 30 days of employment and for the steward assistant pay scale to be equal to entry level positions in other departments. Members requested a new espresso machine. Next port: Anacortes, Washington.

**AMERICAN PHOENIX** (Phoenix Crew Management, LLC), September 10 – Chairman **Charles Hill**, Secretary **Nathan Brailsford**, Educational Director **Melvin Ratcliff**, Deck Delegate **Luis Garcia**, Engine Delegate **Shaun Castain**, Steward Delegate **Munassar Ali**. Chairman complimented crew. Members asked for an updated contract. Educational director reminded crew to upgrade at the Piney Point school. No beefs or disputed OT reported. Crew proposed contract revision to include penalty time for pumpman while performing certain tasks. Members requested 15 for 30 vacation days and commended steward department for putting out good food.

**MAERSK ATLANTA** (Maersk Line, Limited), September 10 – Chairman **Ferdinand Gongora**, Secretary **Oscar Gomez**, Educational Director **Derek Chestnut**, Deck Delegate **George Lammers**, Engine Delegate **Joseph Jacobs**, Steward Delegate **Oscar Ramos**. Payoff scheduled September 12, per chairman. Educational director encouraged members to check course dates offered at the Paul Hall Center. No beefs or disputed OT reported. Crew requested new mattress covers and gave a special thanks to the steward department for a job well done.

**ALASKAN EXPLORER** (Alaska Tanker Company), September 17 – Chairman **Donny Castillo**, Secretary **Ingra Maddox**, Educational Director **Marco Baez Milan**, Deck Delegate **Domingo Cazon**, Engine Delegate **Jean Paul Lozada**, Steward Delegate **Juan Poblete**. Chairman encouraged crew to read the Seafarers LOG and reminded them that it is also available online. He mentioned

the union's ongoing recruiting efforts and asked members to be proactive in bringing in and training new members. Chairman gave thanks to steward department. Educational director recommended members upgrade at the Piney Point school. He asked them to give guidance to newcomers and to help each other when needed. No beefs or disputed OT reported. Crew discussed pension benefits and asked for 20 for 30 vacation days. Members expressed their dissatisfaction with entry-level pay increase as well as their frustrations working with Acuity. According to crew, it can take up to seven weeks for Acuity to clear them for work. Next port: Long Beach, California.

**TACOMA** (Matson Navigation), September 17 – Chairman **Christopher Pompel**, Secretary **Lovie Perez**, Educational Director **Andrew Gronotte**. Chairman discussed various points regarding physical exams. Any ideas for changes, concerns, or disagreements pertaining to medical may be sent to Seafarers Plans Administrator Maggie Bowen. TWIC cards now may be renewed online. Crew discussed requirements for upgrading in Piney Point. They noted that entry ratings will not be able to obtain A-seniority books without upgrading. Secretary advised crew to use the SIU portal to access sea time, union documents, direct deposit for vacation pay and scheduling physicals. Educational director urged members to upgrade often at the Paul Hall Center. No beefs or disputed OT reported. Crew made suggestions regarding permanent and rotary jobs, reliefs, and job calls. They requested free, unlimited Wi-Fi access. Next port: Tacoma, Washington.

## Know Your Rights

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

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

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

receipt requested. The proper address for this is:

George Tricker, Chairman  
Seafarers Appeals Board  
5201 Capital Gateway Drive  
Camp Springs, MD 20746

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

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

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

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

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

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

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

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

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

David Heindel, President  
Seafarers International Union  
5201 Capital Gateway Drive  
Camp Springs, MD 20746



David Heindel, President  
 Augustin Tellez, Executive Vice President  
 Tom Orzechowski, Secretary-Treasurer  
 George Tricker, Vice President Contracts  
 Dean Corgey, Vice President Gulf Coast  
 Nicholas J. Marrone, Vice President West Coast  
 Joseph T. Soresi, Vice President Atlantic Coast  
 Nicholas Celona, Vice President Government Services

Bryan Powell,  
 Vice President Lakes and Inland Waters

## 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 Street, 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 most recent bosun recertification class. That class included 11 Seafarers; the remaining five responses will be published in the next edition.*

## Question: Why did you join the union and why have you stuck with it?



**Stephen Gately**  
 Recertified Bosun

I'm a third-generation sailor, and my two brothers had joined the union from the oil fields. I've stayed because this is better than riding crew boats. We have stability, good money, and you're able to get your time in. The pension plan is another reason I've stuck with it.



