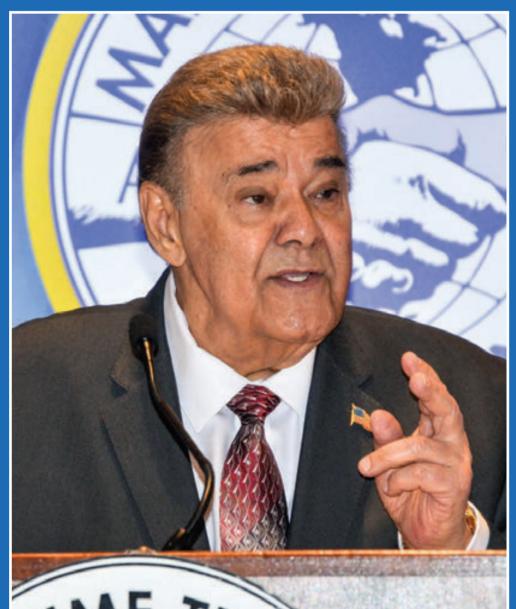


A Lifetime of Union Leadership Sacco Retires Following 35 Years at SIU Helm

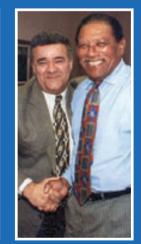
SIU President Michael Sacco (pictured directly below and throughout the rest of this page) recently announced his retirement following more than six decades of association with the union. His farewell column appears on page 2, while additional coverage appears on page 3. Caption information for the photos on this page is available on page 3.























President's Report

Truly, It Has Been My Honor

Whether you navigated to this column in print or online, you undoubtedly already know that I recently stepped down as president of the SIU. I just celebrated my 86th birthday (on Valentine's Day), and while I'm happy to report that I am



still in good health, it's time. So, this is my farewell column, even though I'll remain available to help whenever and wherever needed.

When I became involved with the union back in the late 1950s, I never would have believed I'd stick with it this long. But, as many of you know, this organization and this industry can get into your blood. It's easy to get fired up about trade unionism and the U.S. Merchant Marine. Now, looking back, I wouldn't trade the experience for anything. It has been an honor and (mostly)

Michael Sacco

a joy to work with the people who really became my extended family, and who I love so much.

Long before I became president in 1988, our officials and our members collectively had a dream. From extremely humble beginnings, we wanted to make the SIU the number one maritime union in the United States. We worked together and supported each other – and we achieved our goal.

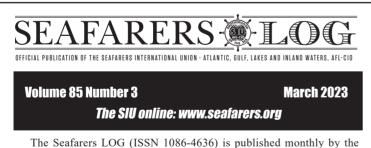
I fully believe that our members and our officials have a very good future ahead of you. Our executive board will deliver, and we'll become even better than we are today. We have a tremendous organization that's built on trust and respect for one another and support for each other. We deliver for this membership, and we'll continue doing so as the industry inevitably changes. The keys will include recruiting and upgrading.

Another key will be continued political action. If there's one insight I'd offer to our rank-and-file members as I head out the door, it's that we have to fight pretty much every day just to keep this industry alive. Don't get me wrong – I genuinely believe we have a bright future in the SIU and in American maritime overall. But I also know, without a doubt, that if we look away or otherwise let down our guard, foreign-flag interests will wipe us out. That's never going to happen, and your ongoing support of SPAD is a big reason why I'm optimistic.

We've all heard some variation of the saying, "Leave it better than you found it." I have a very deep, sincere respect for the work done by our founders. I also feel proud that I am leaving this organization in excellent shape and in the best possible hands. I have the utmost confidence in all of you. Just remember that we must change in order to meet the needs of the industry.

After so many decades with the SIU, there's no way I'm going to fall into the trap of naming names in order to say thank you. I wouldn't know where to stop, which is a tribute to our union and to our affiliated school in Piney Point. With that in mind, I'll simply say to all Seafarers past and present, thank you for all you've done to make the SIU what it is today, and thanks for all you've done to make my job easier. Always remember where you came from.

God bless you and your families. God bless the SIU.





SIU President David Heindel, photo above. Pictured from left at the conclusion of last month's Maritime Trades Department meeting (photo at right) are SIU Exec. VP Augie Tellez, SIU President Emeritus Michael Sacco, and SIU President David Heindel.



Heindel Takes Heim as SIU President Executive Board Approves Several Appointments

Following unanimous approval of the SIU Executive Board, David Heindel became the union's fourth president, effective Feb. 14.

The board convened Feb. 13 near Orlando, Florida. SIU President Michael Sacco announced his retirement and then nominated Heindel (who has served as the union's secretary-treasurer since 1997) as his successor. SIU Executive Vice President Augie Tellez seconded the nomination; the unanimous vote followed.

Subsequently, the board unanimously approved the respective appointments of Tom Orzechowski as secretary-treasurer and Bryan Powell as vice president of the SIU's Great Lakes and Inland Waters sector. Orzechowski had served as Lakes vice president since 2003; Powell had been an assistant vice president since 2007.

"Dave will do a great job and he has my complete confidence," Sacco stated. "He has proven himself throughout his lifetime of service to the SIU. We are also fortunate to have outstanding leadership throughout our executive board, and I know this will be a seamless transition."

"Dave and I have worked well together for many years and will continue doing so," Tellez said. "He's well-qualified for the job and I'm excited about this next chapter of SIU history. The new administration is well-positioned to meet the challenges ahead."

Heindel began his career with the SIU in 1973, when he graduated from the program for entrylevel mariners conducted at the union's affiliated training facility in Piney Point, Maryland. He primarily sailed aboard deep-sea vessels as a member of the engine department before coming ashore in 1980 to work as a patrolman in his native New Orleans.



Tom Orzechowski SIU Secretary-Treasurer

In August 2002, he was elected vice chairman of the International Transport Workers' Federation's (ITF's) Seafarers' Section. Since then, he extensively has worked - both domestically and as part of U.S. delegations in international forums - with the U.S. Department of Homeland Security, the International Labor Organization and the International Maritime Organization on shipboard and port-security issues as well as the international project for a new Seafarers Identity Document. He helped protect mariners' rights under the International Ship and Port Facility Security Code (which took effect July 2004), and he helped secure a new agreement for tens of thousands of mariners worldwide under the ITF's International Bargaining Forum. During the ITF Congress in August 2006, he was elected to a four-year term as first vice chair of the Seafarers' Section. At the ITF Congress in August 2010, he was elected chair of the ITF's Seafarers' Section, thereby becoming only the second American ever to hold that post. He was re-elected at the ITF Congress in August 2014, then re-elected again in October 2018

from the trainee program in Piney Point. He sailed in the deck department, both in the deep sea and in-

Bryan Powell

SIU VP Great Lakes

land divisions. Orzechowski came ashore in 1996, when he was elected port

agent at the SIU hall in St. Louis. Two years later, in 1998, he was elected vice president of the SIUNA-affiliated Seafarers Entertainment and Allied Trades Union (a position he still holds). In 2000, he was elected to the SIU executive board as vice president of the union's Lakes and Inland Waters sector. He was re-elected in all subsequent elections and also serves as a vice president on the Seafarers International Union of North America

Executive Board. Additionally for the nast several years, he has served as acting vice president of the Paul Hall Center for Maritime Training and Education. Powell launched his career with the SIU via the apprentice program in 1993. He then came ashore in 1999 to work as a union official. Since then, while actively working on organizing and start-up projects nationally, Powell has served in several locations, including Baltimore; St. Louis; Camp Springs, Maryland; Piney Point; Houston; Jacksonville, Florida; Wilmington/Los Angeles; Seattle/Tacoma; Oakland, California; Mobile, Alabama; Honolulu; and Algonac/ Detroit.

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Among the other jobs he has held with the union are patrolman at the SIU halls in Philadelphia and Baltimore, port agent at the Philadelphia hall, and assistant vice president of the SIU's Gulf Coast region.