**Godofredo Milabo**  
 Recertified Bosun

To experience what my father did on ships and to see the world. I have stayed with the SIU because it's a good way to make a living while seeing the world at the same time.



**Ali Alhamyari**  
 Recertified Bosun

I'm second generation; my father was NMU. I joined because I was tired of dead-end jobs, and I was looking for a career rather than just a job. This has kept me off the streets and out of trouble. I joined in 2008, Class 716.



**Jabr Ali**  
 Recertified Bosun

The best thing that has ever happened to me was joining the SIU. It has helped me and my family, especially when it comes to finances.



**Ricky Rivera**  
 Recertified Bosun

I joined the SIU mainly for work and travel. I mean, where else do you get to travel the world and get paid? I remained with the union because it has been a blessing for me and my family.



**Charles Ford**  
 Recertified Bosun

I joined the SIU for the chance to make a great living, and have months off at a time. The job is fun and I enjoy sailing on the West Coast, as I can see family and friends when we get to port. I have remained in the union because I enjoy the work that I do.

## Pic from the Past



Infamous for having once booed Santa Claus, Philadelphia sports fans undoubtedly would've given a standing ovation to this particular Seafaring Santa (seated in the back), pictured with guests at the hiring hall during a holiday celebration. This LOG office file photo is undated, but the staff hopes it engenders the holiday spirit for our readers.



# Welcome Ashore!

We pay tribute to our brothers and sisters of the SIU who have recently retired. THANK YOU for a job well done and we wish you fair winds and following seas.

## DEEP SEA

### ANTONIO ARIZALA

Brother Antonio Arizala, 65, started his career with the union in 2004. He first shipped on the *Cape Lobos* and sailed in the deck department. Brother Arizala upgraded on multiple occasions at the Piney Point school. He most recently sailed on the *Global Sentinel* and makes his home in Brooklyn, Maryland.



### MUHIDDIN AWALE

Brother Muhiddin Awale, 67, joined the Seafarers International Union in 1996 when he sailed aboard the *USNS Antares*. He upgraded at the Paul Hall Center on several occasions. Brother Awale shipped in the deck department and last worked on the *Cape Island*. He is a resident of Tukwila, Washington.



### LEO BACALL

Brother Leo Bacall, 65, joined the union in 1993, initially sailing aboard the *Independence*. An engine department member, he upgraded at the Piney Point school on multiple occasions. Brother Bacall's final vessel was the *Horizon Tiger*. He calls Hayward, California, home.



### ROMEO BENDICO

Brother Romeo Bendico, 66, signed on with the SIU in 2001 when he sailed on the *Independence*. He shipped in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Bendico most recently sailed aboard the *Gem State*. He resides in Tukwila, Washington.



### BRAD BRUNETTE

Brother Brad Brunette, 63, joined the union in 1978, initially sailing on the *Overseas Natalie*. He worked in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Brunette last shipped on the *Green Cove* and makes his home in Miami Beach, Florida.



### GODFREY EGODOTAYE

Brother Godfrey Egodotaye, 69, started sailing with the SIU in 2001. A deck department member, he first worked on the *Meteor*. Brother Egodotaye upgraded on multiple occasions at the Paul Hall Center. His final vessel was the *Overseas Houston*. Brother Egodotaye is a Houston resident.

### MARK FLEMING

Brother Mark Fleming, 68, became a member of the union in 1979. He shipped in the deck department and first sailed aboard the *Mount Explorer*. Brother Fleming upgraded at the Piney Point school on several occasions. He most recently sailed on the *Cape Kennedy* and lives in New Orleans.



### LAWRENCE HOLBERT

Brother Lawrence Holbert, 65, joined the Seafarers in 1988, initially sailing on the *OMI Dynachem*. Brother Holbert was a member of the engine department and also worked on shore gangs. He upgraded at the Paul Hall Center on multiple occasions. Brother Holbert last shipped on the *Perseverance* and lives in Pembroke Pines, Florida.