ESUNION COUNCIL 313

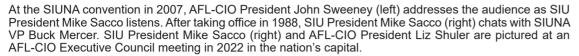
Heindel also formerly served as a vice president of the Pennsylvania State AFL-CIO and the Philadelphia Central Labor Council. He also was secretary-treasurer of the Delaware Valley and Vicinity Maritime Port Council of the AFL-CIO's Maritime Trades Department.

In 2015, he was appointed to the U.S. Labor Advisory Committee for Trade Negotiations and Trade Policy. He was reappointed to that position in 2017.

Orzechowski graduated in 1991

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SIU President Michael Sacco Retires

Michael Sacco, the longest-serving president in Seafarers International Union history, has retired.

"I am in good health and good spirits," he stated. "But I have often heard that you simply know when it's time to retire, and this is the time."

Sacco, 86, formalized his plan Feb. 13 during a meeting of the SIU Executive Board near Orlando, Florida.

AFL-CIO President Liz Shuler said, "Mike Sacco's distinguished career in trade unionism is an inspiration to all of us. Mike's leadership at the Seafarers International Union benefited generations of merchant mariners and all working people. Mike led his union with integrity and a fighting spirit that he learned as a rank-and-file member. It's been an honor to have him serve on the AFL-CIO Executive Council for more than three decades, always quick to offer sage advice and guidance about the future of our movement. We wish Mike nothing but the best in retirement and know he'll always be ready to take up any fight that boosts working people."

SIU President David Heindel – unanimously approved to that post by the union's executive board – described "Mike Sacco's distinguished career in trade unionism is an inspiration to all of us. Mike's leadership at the Seafarers International Union benefited generations of merchant mariners and all working people."

- - - AFL-CIO President Liz Shuler

Sacco as "an inspiration to members and officials alike. Under Mike's leadership, the SIU has become a respected powerhouse in maritime circles around the globe. We've been together since I was a trainee back in the early 1970s, and I know Mike has dedicated his whole life to the SIU. We all owe him a debt of gratitude."

Heindel added, "On behalf of the entire organization, I also thank Mike's family, and in particular his wife, Sophie, for their sacrifices and support of his time that was required to foster the SIU's growth. It has been great working with Mike over the years. And while he may be dropping an anchor, he has agreed to continue to be an advisor as President Emeritus. Here's to a well-deserved and happy retirement, Chiefl'"

Sacco served as president of the SIU's Atlantic, Gulf, Lakes and Inland Waters (AGLIW) for nearly 35 years, beginning

in June 1988. He also worked as president of both the Seafarers International Union of North America (a federation of autonomous unions that includes the SIU AGLIW) and the Maritime Trades Department (MTD) throughout the same period.

Moreover, in November 1991, at its 19th Biennial Constitutional Convention, Sacco was elected a vice president of the AFL-CIO, the federation of 60 national and international unions representing more than 14 million workers in the United States. He eventually became the senior vice president of the AFL-CIO Executive Council as its longest-serving member.

A protege of the late SIU President Paul Hall, Sacco from 1980 to 1988 directed the SIU AGLIW's Great Lakes and Inland Waters division as vice president. Based in St. Louis, he served as secretary-treasurer of the Greater St. Louis Area and Vicinity Port Council (an MTD- chartered organization) and as an executive board member of the Missouri State AFL-CIO.

Sacco also was vice president of the Seafarers Harry Lundeberg School of Seamanship from 1968 to 1979. The school, located on the grounds of the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, prepares men and women for a career aboard U.S.flag commercial vessels and provides upgrading opportunities to active members.

He became associated with the SIU in 1958 and shipped aboard U.S.-flag merchant vessels until he came ashore during the 1960s to serve the SIU in a succession of union posts, including those of patrolman, port agent and headquarters representative.

A native of Brooklyn, New York, Sacco served in the U.S. Air Force from 1954 to 1958.

Additional coverage of President Sacco's career will appear in upcoming editions of the Seafarers LOG. If you'd like to share a sentiment for possible publication, please email editorial@seafarers.org





Pictured at a building dedication in 1983 in Lake Charles, Louisiana, are (photo at left, from left) SIU Houston Port Agent Gene Taylor, then-SIU VP Mike Sacco, U.S. Sen. Russell Long (D-Louisiana) and Crowley VP Randy Collin. In photo above, SIU President Mike Sacco participates in Solidarity Day in Washington, D.C. in 1991.

On the Front Cover

From left to right, top to bottom, on page 1: President Sacco at last year's MTD convention; with newly elected AFL-CIO President Liz Shuler (left) and AFL-CIO Secretary-Treasurer Fred Redmond in June 2022, after he officiated the election; with longtime friend Rich Trumka, late president of the AFL-CIO; with former Secretary of Transportation and Secretary of Labor Elaine L. Chao, a steadfast advocate of the U.S. Merchant Marine; with the late NMU President Rene Lioeanjie, during the SIU-NMU merger of 2001; with Crowley Maritime President/CEO Tom Crowley at a building dedication in Piney Point, Maryland; with rank-and-file upgraders at the Paul Hall Center for Maritime Training and Education; with President Clinton and Sophie Sacco, Mike's wife, at the White House; with President George W. Bush in Piney Point; with President Obama in the nation's capital; with then-Vice President Biden, also in Washington, D.C.





Outgoing MTD President Michael Sacco (above) opens the meeting. Taking the oath for their respective positions within the MTD (photo at right, from right) are President David Heindel, Executive Secretary-Treasurer Mark Clements and Eastern Area Board Member Chris Given. General Counsel Leslie Tarantola is at left, administering the oath.



MTD Elects New Leaders, Several Officials Retire Board Hears from Array of Dynamic Speakers

The most recent Maritime Trades Department (MTD) Executive Board meeting proved historic, as longtime President Michael Sacco, Executive Secretary-Treasurer Daniel Duncan and Eastern Area Board Member Jim Given announced their respective retirements.

Following unanimous approval by the board, they were succeeded by (in the same order) David Heindel, Mark Clements and Chris Given. SIU Executive Vice President Augie Tellez, who also serves as an MTD board member, spoke in support of Heindel's nomination.

While the appointments provided a grand finale, the rest of the meetings – which took place Feb. 16-17 in Lake Buena Vista, Florida – also featured plenty of other riveting mo-ments. They included remarks from (in chronological order) U.S. Maritime Administrator Ann Phillips; U.S. Export-Import Bank Board of Directors member Owen Herrnstadt; TOTE Services Chair and CEO Tim Nolan; U.S. Gen. Jacqueline Van Ovost, commanding officer of the U.S. Transportation Command (via video): Union Veterans Council Executive Director Will Attig; Darrell Connor on behalf of Great Lakes Dredge & Dock Senior Vice President Bill Hanson; AFL-CIO Secretary-Treasurer Fred Redmond; and International Transport Workers' Federation (ITF) General Secretary Steve Cotton.

MTD board members approved numerous statements mapping out the organization's strategies. Statement topics on the first day included safe workplaces, the Jones Act, the Export-Import Bank, hurricane relief, legislative wins for maritime, supporting our troops and

veterans, and America's maritime highways and infrastructure. On the gathering's second day, the board approved statements covering wind energy, labor solidarity, recruiting and organizing, protecting the National Labor Relations Board, and cargo preference.

In his opening remarks, Sacco said that, as usual, "we've got a mix of good news and serious challenges to talk about. That's life, period, but it definitely applies to us in the maritime industry and the labor movement." He continued, "Many of you saw the num-

bers from this year's government report on union membership in the United States. Collectively, we gained more than 200,000 members.... While it's a modest gain overall, it still beats a loss, and it really does give me hope for the future of organized labor."

Sacco said that current future jobs in the wind-energy sector also look promising.

"Wind energy is here, it's here to stay, and unions have been at the forefront of making sure workers have a seat at the table regarding these new jobs," he stated.

Turning toward politics, Sacco said, "Depending on your political views, you may see the results of last November's elections as positive or negative. From an MTD perspective, I'd say it was a mixed bag, but not because of anything to do with party affiliation. We lost some really good friends either to retirement or to the election results themselves, but we also won more than our share of the races. And as always, we didn't waste any time getting to work with the new Congress. That's something else that never changes.



Attendees pack the meeting room.

He said manpower is among the largest challenges facing unions and businesses throughout the nation.

'You've probably seen the data about millions of unfilled jobs across the country," Sacco noted. "At some point that'll change, but for right now, employers - and unions are feeling the strain."

The MTD, which recently unveiled a substantially updated website, is a constitutionally mandated department of the AFL-CIO. The department's network of 21 port maritime councils has given maritime workers a formidable grassroots presence in port and coastal cities across the nation. Representing a wide array of workers, the councils have given the department's 23 affiliates (including the SIU) a mechanism to pool their resources on a wide range of issues and projects. Those affiliates collectively represent more than five million members

USTRANSCOM Leader: 'Your Success Drives Our Own'

The commanding officer of the United States Transportation Command (USTRANSCOM) recently provided a powerful, detailed description of why the nation must maintain a strong U.S. Merchant Marine.

enabled our increased integration with the world; it was due in large part to the companies, unions, and workers who created a thriving maritime ecosystem." The general noted the wartime service of civilian mari-

ners throughout the country's history along with their ongoing service in times of peace. "This is the legacy that your organization carries forward - one of dedication, hard work, professionalism, and patriotism," she stated. "This remains true today as your efforts continue to support commercial partners' ships and those of the Maritime Administration that US-TRANSCOM employs to fulfill our global mission. Deterring potential adversaries and projecting America's military power abroad just isn't feasible without you." After describing the U.S. Merchant Marine's service in "every major operation or humanitarian event [which] enabled the achievement of our national objectives" since the middle of the last century, she underscored the reduced number of domestic shipyards and the drop in shipboard manpower. Van Ovost summarized the situation with this stark comment: "From the supply chain to the dry docks, we have reduced the margins of monetary risk at the cost of our national security."



Gen. Van Ovost addresses the MTD audience via a recorded video that was extremely well-received.

Gen. Jacqueline Van Ovost gave her remarks via recorded video that was shown Feb. 16, during the first day of the winter meeting of the Maritime Trades Department (MTD) Executive Board meeting near Orlando, Florida. She briefly reviewed the American maritime industry's centuries-old reliability before underscoring the ongoing need to boost the mariner pool and U.S. shipbuilding capacity.

The video also included remarks from U.S. Army Gen. Christopher G. Cavoli, Supreme Allied Commander Europe, and from Ukrainian government official Oleksandra Azarkhina (the nation's deputy administrator of infrastructure). Both thanked MTD-affiliated unions for their support.

Van Ovost said that USTRANSCOM leaders "recognize that your success drives our own."

She continued, "Our country's heritage as a maritime power has endured since the very founding of this great union. Our ability to protect our coasts, sustain our industries, support our allies, and project power abroad is a national strength built on the water. Because it wasn't just the conveyances that

Continued on Page 9

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Maritime Administrator Praises Industry *Phillips Stresses U.S. Merchant Marine's Sealift Role*

The leader of the U.S. Maritime Administration (MARAD) recently provided a detailed overview of the agency's goals and its vision for the industry's future.

Maritime Administrator Rear Adm. (Ret.) Ann Phillips addressed the Maritime Trades Department Executive Board and other attendees Feb. 16 in Lake Buena Vista, Florida. She commended the work of mariners, the unions that represent them, and U.S.flag vessel operators.

"On behalf of the Maritime Administration and Transportation Secretary Pete Buttigieg, I am honored to join you to talk today about my priorities as the Maritime Administrator," said Phillips. "As a retired surface warfare officer, I can tell you that, from the perspective of the Maritime Administration, our enduring commitment to historic naval elements – deterrence, sea control, power projection and maritime security – are and remain essential to our national security strategy today."

She continued, "The only way we can achieve these results is the efforts that both you and your members contribute to our sealift enterprise. You are an essential part of the team, whether sailing on ships, building them or repairing them. It all depends on you, and we need your continued stewardship in this regard. I'll do all I can, while I'm serving as administrator, to support the men and women you represent, because they are the backbone of our nation's strength."

Reflecting on the recent past, she said, "A lot has changed in the past three years, since the COVID-19 pandemic wracked the world. Outside of the medical community, there was no group of workers more affected than the transportation industry, and our transportation industry workforce. Mariners and transportation workers did not get to telework from home to move vital supplies and keep our supply chains open and moving, even though they were strained by unprecedented demand. Instead, they came to work in person, answering the call, working the ships, the ports and the shipyards, to keep us healthy, fed, and secure.

"Today, I know, the workforce is dealing with new challenges," she continued. "Everywhere I go, everyone I talk to, everyone who comes to see me, wants to discuss their challenges in recruiting and retaining talent. This is a top concern of MARAD, and we are working with industry, management, and across government and with labor, to better understand the challenges and determine where we can lean in to help change the course with the tools that request for a waiver is received, and prohibits the issuance of waivers until 48 hours have elapsed after the publication of the initial request. It also prohibits MARAD from conducting any retroactive surveys, and it prohibits the issuance of waivers for cargoes that are already laden. Taken as a whole, the NDAA changes make it clear that waiver requests are to be considered on a case-by-case basis, as we have done throughout this administration.

"I can assure you, we will continue to enforce the Jones Act in accordance with federal law," Phillips said, to resounding applause.

Later, she also spoke of the potential challenges that await new and current mariners, before stating, "We must be able to meet this potential challenge, and to do that, it is critical to recognize that there is an essential interdependence between commercial and military elements of the maritime industry. A healthy commercial industry is critical to support the DOD's force mobilizations – and, I would add as an aside, the Ready Reserve Fleet is responding to some of those requests as we speak."

She continued, "Further, the size of our commercial fleet determines the number of billets available to sealiftqualified mariners, both officers and ratings, to meet our sealift sustainment needs. MARAD works at the overlapping intersections to strengthen our sealift enterprise, by administering commercial sealift programs, managing the operations of our Ready Reserve Force, and helping to train the next generation of mariners."

She summarized, "Without mariners, there would be no ships. That's the bottom line."

After speaking at length on mariner safety and wellbeing, Phillips turned to the Maritime Security Program, which "maintains a fleet of 60 modern, privately owned, U.S.-flag vessels active in international commercial trade, and available on-call to meet DOD contingency requirements. The current fleet now provides cargo capacity that exceeds 3.4 million square feet, the highest level in the program's history."

Phillips also noted that the agency is working with "the Biden/Harris Administration's Made in America office, to help agencies understand cargo preference requirements – and, by understanding, comply. I have also written to all federal departments and agencies, explaining how MARAD can help them ensure they meet their obligations under cargo preference laws and regulations."

She concluded, "Our merchant marine constitutes the nation's fourth arm of defense. It has been historically organized, trained and equipped to perform these three essential functions: sea control, power projection and maritime security. We at the Maritime Administration are working to ensure our mariners have the ships, the training and the resources that they need to meet our evolving sealift needs."



Ann Phillips U.S. Maritime Administrator



we have."

She stated, "The Administration is unwavering in its support for the Jones Act. It is essential to maintaining our national security by ensuring sealift capability, and it supports well-paying union jobs."

Phillips then spoke on the recently passed National Defense Authorization Act, explaining, "... the FY23 NDAA made numerous changes to the Jones Act process. Specifically, it requires the president, rather than the Department of Homeland Security, to make determinations as to whether a waiver is in the best interest of national defense. It requires the Department of Homeland Security to publish when a

MTD President Michael Sacco (right) thanks Maritime Administrator Ann Phillips for her remarks to the board.