### GERALD HYMAN

Brother Gerald Hyman, 61, donned the SIU colors in 1982 when he sailed aboard the *Cove Leader*. He sailed in the steward department and upgraded often at the union-affiliated Piney Point school. Brother Hyman most recently sailed on the *Independence*. He is a resident of Newport News, Virginia.



### PAUL LONGLEY

Brother Paul Longley, 66, joined the union in 2001. A deck department member, he initially shipped on the *Kenai*. Brother Longley upgraded his skills on multiple occasions at the Paul Hall Center. He concluded his career aboard the *Santorini* and resides in Austin, Texas.



### LARRY MARTIN

Brother Larry Martin, 65, signed on with the SIU in 1977. He first sailed aboard the *Ogden Challenger* and worked in the deck department. Brother Martin upgraded at the Piney Point school on numerous occasions. He last worked aboard the *Cape Knox* and is a New Orleans resident.



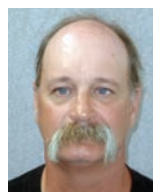
### JUSTINO MARTINEZ

Brother Justino Martinez, 65, joined the Seafarers in 2000 and first sailed aboard the *Bernard F. Fisher*. He upgraded at the Paul Hall Center on several occasions and sailed in the steward department. Brother Martinez's final vessel was the *Maersk Durban*. He makes his home in New York City.



### KELLY MAYO

Brother Kelly Mayo, 63, started his career with the union in 1970, initially sailing with Michigan Tankers Inc. An engine department member, he upgraded often at the Piney Point school. Brother Mayo most recently shipped on the *Overseas Nikiski*. He lives in Inverness, Florida.



### KENNETH MOORE

Brother Kenneth Moore, 66, became an SIU member in 1980 when he shipped on the *John Tyler*. He upgraded at the Paul Hall Center on multiple occasions and worked in the deck department. Brother Moore's final vessel was the *Liberty Sun*. He resides in Harvey, Louisiana.



### OMAR MUHAMMAD

Brother Omar Muhammad, 70, began his career with the Seafarers International Union in 1991, initially sailing on the *USNS Bold*. He was a member of the deck department and upgraded at the Piney Point school on several occasions. Brother Muhammad last shipped on the *Jack Lummus* and makes his home in Detroit.



### CHARLES MULL

Brother Charles Mull, 65, embarked on his career with the Seafarers in 1989 and initially worked on the *Independence*. He was a member of the deck department and last shipped on the *American Phoenix*. Brother Mull upgraded at the Paul Hall Center on numerous occasions. He calls Vero Beach, Florida, home.



### DAVID PAPPAS

Brother David Pappas, 65, donned the SIU colors in 1977 when he sailed aboard the *USNS Potomac*. Brother Pappas upgraded often at the Piney Point school. A steward department member, he last shipped on the *USNS Capella*. Brother Pappas settled in Davenport, Florida.



### WILFREDO PEREZ

Brother Wilfredo Perez, 65, signed on with the union in 2003. He was a steward department member and first sailed aboard the *Energy Enterprise*. Brother Perez upgraded at the Paul Hall Center on multiple occasions and last shipped on the *Maersk Durban*. He makes his home in Dorchester, Massachusetts.



### CAMILO VILLAFANIA

Brother Camilo Villafania, 66, became a member of the SIU in 1997 and sailed in both the deck and steward departments. He first shipped aboard the *Independence* and upgraded on multiple occasions at the Piney Point school. Brother Villafania's final vessel was the *USNS Bowditch*. He resides in Honolulu.



## INLAND

### MARK SHEFFLER

Brother Mark Sheffler, 65, joined the Seafarers in 1979. A deck department member, he was employed with the Association of Maryland Pilots for the duration of his career. Brother Sheffler lives in Virginia Beach, Virginia.

### MICHAEL WILSON

Brother Michael Wilson, 62, signed on with the union in 1981. He was a deck department member and first sailed with Crowley Towing and Transportation. Brother Wilson upgraded often at the Paul Hall Center. He was most recently employed with Seabulk Towing and settled in Groves, Texas.





# Final Departures

In solemn remembrance, we honor the legacies of these union members who have crossed the final bar. May they rest in peace.

## DEEP SEA

### MANUEL BEATA

Pensioner Manuel Beata, 93, passed away September 6. He signed on with the Seafarers International Union in 1966 and first sailed with Gulf Canal Lines. He sailed in the engine department. Brother Beata last shipped on the *Pride*. He retired in 1994 and settled in Maywood, New Jersey.

### WILLIAM CSAPO

Pensioner William Csapo, 69, died June 24. He became a member of the SIU in 1978 when he sailed aboard the *Commerce*. Brother Csapo was a deck department member. He last shipped on the *Cape Trinity* in 1995. Brother Csapo became a pensioner in 2019 and made his home in Vancouver, Washington.



### ROY GREEN

Pensioner Roy Green, 59, passed away September 29. He joined the union in 1992, initially sailing aboard the *Independence*. Brother Green sailed in the engine department and concluded his career aboard the *Bay State*. He started collecting his pension earlier this year and was a Houston resident.

### WILFRED JEFFERS

Pensioner Wilfred Jeffers, 82, passed away October 8. He became a member of the SIU in 2001 and first sailed aboard the *Maersk Maine*. Brother Jeffers worked in the deck department. He retired in 2013 after sailing aboard his final vessel, the *Maersk Iowa*. Brother Jeffers resided in Covington, Georgia.



### BRUCE KORTE

Pensioner Bruce Korte, 70, died October 7. He embarked on his career with the Seafarers in 1989, initially sailing aboard the *USNS Vindicator*. Brother Korte was an engine department member and last sailed on the *Texas* in 2016. He went on pension the following year and settled in Orange, Texas.



### ROBERT LINDSAY

Pensioner Robert Lindsay, 69, passed away October 29. He joined the SIU in 1990 and first shipped on the *Cape Nome*. Brother Lindsay was a member of the deck department and last shipped on the *Cape Ray*. He went on pension in March of this year and made his home in Norfolk, Virginia.



### LAUREANO PEREZ

Pensioner Laureano Perez, 90, died October 16. Born in Spain, he began his career with the Seafarers in 1955. Brother Perez was initially employed with Ore Navigation Corporation. An engine department member, he last shipped on the *Long Lines*. Brother Perez retired in 1988 and resided in Baltimore.



### JOSE SEPULVEDA

Pensioner Jose Sepulveda, 74, passed away September 5. He donned the SIU colors in 1994 when he shipped on the *USNS Algol*. Brother Sepulveda sailed in all three departments. He concluded his career aboard the *Liberty Star* and became a pensioner in 2016. Brother Sepulveda lived in Houston.



### NICANOR SERENO

Pensioner Nicanor Sereno, 82, died August 31. He became a member of the union in 2000, initially sailing aboard the *Independence*. Brother Sereno was a steward department member. He last shipped on the *Pacific Collector* before retiring in 2013. Brother Sereno was a resident of Morton, Illinois.



### JOHN SHIVERS

Pensioner John Shivers, 73, passed away September 19. He signed on with the SIU in 1997. Brother Shivers first shipped on the *USNS Pollux*. A deck department member, he last sailed on the *Green Bay*. Brother Shivers went on pension in 2017 and called Sun Valley, Nevada, home.



## GREAT LAKES

### ROBERT CHARTERS

Pensioner Robert Charters, 85, died September 13. He embarked on his career with the Seafarers in 1963, initially sailing with American Steamship Company. Brother Charters was a deck department member and last sailed on the *Sam Laud*. He became a pensioner in 2000 and settled in Frankfort, Michigan.

## INLAND

### FREDDY HAMILTON

Pensioner Freddy Hamilton, 85, died October 6. He started sailing with the SIU in 1983. Brother Hamilton initially worked with Dixie Carriers and primarily sailed in the steward department. He last shipped with Crowley Towing and Transportation and became a pensioner in 2004. Brother Hamilton lived in Floral City, Florida.



### JACK LEE

Pensioner Jack Lee, 91, passed away October 11. He joined the SIU in 1965. Brother Lee sailed in the deck department. He retired in 1997 after concluding his career with Dravo Basic Materials. Brother Lee made his home in Frisco City, Alabama.

### ALBERT SCHMITT

Pensioner Albert Schmitt, 75, died October 18. A deck department member, he signed on with the union in 1967. Brother Schmitt sailed with Crescent Towing and Salvage for most of his career. He became a pensioner in 2007 and lived in New Orleans.