March 2023

Maritime Trades Department Board Members, Friends & Guests



Adam Vokac President MEBA



Anthony Poplawski President MFOW



James Callahan President **Operating Engineers**



Dave Connolly President SUP



Paul Doell President AMO





David Heindel President SIU



Brian Schoeneman **Political Director** SIU



Lisa Bolton VP CWA



Peter Clark VP ILA



Arthur Maratea President TCU/IAM



Don Josberger Sec.-Treasurer MM&P



Eric Dean President

Ironworkers

Michael Vigneron President Atlantic Gulf Coast



Bob Rice Sec.-Treasurer AMO



Eric Bunn Sec.-Treasurer AFGE



Roland Rexha Sec.-Treasurer MEBA



Jimmy Hart President Metal Trades Dept.



Mike Given President SIU of Canada



Jeanette Bradshaw Michigan Port Maritime Council





Robert Howard Chicago Port Maritime Council



Brian Sanson Sec.-Treasurer UMWA



Patrick Dolan UA



Dan Duncan Sec.-Treas. (Ret.) MTD





Augie Tellez Exec. VP SIU













David Woods

Jim Given



President Emeritus SIU of Canada













Sec.-Treasurer MTD

Tom Orzechowski SecTreasurer SIU	Dean Corgey VP SIU	Nick Marrone VP SIU	Joseph Soresi VP SIU	Nicholas Celona VP SIU Govt Svs	Karen Horton-Gennette National Director UIW	Bryan Powell VP SIU
Michael Russo AVP SIU	Kris Hopkins AVP SIU	Pat Vandegrift AVP SIU	Amancio Crespo AVP SIU	Joe Vincenzo AVP SIU Govt Svs	Maggie Bowen Plans Administrator Seafarers	Bernie Hostein Steelworkers



ITF Leader Addresses Manpower, Cabotage

The head of the International Transport Workers' Federation (ITF) recently offered valuable insights about the maritime labor shortage, the importance of cabotage laws, and how decarbonization will affect transportation employees worldwide, among other key topics.

ITF General Secretary Steve Cotton also praised the career of outgoing SIU/MTD President Michael Sacco when he spoke to the Maritime Trades Department Executive Board Feb. 17 near Orlando, Florida.

The SIU is affiliated both with the ITF and the MTD.

Cotton stated, "On behalf of the 20 million transport workers affiliated with the ITF, we recognize Mike Sacco's contributions – not just to the maritime trades, but to the labor movement.... I can say on behalf of the hundreds of thousands of seafarers Mike and the SIU have helped by being a guiding light for democracy, many (foreign) unions visited the SIU. They've built their constitutions around the democracy that North America represents. That's Mike's commitment to the international movement. He's not just the dean of the AFL-CIO; he's the dean of the world.'

Cotton then congratulated new SIU President David Heindel, who also has served as an ITF official for many years. "On behalf of the ITF, we'll be by your side, all the way," Cotton said.

After updating attendees about the federation's ongoing efforts to protect workers from COVID-19, Cotton talked about the "global impact" of the labor shortage, not just in the transportation trades but in virtually every industry.

He stated, "Many people are looking at how they work and where they work.



SIU President David Heindel (left) and ITF General Secretary Steve Cotton are longtime colleagues in the global effort to protect mariners' rights.

For us in transportation, because we've been squeezed and squeezed, many of our jobs are no longer attractive. We have to rebuild confidence and secure jobs. Whether it's a Filipino or a North American, we need to guarantee that we can [fill] all of the transport jobs. We need political support, we need financial backing, and we need to upskill the jobs.'

With that in mind. Cotton said the ITF is "looking at how we can do that. We've signed partnership agreements with the leading global employer bodies.... We have nearly 14,500 ships under contract. That's because of the support that you've built."

He added that it's critical "that we continue to collaborate at the highest levels."

Cotton then noted that 2023 marks the seventy-fifth year of the federation's campaign against so-called flag-of-convenience (FOC) or runaway-flag shipping.

He said FOC operators "would love to be on the United States' coasts. They'd love to be in Canada. But because you've stayed strong ... we see new (pro-cabotage) legislation in Australia. We've been able to defend cabotage in Brazil and Argentina. We believe there will be more opportunities to build cabotage in the post-pandemic period."

Cotton said a big reason for those prospects is the standard set by defenders of the Jones Act, America's freight cabotage law: "You led from the front and you fought tirelessly in all of the political arenas.

"For me, cabotage and the Jones Act is the maritime industry's holy grail," he continued. "It must be defended at all costs."

After pledging the federation's ongoing support, he discussed the phase-in period for decarbonization in maritime. Although it'll be a decades-long undertaking, the effects will be substantial. Maritime labor already is working to ensure that workers' voices are heard and that mariners and others get the training needed for evolving jobs.

"It doesn't matter where you fit in the global supply chain," he explained. "Whether it's the dockers, the railway workers, the truck drivers, we have to make sure our folks are skilled and in-



Steve Cotton **ITF** General Secretary

vested, to handle these new [jobs]."

Cotton noted that he and Heindel have helped lead the ITF's efforts on this front, and added, "The reality is, we have to be greener.... This is an issue that concerns working men and women on the ships today. What new skills will they need? Workers should have a say.'

Like other speakers, Cotton also touched on current and future job opportunities in the wind-energy sector. He said the federation already is working to help ensure that those are well-paying, union jobs.

"When we approach those foreign companies that build wind farms, they (must) understand that the moment it touches American waters, it should be on American ships ... constructed by American workers, and then taken out to sea and maintained forever by American workers."

He also provided an update on the ITF's respective efforts to assist Ukraine and the earthquake victims in Syria and Turkey.

"The hard work that you do every day makes a difference to everybody," he concluded. "You inspire other nations and other trade unions."

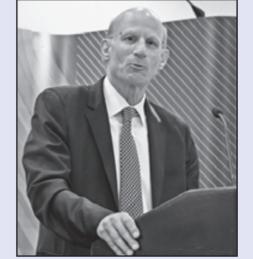
Ex-Im Bank Dedicated To Supporting U.S. Jobs

When longtime International Association of Machinists (IAM) Chief of Staff Owen Herrnstadt received U.S. Senate confirmation last summer to serve at the U.S. Export-Import Bank, he realized it didn't quite sound like the culmination of a childhood dream.

But it's truly a great fit, Herrnstadt told the Maritime Trades Department (MTD) Executive Board during a Feb. 16 speech near Orlando, Florida.

Believed to be the first person from the abor movement to be appointed to the bank's make the industry so great." He added that the rationale for the laws reserving Ex-Im cargoes for U.S.-flag, U.S.-crewed ships is straightforward: "In times of vulnerable supply chains and economic insecurity, these rules are critical for our nation's economic and physical security, which depend on the U.S. maritime industry, U.S. maritime workers, and, of course, U.S. maritime unions."

He continued: "This is especially true in the past few years in the wake of increasing global competition as other countries cor tinue to utilize robust industrial policies that support their own industries, including their own maritime industries; accelerating competition from countries that don't always play by the rules – like China – and expanding global supply chains in off-shoring that has exposed the vulnerability of our nation's economic security, which has been highlighted during the pandemic. That is why Ex-Im is one of the core players in the Biden administration's efforts to rebuild manufacturing and bring supply chains home."



mariners, and support for the nation's cargo preference laws

Founded in 1934, the bank helps maintain good American jobs, and generates significant money for the U.S. Treasury. It's an independent federal agency which, according to its mission statement, "promotes and supports American jobs by providing competitive and necessary export credit to overseas purchasers of U.S. goods and services. A robust Ex-Im can level the global playing field for U.S. exporters when they compete against foreign companies that receive support from their governments. Ex-Im also contributes to U.S. economic growth by helping to create and sustain hundreds of thousands of jobs in exporting businesses and their supply chains across the United States. In recent years, 90 percent of the total number of the bank's authorizations has directly supported small businesses. Since 2000, Ex-Im has provided \$14.8 billion to the U.S. Treasury after paying for all of its administrative and program expenses." The U.S. is not alone in providing export credit to domestic shipping companies: More than 60 other nations use similar institutions to promote their goods for export around the world. But as with other political scrapes involving laws and programs that boost the U.S. Merchant Marine, our work in raising awareness on the vital nature of the Ex-Im Bank is never finished. As stated by Jeffrey D. Gerrish, former Ex-Im Bank Chairman and President, "With Ex-Im restored to full functionality, our exporters again have a fighting chance to win export sales on the fair basis of quality and price instead of on the availability of government-backed financing.'

board of directors, Herrnstadt said colleagues expressed surprise that he wanted the job.