### FORD SOLOMON

Pensioner Ford Solomon, 95, passed away September 19. He began sailing with the Seafarers in 1973 and worked in the deck department. Brother Solomon was employed with Dravo Basic Materials for his entire career. He went on pension in 1990 and called Monroeville, Alabama, home.

### ALVERTIA WEST

Pensioner Alvertia West, 71, died October 5. He joined the union in 1971 when he worked with Dravo Basic Materials. Brother West was a deck department member and last sailed with Martin Marietta in 1995. Brother West began collecting his pension in 2014 and resided in Fairhope, Alabama.

## NMU

### ABRAHAM COLON

Pensioner Abraham Colon, 97, passed away September 26. Born in Puerto Rico, Brother Colon began sailing in 1947. He sailed in the engine department, initially on the *Ben F. Dixon*. Brother Colon's final ship was the *Edgar Queeny*. He became a pensioner in 1987 and settled in Deltona, Florida.



### JOHN GUIBORD

Pensioner John Guibord, 69, died August 23. Brother Guibord was a deck department member. He last sailed aboard the *Export Patriot* in 1996. Brother Guibord began collecting his pension in 2019 and lived in St. James, Florida.



### DUDLEY JOHNSON

Pensioner Dudley Johnson, 96, passed away September 2. Brother Johnson began sailing in 1965, initially aboard the *Export Bay*. He worked in the engine department and last shipped on the *Jean Lykes*. Brother Johnson went on pension in 1991 and settled in Winter Springs, Florida.



### VERNON MCLAUGHLIN

Pensioner Vernon McLaughlin, 93, died August 18. Brother McLaughlin was a deck department member. He last shipped aboard the *Cape Archway* and retired in 1999. Brother McLaughlin lived in Sunrise, Florida.

### TERRY MCQUILLEN

Pensioner Terry McQuillen, 81, passed away October 2. He was born in Williamsport, Pennsylvania. Brother McQuillen was a deck department member, sailing most recently aboard the *Cape Henry* in 2004. Brother McQuillen became a pensioner in 2014 and made his home in Fort Pierce, Florida.

### ANGEL MENA

Pensioner Angel Mena, 101, passed away July 24. Born in Puerto Rico, he began sailing in 1945. Brother Mena first sailed on the *Cape Flattery* and worked in the steward department. He last sailed on the *Pasadena* and began collecting his pension in 1973. Brother Mena resided in Orlando, Florida.



### HAROLD WASHINGTON

Pensioner Harold Washington, 71, passed away September 7. Brother Washington sailed in the deck department. He last shipped aboard the *Elizabeth Lykes* before becoming a pensioner in 1990. Brother Washington resided in Mobile, Alabama, his home state.



# Paul Hall Center Upgrading Course Dates

Printed below are dates for courses scheduled to take place at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. The QR code connects to a web page with the latest course dates (they may differ from what's printed here, though in most cases the only changes are additions that haven't yet made it into the LOG). Seafarers are welcome to contact the admissions office with questions about upgrading courses: (301) 899-0657, [admissions@seafarers.org](mailto:admissions@seafarers.org)

## Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		

Lifeboatman/Water Survival	February 19 March 18	March 1 March 29
Able Seafarer - Deck	January 22 March 11	February 9 March 29
AB to Mate	January 22	July 12

ENGINE DEPARTMENT UPGRADING COURSES		
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FOWT	February 5	March 1
Junior Engineer	January 8	March 1
Marine Electrician	April 22	May 24
Marine Refer Tech	March 11	April 19
Machinist	April 29	May 10
Pumpman	April 22	April 26
Welding	January 22 March 4	February 9 March 22

STEWARD DEPARTMENT UPGRADING COURSES		
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Certified Chief Cook	January 8 February 12 March 18	February 9 March 15 April 19
ServSafe Management	February 5 March 11	February 9 March 15
Advanced Galley Ops	January 8 March 18	February 2 April 12
Chief Steward	February 12	March 8

Title of Course	Start Date	Date of Completion
SAFETY/OPEN UPGRADING COURSES		

Combined Basic/Advanced FF	January 22	January 26
Medical Care Provider	January 29	February 2
Basic Training Revalidation	January 19 January 29 February 2 February 12 February 16	January 19 January 29 February 2 February 12 February 16
Basic Training/Adv. FF Revalidation	February 5	February 9
Government Vessels	January 8 January 29 February 26	January 12 February 2 March 1
Tank Ship Familiarization - DL	January 8	January 12
Tank Ship Familiarization - LG	January 15	January 19



## 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.

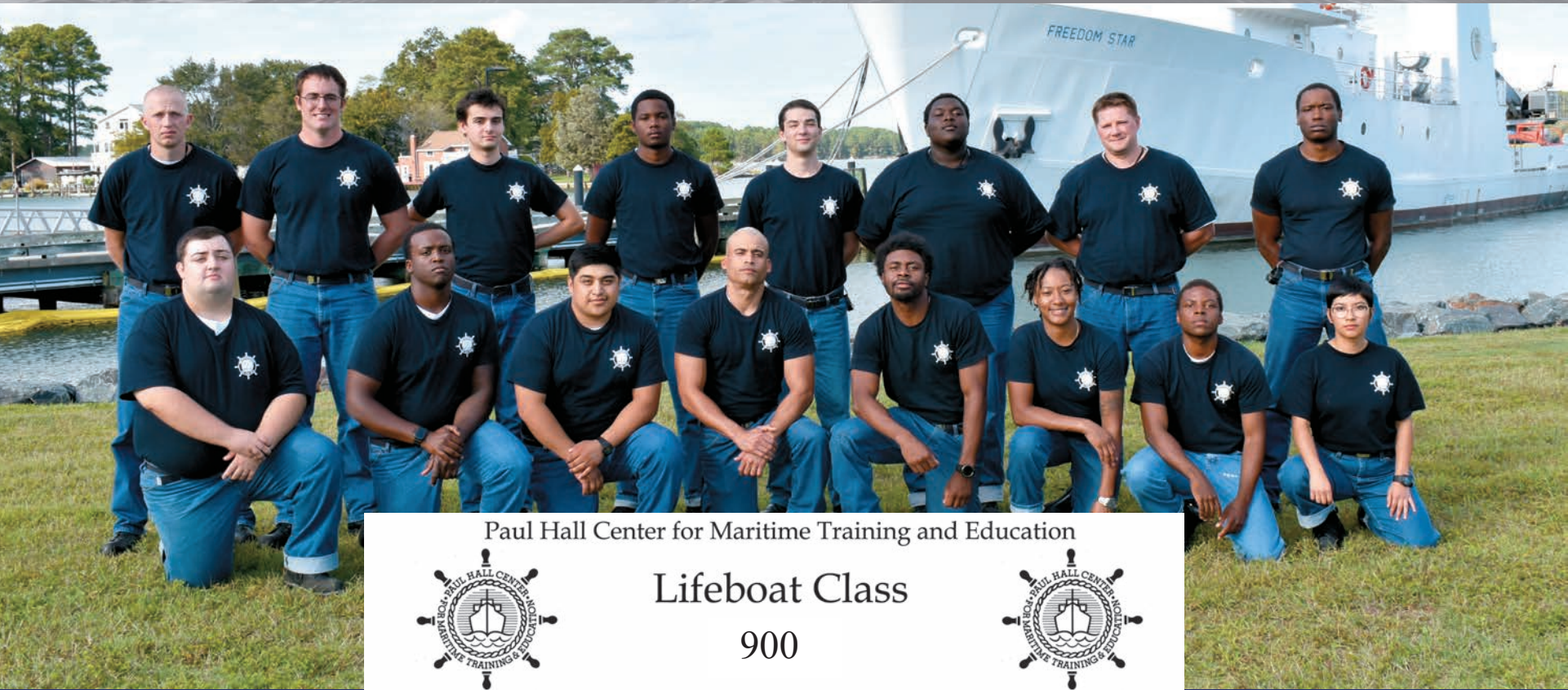
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
LAST VESSEL: _____	Rating: _____	
Date On: _____	Date Off: _____	
Signature: _____	Date: _____	

**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](mailto: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 Class Photos



Paul Hall Center for Maritime Training and Education  
**Lifeboat Class**  
**900**

**APPRENTICE WATER SURVIVAL CLASS #900** – Graduated October 6 (above, in alphabetical order): Ninesha Anderson, Jamal Boyette, Justin Brown, Alex Buchko, Nirel Escalante, Kenny Galeno, Theodore Hampton IV, DeCarlo Harris Jr., Joshua Higdon, Michael Migliore, Juan Murray, Ryan Nelson, Kevin O'Lone, Pablo Ovalle, John Smith, Jyheir Thompson, Trent Valentine and Tyler Williams. (Note: Not all are pictured.)