"But if you look closer at the actual mission of Ex-Im, it's easy to see why someone like me – someone who was raised in and by the labor movement - would want a position at the bank," he explained. "The bank's explicit mission (is) to support U.S. jobs. Our congressional charter says, the Export-Import Bank ... objectives and purposes shall be to aid in financing and to facilitate the exports of goods and services between the United States and any foreign country, and in doing so shall be to contribute to the employment of U.S. workers. We take that mission very, very seriously.'

He said one way the bank fulfills its mission is by supporting "the U.S. maritime industry and U.S. maritime workers that

Immediately prior to Herrnstadt's remarks, the MTD adopted a statement supporting the bank. In part, the statement reads as follows:

Sometimes overlooked and often misunderstood, the U.S. Export-Import Bank nevertheless is a crucial source of good jobs for

Owen Herrnstadt explains how the U.S. Export-Import Bank benefits the nation.

American workers. It's also a money-maker for the government, which is among the reasons it has traditionally enjoyed bipartisan support

While the lender has experienced issues recently with funding and director vacancies, the Ex-Im Bank has been able to reach a quorum of board members since May 2019. In that time, the bank has resumed its primary duty: backing low-interest loans for the export of U.S.-made goods. As we all know, the goods generated by the bank are carried on American-flag ships, which means jobs for

March 2023

Redmond Reiterates AFL-CIO Support For Strong American Maritime Industry

Fred Redmond left no doubt about the AFL-CIO's ongoing support for the U.S. Mer-chant Marine when he spoke to the Maritime Trades Department (MTD) Executive Board on Feb. 17 near Orlando, Florida.

Redmond, elected last year as the federation's secretary-treasurer, stated, "A first-class maritime industry is so important to the economic health and security of this nation. And having highly skilled, U.S. citizen union mariners and shipyard workers is absolutely essential. The entire labor movement has stood with you to reject flag-of-convenience schemes and fight back attacks on cargo preference laws. And we will stand with you again to protect these labor standards, and for the enforcement of the Jones Act. That's our promise.

Redmond began by thanking SIU/MTD President Michael Sacco for his years of hard work and dedication to the federation and the labor movement as a whole.

"For those of you who don't know, Mike is currently the longest-serving member of the AFL-CIO Executive Council. He's the Dean of the Executive Council," said Redmond, before congratulating Sacco on his retirement. He then saluted newly elected SIU President David Heindel on his position, before congratulating MTD Executive Secretary-Treasurer Daniel Duncan on his retirement.

"But most of all I want to thank all of you," he said, addressing the labor leaders sitting in the room. "Because the work that you do every day is critically important in the lives of working people. To the labor movement, to our economy, and to the future of our democracy, and democracies everywhere. I want to thank you, on behalf of myself and (AFL-CIO) President (Liz) Shuler, for your dedication, because through every challenge thrown your way, you have been able to adapt and advocate for workers at a time when workers needed us the most."

He spoke on the importance of grassroots politics and a continued need to organize and help working people across the country. He then mentioned the recently passed bipartisan infrastructure bill, saying it's "a good example,



Fred Redmond **AFL-CIO Secretary-Treasurer**

and it's already launching projects across the country, and creating jobs in new communities. This bill alone ... will put half a trillion dollars of federal funding in clean energy over the next 10 years. This piece of legislation alone will create 1.5 million new jobs in infrastructure, manufacturing, construction and transportation. And it's our goal that we want every one of these jobs to be a good union job."

He then discussed the challenges pertaining to the maritime industry, saying, "We're going to keep up our collective work with the Biden Administration, and get their help to bolster our domestic supply chain. We need their help to get employers to the table, and make sure that employers are signing PLAs (project labor agreements) and supporting registered apprenticeships. "The kind of opportunities a union appren-

ticeship can offer, how it can be a first step in not just a job, but a lifechanging career," he continued. "The Maritime Trades is providing the next generation of workers the tools they need to have a successful entry into the [industry]. But it can only open that door if people know about it, and a lot of folks don't realize this path to a good union job is available to them.

He added, "You know, I'm a proud trade unionist, just like everyone else in this room. And nothing makes me more proud than when the good union members and leaders of the Maritime Trades took action, before the devastating hurricanes even hit Puerto Rico and Florida last year. Our movement came together, and it was the Maritime Trades who displayed the best of our labor movement. You knew the storm was coming, and you were prepared. You had containers of critical relief and emergency supplies at the ready in the port cities, all across the Eastern Seaboard and the Gulf. And you had U.S.-crewed ships, tugs and barges, prepared to bring and offload the supplies. That's a testament to you, and our labor movement.

"And just as you did in the aftermath of Hurricane Maria (in 2017), it was the largest sea-bridge operation of federal disaster aid in FEMA's history," he said. "And yet, the same anti-union opportunists tried to take advantage of these disasters for their own gain. They said the Jones Act kept aid away from Puerto Rico and Florida. They said they were just looking out for the security, safety and wellbeing of our fellow Americans. We all know it was a bunch of s*** and a pack of lies. But you stayed focused to your mission, and you saved people's lives. And you made our labor movement proud."

Redmond also discussed in detail the power of, and ongoing need for union members to be active in grassroots political action. He emphasized that labor should back pro-worker candidates, regardless of political party, and he talked about numerous wins by such candidates in the most recent elections

Jones Act is 'Core' to Dredging Industry

America's freight cabotage law remains crucial for the dredging industry, and it also plays a vital role as the nation expands into the wind-energy sector.

Those were among the key points offered by Great Lakes Dredge & Dock (GLDD) Senior Vice President William Hanson Feb. 17 at the Maritime Trades Department (MTD) Executive Board meeting near Orlando, Florida. Although an emergency prevented Hanson from attending the gathering, Darrell Conner, a government affairs specialist from the law firm K&L Gates, delivered the full address

GLDD has contracts with several unions, including the SIU. Seafarers sail aboard the company's hopper dredges.

"For those not familiar with Great akes Dredge & Dock, it is the nation million of new equipment under contract, including two new hopper dredges under construction now that will give us the most modern fleet in the U.S.'

After emphasizing the company's unwavering focus on workplace safety, Conner noted that despite the dredging market being "flush with funding ... the dredging industry is finding it challenging to get projects out to bid. Agencies are understaffed to deal with the increased level of funding. While we usually say thanks for any infrastructure spending, [GLDD] believes that more consistent annual funding can be more beneficial than one big funding bill.... As an example, Great Lakes suffered one of its worst financial years on record because the Corps of Engineers was unable to get major deepening projects out to bid last year." Conner also pointed out that GLDD is believed to be "the first private U.S. maritime company to jump into the U.S. offshore wind market, making a major investment in a Jones Act-compliant rock installation vessel. This vessel is being built in a U.S. shipyard, the Philly Shipyard, by U.S. union workers; will be crewed by U.S. union labor; and will be owned by a U.S. company. This \$250 million investment demonstrates to the Biden administration that their efforts to support the Jones Act and create new markets for American companies and American labor is working.



William Hanson GLDD VF



largest dredging company, with a large diverse fleet – a fleet in which they continue to invest," Conner said. "Their specialty is the large deepening and widening projects like the first phase of the Port of Houston's Project, which was just completed last week. But they also have worked in and expanded every major port in the country during their 131-year history.