**BASIC SAFETY: PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES** – Graduated October 6 (above, in alphabetical order): Masha Blas, Treavon Hampton, Levi Moore and Klaus Wigand Leguizamon.



**CERTIFIED CHIEF COOK** – Graduated October 20 (above, in alphabetical order): Qiana Holmes, Kyle Jolivet, Jawonn Nicholson, Kyunjre Randall, Aquil Revell, Angelo Santos, Natasha Staton, and Paulette Thompson.



**FOWT** – Graduated October 27 (above, in alphabetical order): Jordan Allen, Tomas Faller, Dominic Jones, Joseph McClam and Abdulrehman Shayef.



**GOVERNMENT VESSELS** – Graduated October 20 (above, in alphabetical order): Noli Aguirre, Sameer Ahmed, Rahsaan Alexander, Yunlay Bridges, Leighanne Deano, Jon Erichsen, Mowaffak Ghaleb, Jason Hanlon, Cody Higgs, Ruby Jones, Eileen Mendiola, David Mohamed, Rodante Niebres, Tyler Peyton, Tresten Porter, Willie Sam, Wilton Williams Jr. and Ali Mossed Yahia. (Note: Not all are pictured.)



# Paul Hall Center Class Photos



**RFPNW - PHASE 3** – Graduated October 27 (above, in alphabetical order): Travis Akins Jr., Richard Calderon, Rickay Channer, Jamari Chavis, Juan Cruz, Diego Diaz Florez, Jackson Freitas, Austin Gonzalez, Delmus James, Jayline Johnson, Alex Needham, Valerie O'Reilly, Andrew Pecheux, Brian Ransom Jr., Abdul-Qadir Shahid, Hector Torres-Rodriguez and Christian Westcott.



**WATER SURVIVAL (LIFEBOATMAN)** – Graduated October 6: Habash Ahmed.



**MACHINIST** – Graduated October 13 (above, in alphabetical order): Miguel Abad, Jonathan Bernardez Bernardez, Michael Clark, Marlon Green, Wilbert Hinton, Jared Johnson, Robert Lee Pendarvis, Marcelino Santos Bermeo, Bryan Wells, and Saddam Yahia. Instructor Patrick Coppola is also pictured. (Note: Not all are pictured.)



**CHIEF STEWARD** – Graduated October 6: Vanessa Curd (not pictured), Nadzeya Kuptsova (right) and Andrew Miller (left).



**JUNIOR ENGINEER - BASIC REFRIGERATION & HVAC** – Graduated October 13 (above, in alphabetical order): Eshrak Dewan, Jade Ezera, Marvin Fabrizio, Danielle Gore, Tyson Richardson, Liam Richey and Ahbram Ventura-Bishop. (Note: Not all are pictured.)



**BASIC SAFETY: PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES** – Graduated October 13 (above, in alphabetical order): Yunlay Bridges, Jon Erichsen, Jason Hanlon, Brian Nixon, and Arthur Peoples.



**GOVERNMENT VESSELS** – Graduated October 27 (above, in alphabetical order): Yunlay Bridges, Vanessa Curd, Jessica Dunney, Treavon Hampton, Devin Hoerr, Randy Madrid, Michael Maldonado, Ja'tarvis McDaniel, Levi Moore, Vicente Ordonez, Cory Riley, Edward Shamburger, Brya Sparks, Matthew Vargas, Klaus Wigand Leguizamon and John Wilson.



# SEAFARERS LOG

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

## NY Waterway Launches New Service

One day before Halloween, SIU members employed by NY Waterway helped start a new service that could be described as a treat for local commuters in South Amboy, New Jersey. The passenger service – which was decades in the making – provides direct routes between South Amboy and two stops in Manhattan (Brookfield Place, Midtown). It is augmented by free local shuttles.