"They also bring special expertise to coastal projects that protect our nation's coasts, and have worked on virtually every beach or coastal project in the country, typically pumping sand from offshore borrow areas to beach fronts," he continued. "The Jones Act and the Dredging Act are core to their industry, ensuring their vessels are U.S.-crewed, U.S.-built, and U.S.-owned. And [GLDD] currently has more than \$300

It also shows the European developers that U.S. industry will build to meet the demand, and shows [GLDD] European competitors that the Jones Act is the law

and their days working in U.S. waters with foreign-flag vessels are numbered!"

Conner described the high levels of interest in the wind sector from governors and other state politicians. "It is accompanied by interest in helping with the training and education of the union workforce to crew our new vessel," he continued, again on behalf of Hanson. "Of course, that ship is but one of many U.S.-flag vessels, crewed by American workers, that will need to be built to satisfy this market. That's opportunity.'

He concluded by describing the MTD and its affiliates as "great allies in the fight for more funding and policies to keep U.S. workers fully engaged in the maritime industries."

Darrell Conner from K&L Gates conveys pro-Jones Act, pro-labor messages from Great Lakes Dredge & Dock Senior Vice President William Hanson.

8 Seafarers LOG

Executive Dubs Mariners as 'Unsung Heroes'

The top executive at a major, Seafarerscontracted maritime company recently spelled out the consistent reliability and outstanding performances of U.S. mariners and the U.S.-flag industry as a whole.

TOTE Maritime President and CEO Tim Nolan addressed the Maritime Trades Department (MTD) Executive Board Feb. 16 near Orlando, Florida. He repeatedly praised U.S. crews (including SIU members) for their efforts during the pandemic as well as during various disaster-relief missions. Nolan also noted that while supply-chain problems grabbed headlines during the pandemic, the Jones Act fleet remained on schedule.

He said that when the pandemic began, U.S. mariners "answered the call and they stood watch to ensure that the communities that depend on us, and the country that depends on us – they were there to serve.... This was another one of those proud moments. There was a lot of publicity out there for the transportation industry. You want to talk about unsung heroes? It's our U.S. mariners."

He added that, particularly in 2021, "we saw congestion at the ports. We saw ships out at anchor. We saw congestion on the railroads.... One thing we didn't see were those same problems (in the Jones Act trade). Why? The Jones Act (fleet), with U.S. ships and U.S. flags and U.S. mari-



TOTE Maritime President and CEO Tim Nolan

ners, were ready to deliver. They provided the same reliable, on-time, week-in, weekout service to each one of those places, without delays. They weren't at anchor for weeks at a time. They weren't lacking equipment. They had everything they needed to provide reliable service." Nolan described his company's "pride of being a Jones Act operator. We are very proud to be part of the American maritime industry – an industry that provides for over 650,000 jobs; an industry that has built over 40,000 vessels; an industry that provides \$41 billion in labor compensation; and an industry that provides \$154 billion in annual economic impact. That's some industry.

"We're also an industry that leads from the front," he continued. "When you talk about innovation, the U.S. maritime industry is the first to develop and deliver an LNG-powered containership, back in 2015. These are still the most environmentally friendly ships in the world."

Those aren't the only investments made by TOTE or other companies. Nolan pointed out there are five multi-mission vessels being built at Philly Shipyard, and that wind energy opportunities are "actually being implemented as we speak, with assets being built and ships soon to be deployed."

"But the most important of that reinvestment is from our labor partners: back into our mariners," he said. "Educating them to ensure we have the best and brightest in the world to crew and manage our ships, on behalf of the companies and the U.S. government as a whole."

He then recapped the industry's disaster-relief efforts in Puerto Rico and the Gulf during the last five years. Nolan said in particular that the collective response by maritime labor and Jones Act carriers following Hurricane Maria in 2017 was "one of the proudest moments in my career.... It was the Jones Act vessels, manned by U.S. crews, that came in with the needed support. Labor, both shore-side and on the ships, worked 24/7 to provide."

Nolan wrapped up his remarks by stressing the need for safety, quality of life aboard ship, inclusion, and training. On the latter point, he said there is "no better example than Piney Point," referring to the SIU-affiliated Paul Hall Center for Maritime Training and Education, based in southern Maryland.

He concluded, "The U.S. maritime industry will always be ready to answer the call."

Attig Underscores the Union Difference



Union Veterans Council Executive Director Will Attig addresses the MTD on Feb. 16. He updated attendees on the council's various activities promoting good jobs for U.S. military veterans, including grassroots political action. Attig, a combat veteran and union member, pointed out that veterans who belong to unions earn (on average) \$12,000 a year more than their unrepresented counterparts. He described union jobs as "a pathway to the American dream."



Board members and guests listen to a presentation.

Gen. Van Ovost Emphasizes Nation's Reliance on U.S. Merchant Marine

Continued from Page 4

Nevertheless, current developments have returned a spotlight to maritime's importance.

"Recent global events have once again invigorated the focus and support for the business of deployment, sustainment, and maneuver that only you can provide, and together we deliver," Van Ovost said. "This includes our current endeavors to support our NATO allies and supply Ukraine with the materials needed to defend their country against Russia's unprovoked war. With your help, we've delivered millions of pounds of ammunition, weapons, vehicles, and artillery systems at a volume that only surface shipping can facilitate. Ukraine's success on the battlefield is a direct reflection of your support and something we'll need even more in the future.

"In the complexities of today's global competition, the fundamental need to retain this advantage has not changed," she continued. "Neither has the impact of those who labor to ensure its vitality. I argue their importance has only grown, which is why I am such a strong advocate for those involved with the maritime industry.... This is something we cannot afford to get wrong; the stakes are too high and countries like China are leveraging their capacity to produce all manner of ships to erode our once-clear strategic advantage."

She then pointed out recent components of the National Defense Authorization Act that support the Jones Act, the new Tanker Security Program and other maritime staples that signal "positive changes.... This focus on your industry is a renewed recognition of just how critical your contributions are to the success of our nation. They also represent an increased opportunity for employment, growth for our economy, and decreased risk to national security."

Finally, she thanked outgoing SIU/MTD President Michael Sacco for his many years of dedicated, effective leadership and support.

Immediately after the video was shown, Sacco recalled the SIU's involvement with USTRANSCOM's earliest operations after its founding in 1989. He credited SIU Executive Vice President Augie Tellez for his work with the agency.

He concluded, "This is how we do business. We're here to serve our country."

March 2023



U.S. Supreme Court Justice Elena Kagan (above) does the honors. The vessel (photo at right) is christened in San Diego. (Photos courtesy General Dynamics NASSCO)



Warren Christening Signals New CIVMAR Jobs

New jobs are on the way for members of the SIU Government Services Division following the Jan. 21 christening of the USNS Earl Warren at General Dynamics NASSCO in San Diego.

Built by union members, the *Warren* is the third ship in a fleet oiler program for the U.S. Navy's Military Sealift Command (MSC).

"Without question, MSC can count on the typical, reliable professionalism of SIU CIVMARS who'll sail aboard this new ship," stated SIU Vice President Government Services Nicholas Celona. "We welcome the new tonnage and the opportunities that come with it."

Secretary of the Navy Carlos Del Toro served as the principal speaker at the ceremony, which also featured remarks from NASSCO and other U.S. Navy representatives. Following brief comments, the ship's sponsor, U.S. Supreme Court Justice Elena Kagan, christened the ship with the traditional champagne bottlebreak alongside the hull.

"Along with its namesake, this majestic vessel will be instrumental in shaping the future of our nation. The shipbuilders of NASSCO are proud to have ensured Earl Warren's legacy will live on in this ship," said David Carver, president of General Dynamics NASSCO. "On behalf of the 4,800 employees of General Dynamics NASSCO, I am proud to present the USNS Earl Warren for christening to our sponsor...."