SIU members sail as captains and deckhands aboard NY Waterway ferries. “This is a great day for all involved,” said South Amboy Mayor Fred A. Henry. “This is something that we have waited quite some time for.” “We’re thrilled to bring this ferry connection to the South Amboy community and to the thousands of commuters who live in surrounding Middlesex County and seek fast, comfortable and reliable service,” said NY Waterway President and CEO Armand Pohan. “Free parking, easy South Amboy rail connections and free shuttles locally and in New York City make the ferry a highly attractive commuting option and we expect the South Amboy terminal to be a catalyst for economic development in that area.” “This is a historic day for South Amboy and the surrounding communities,” said Assembly Speaker Craig Coughlin. “This project is very personal for me. For most of my life I’ve heard from local business and civic leaders about what a regular ferry service could mean for my hometown, economically and culturally. I’m proud of the work we’ve done to coordinate local, state, and federal resources and I’m thrilled that a company of NY Waterway’s stature will be

managing this operation. Generations of residents will benefit from this as our region thrives and grows.”

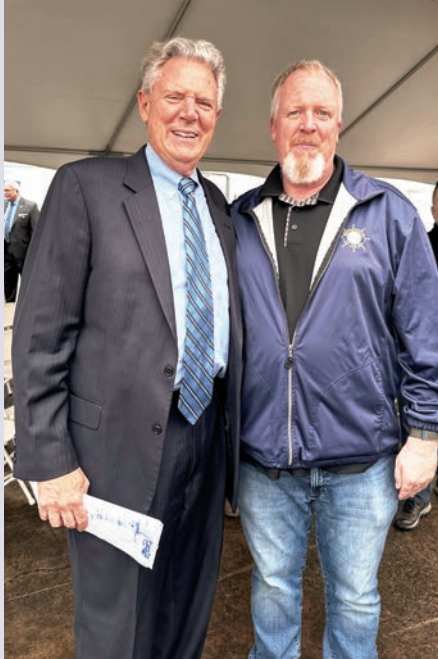
A permanent ferry terminal is being built in South Amboy and is slated for completion in approximately 18 months, according to news reports. In the interim, boats are using a floating dock facility similar to ones that NY Waterway maintains at Pier 14 in Hoboken, New Jersey, and in the Paulus Hook section of Jersey City. U.S. Rep. Frank Pallone Jr. (D-New Jersey) successfully advocated for a grant from the Federal Transit Administration that helped fund the new service. He was among the dignitaries who attended the ceremonial launch.

“I’m proud to join state and local leaders in South Amboy today to witness the launch of the ferry,” Pallone said. “This moment is the culmination of years of hard work from everyone joining us today. The South Amboy ferry will give residents a new way to commute between Central Jersey and New York City and reduce traffic congestion. The ferry will also bolster economic opportunities in the city and surrounding area.”

The ferry is expected to service more than 1,000 daily riders during each weekday and 250 daily riders on weekend days. This roughly equates to an annual weekday ridership of 260,000 and annual weekend ridership of 26,000, with a total annual ridership of 286,000 that will greatly lower daily commuter traffic congestion between Central New Jersey and Manhattan, Pallone’s office reported.



SIU Port Agent Ray Henderson, NY Waterway President/CEO Armand Pohan, NY Waterway VP of Operations Alan Warren



U.S. Rep. Frank Pallone, SIU Port Agent Ray Henderson



Capt. Mike Khann



Deckhands Jonathan Gage and Ignazio Minutillo

## San Juan Celebration

SIU President David Heindel (at podium in photo below and at right in remaining photo) was a featured speaker Nov. 4 at the 20th anniversary celebration of Seafarers House San Juan. With backing from both the International Transport Workers’ Federation (ITF) Seafarers Trust and the Norwegian Seafarers Union, Seafarers House San Juan commenced operation after a few years of planning and preparation. Heindel thanked the facility and its personnel “for your tireless efforts.... I truly believe there isn’t a greater mission than that of Seafarers House San Juan. Helping seafarers feel at home, giving them whatever assistance they need, allowing them to make the most of their time ashore – these are all extremely important pursuits. We are our own community, and we have to look out for each other. That’s exactly what you do.” Pictured with him in the photo at right are SIU Secretary-Treasurer Tom Orzechowski (left) and Safety Director Ricky Rivera.