The ship honors Earl Warren, fourteenth chief justice of the Supreme Court. During his 16 years as chief justice, a period of time when the Supreme Court was known as the "Warren Court," civil rights and civil liberties were dramatically expanded, marking this period as one of the most important periods in the history of American constitutional law, according to many pundits.

"Indeed, the ship's motto could not be more appropriate: 'I Will Find a Way or I Will Make One,'" said Del Toro. "That's exactly what a young Earl Warren did when he overcame obstacles to joining the Army during the First World War, and that's what he continued to do in the fight for equality, democracy, and social justice throughout his life."

General Dynamics NASSCO was awarded a Navy contract to design and build the first six ships for the next generation of fleet oilers, the John Lewis-class, in 2016. In 2022, the Navy awarded NASSCO with a contract modification for the construction of two additional John Lewis-class fleet oilers, with the option for the Navy to procure an additional oiler, which was included in the 2023 defense budget.

According to NASSCO, "In addition to the christening of this ship, two ships in the T-AO class fleet oiler program for the U.S. Navy – the future USNS Robert F. Kennedy and the future USNS Lucy Stone – are currently under construction. The second ship, the future USNS Harvey Milk will be delivered to the Navy later this year. The lead ship, the USNS John Lewis was delivered to the Navy in 2022."

The 742-foot-long oilers are designed to transfer fuel to U.S. Navy carrier strike group ships operating at sea and have the capacity to carry 157,000 barrels of oil, a significant dry cargo capacity, aviation capability and up to a speed of 20 knots.

Checking In from Maersk Kensington





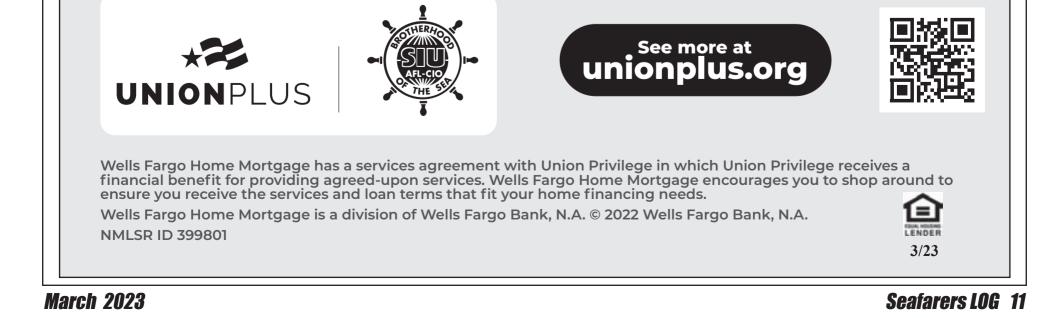
AB Waleed Mohsin submitted these photos from the *Maersk Kensington*, taken during the vessel's shipyard period in Bahrain. He's at right in photo at left, with AB Pascal Masanilo. Fellow Seafarers are among those included in the photo above.



The Union Plus Mortgage Program **WORKS FOR ME**

"I was searching different avenues to see who had the best rates, but I wanted to go to sources that I could trust. Through the Union Plus Mortgage Program, I spoke to someone at Wells Fargo Home Mortgage and I felt very comfortable."

— union member







RECRUITING IN GULF - SIU Houston Safety Director Kevin Sykes mans an SIU/Paul Hall Center **PROMOTING MARITIME CAREERS** – SIU Hawaii Port Agent Hazel Galbiso (left) and SIU Bosun James Reynolds (second from left) hit the recruiting trail for a career fair at a high school in Honolulu. Those at right are from the local non-profit organibooth at a career fair hosted by Milby High School. The union and school have ramped up their recruiting efforts.

At Sea and Ashore with the SIU



zation Marimed Foundation

WITH CIVMARS IN NORFOLK - SIU Government Services Division Representative Sam Spain (right) conducts part of a new-employee orientation class at Naval Station Norfolk (Virginia).



ABOARD OCEAN GRAND - Recertified Bosun Lech Jankowski (left) and AB Josh Maughon pause for a photo aboard the Intrepid Personnel and Provisioning vessel in Corpus Christi, Texas.



BOOK SECURED IN ALGONAC - GUDE Mohamed Saeed (right) receives his B-book at the hiring hall. He's pictured SIU Algonac Safety Director Ryan Covert.



TEAMING UP IN NEW ORLEANS - The union and the Louisiana Workforce Commission on Jan. 30 jointly hosted a maritime career fair at the hiring hall. Among those pictured during the event are SIU VP Government Services Nicholas Celona (fourth from left) and SIU New Orleans Port Agent Chris Westbrook (fourth from right).

CERTIFICATES GALORE – SIU members (photo at right) answered the call last Sepember when the Gem State (Pacific Gulf





Marine) was activated in Oakland, California. They returned in late January with a figurative boatload of certificates, as follows: Order of the Rock (for transit through the Straights of Gibraltar); Shellback (for crossing the Equator); Persian Excursion (for service in the Persian/Arabian Gulf); Domain of the Golden Dragon (for crossing the 180th Meridian, also known as the International Date Line); Order of the Ditch (for transiting the Panama Canal); Safari to Suez (for transiting the Suez Canal); Order of Magellan (for circumnavigation of the globe). Displaying some of the cer-tificates aboard the vessel are (seated, from left) Electrician Sukhbir Bains, Oiler Lorenz Grice, QMED Lamonte McKinnon, (standing) ABM Luis Garcia, FOWT Reny Arzu, OS Brandon Bradley and Oiler Corey Chandler.



A-BOOK IN SAN JUAN – Engine-department Seafarer Alejandro Cintron (left) picks up his Aseniority book at the hiring hall. He's pictured with SIU Asst. VP Amancio Crespo.





JOB WELL DONE – SIU officials recently celebrated the career of longtime Philadelphia Central Labor Council President Pat Eiding (second from right), who has retired from his post after more than 20 years of service. The union presented him with a ship's wheel during a retirement dinner on Jan. 21. Pictured from left are SIU Jersey City Port Agent Ray Henderson, future Seafarer Tommy Soresi, SIU VP Atlantic Coast Joseph Soresi, Eiding, and SIU Philadelphia Port Agent Joe Baselice.



ABOARD PELICAN STATE – Pictured aboard the Intrepid Personnel and Provisioning vessel in Houston are (from left) SA Henry Gonzalez, Chief Cook Lea Ramos, QEP Ricky Pettaway, SIU Patrolman Kelly Krick, Steward/Baker Sulay Martinez, Recertified Bosun Glenn Christianson, QMED Luis Sepulveda and ABM Walid Nasser.



READY TO JOIN – After hearing about the Paul Hall Center's apprentice program from a friend who's an SIU member, James Fuller III (left) visited the Oakland, California, hiring hall to get started with the application. He's pictured with SIU Port Agent J.B. Niday.

At Sea and Ashore with the SIU



ABOARD MILLVILLE – Pictured aboard the Key Marine vessel in Beaumont, Texas, are (from left) Recertified Bosun/Tankerman Billy Yurick, SIU Houston Patrolman Kelly Krick and A/E Pat Burchill.



WELCOME ABOARD – SIU Jersey City Safety Director Jose Argueta (right) congratulates Gabriel Veras-Conde on his acceptance into the apprentice program at the union-affiliated Paul Hall Center for Maritime Training and Education. They're pictured at the hiring hall in New Jersey.



ABOARD SBX – These photos were taken during the TOTE

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vessel's recent shipyard period in Hawaii. Pictured from left in photo at the immediate right are SIU Honolulu Safety Director Amber Akana, Bosun Jumar Rapuet and vessel master Capt. David Baker.





HELPING HANDS – OS Stephanie Vidrio provides water to Cuban nationals who recently were rescued by the SIU-crewed *Sagamore* (Sealift). Coverage of the rescue appeared in the February *LOG* and is posted on the SIU website.

March 2023

Seafarers International Union Directory

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

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Inquiring Seafarer

This month's question was answered by members aboard the Subcom-operated cable ship Decisive in Baltimore.

Question: What are some things you like about working aboard a cable ship?



Anthony Johnson OS This is my first time on a cable ship, but since I've been here, it's good. Everybody gets along with each other and we work well together.



Levi Gorokhovsky OS

We connect the world with these cables. It's quite amazing. They run all over the world, and we can get fast, high-speed internet to many countries. When we finish a project, it's very satisfying.

Yan Paing MDR I like the crew and I like the food. We get along well and they've taught me a lot. I'd never worked on a ship before and I'm learning all the time..



Darius Parker OS Learning every day. You get new experiences. There are a lot of things I enjoy. I especially love the operations when we're moving..

Habash Ahmed OS You experience many different things daily. You learn a lot. We have a lot of good mates on here. We have a good time and you walk out with a lot of knowledge. It's great here. I love it.



Eric Mose OMU

You get to learn a lot that you don't do every day on other ships. It's kind of unique. This is my second year on a cable ship, but I've been going to sea for 30 years.



This 1955 snapshot, taken at the union's headquarters building in New York, includes Oiler Richard Toler (right) and his son, Richard, who doesn't seem to be buying into the encouraging words about his haircut.





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

WILMINGTON 510 N. Broad Ave., Wilmington, CA 90744 (310) 549-4001/4002 If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org



National Maritime Center Now Accepts Electronically Signed Forms, Documents

Editor's note: The U.S. Coast Guard's National Maritime Center issued the following announcement Jan. 23. It is posted on the SIU website.

In keeping with our goal to continuously improve our services to mariners, the National Maritime Center (NMC) will now accept electronic signatures (e-sign) on all CG-719 series forms and all supporting documentation therein for merchant mariner credentials (MMCs), medical certificates, and course approvals. Mariner applicants may e-sign applications and supporting documentation using software-generated electronic signatures (e.g., Microsoft Word, Adobe Acrobat, etc.) on the CG-719 series of forms and other supporting documentation to include, but not limited to, sea service, assessments, mariner training documentation, and qualified assessor and designated examiner requests. However, any submission missing signatures will be returned to the mariner or course provider.

Requirements to e-submit your MMC application to a regional examination center, or to MEDAIP@uscg.mil for medical certificate applications, have not changed.

E-mailing your application and e-signing your documents is the preferred method for submission. Please note: While the Coast Guard can accommodate e-mails with attachments up to 35MB in size, verify any size restrictions your e-mail provider may have prior to sending. Missing information will cause applications to be delayed or rejected.

If you have any questions, please contact the NMC Customer Service Center by e-mailing IASKNMC@ USCG.mil, by calling 1-888-IASKNMC (427-5662), via our online chat system or by visiting the NMC website.

Important Notice to Seafarers Regarding Vaccines at CVS

Effective immediately, CVS retail stores are no longer in-network with Cigna for vaccine administration (including Covid-19 vaccines and boosters). This means that if you have any type of a vaccine at a CVS retail store, you will have a higher copayment.

As confusing as it may sound, CVS MinuteClinics and CVS HealthHubs are still in-network. CVS MinuteClinics are located in select CVS and Target stores, are clearly marked, and offer a variety of medical services (including urgent care for minor illnesses and health screenings). CVS Health-Hubs are located in select

CVS stores, and offer even more services than Minute Clinics.

Many other retail pharmacies are in-network with Cigna, including: Walgreens, Publix, RiteAid, Safeway, United Super Markets and others throughout the U.S. If you are looking for an in-network vaccine location, you can call the phone number on the back of your ID card, or search in www.mycigna.com under "Find Care and Costs" to find providers near you.

If you received a vaccine at CVS in the month of January 2023, please contact Membership Services at 1-800-252-4674.

March & April Membership Meetings

	Piney Point	2	5	2	3	5	2	1	7	3	1
iney PointMonday: March 6, April 3	Puerto Rico	4	4	0	7	3	0	2	2	6	1
lgonacFriday: March 10, April 7	Tacoma	7	2	1	10	1	0	4	9	8	1
BaltimoreThursday: March 9, April 6	St. Louis	3	0	0	2	0	0	0	2	0	0
GuamThursday: March 23, April 20	Wilmington TOTALS	19 148	5 67	3 14	12 108	5 46	2 13	9 57	25 202	5 92	3 16
	IUIALS	140	07	14	100	40	15	57	202	94	10
HonoluluFriday: March 17, April 14					Ε	ntry Oth	er				
HoustonMonday: March 13, April 10	Algonac	1	10	11	0	ĩ	0	0	1	11	11
JacksonvilleThursday: March 9, April 6	Anchorage	0	1	1	0	1	1	1	0	0	1
JolietThursday: March 16, April 13	Baltimore	0	0	0	0	0	0	0	0	0	0
MobileWednesday: March 15, April 12	Fort Lauderdale Guam	1	6	8	1	2	4	5	0	8	1
	Harvey	1	1	3	0	1	1	0	2	4	1
New OrleansTuesday: March 14, April 11	Honolulu	0	4	6	0	1	7	1	1	4	6
Jersey CityTuesday: March 7, April 4	Houston	3	8	18	3	8	15	3	2	17	25
NorfolkFriday: March 10, April 7	Jacksonville	1	27	66	0	13	41	12	0	38	101
OaklandThursday: March 16, April 13	Jersey City	0	10	11	0	10	8	4	1	17	23
	Joliet	0	1	1	0	0	0	0	0	2	1
PhiladelphiaWednesday: March 8, April 5	Mobile	0	0	2	0	0	12	0	0	0	2
Port EvergladesThursday: March 16, April 13	Norfolk Oakland	$\begin{array}{c} 0\\ 0\end{array}$	14	31 3	0	8	12	3	$0 \\ 2$	21	32 9
San JuanThursday: March 9, April 6	Philadelphia	0	4 0	0	0	0	1	0	$\tilde{0}$	2	0
St. LouisFriday: March 17, April 14	Piney Point	1	9	15	0	7	12	8	1	4	12
	Puerto Rico	1	1	3	0	0	0	0	1	1	3
TacomaFriday: March 24, April 21	Tacoma	3	6	4	0	9	5	1	6	11	7
WilmingtonMonday: March 20, April 17	St. Louis	0	0	1	0	0	0	0	0	1	2
	Wilmington	0	9	7	2	5	5	3	3	12	7
Each port's meeting starts at 10:30 a.m	TOTALS	12	112	191	7	70	115	41	20	157	256
	GRAND TOTAL:	540	385	259	384	268	165	253	777	509	346

Dispatchers' Report for Deep Sea

"Total Registered" and	Tota	i pped" data 1 Register 11 Groups		Tota	. 15, 2023- F al Shippe ll Groups	d). " Registered (Trip	Regist	ch" data is a cered on F Groups		2023
Port	A	В	С	Α	В	C	Reliefs	A	В	С	
				Dea	k Depar						
Algonac	27	6	0	4	к Depar 1	1	2	35	7	1	
Anchorage	3	4	2	0	1	1	1	5	4	0	
Baltimore	2	4	1	1	5	1	3	3	0	1	
Fort Lauderdale	17	13	2	13	6	0	9	28	16	5	
Guam	4	3	0	2	2	0	0	6	1	1	
Harvey	14	6	1	5	4	1	2	16	12	1	
Honolulu	5	1	0	4	1	0	2	17	6	0	
Houston Jacksonville	24 35	8 23	5 4	31 24	13 18	5 1	16 9	39 52	22 32	5 7	
Jersey City	33	5	4	24	7	2	9 14	43	5	3	
Joliet	0	0	0		ó	$\overset{2}{0}$	0^{14}	2	3	1	
Mobile	8	2	0	6	2	1	3	11	4	$\overset{1}{0}$	
Norfolk	23	12	7	18	7	6	10	27	13	2	
Oakland	13		Ó	8	2	0	0	16	3	$\overline{0}$	
Philadelphia	3	3 3	Ő	Ő	1	Ő	1	5	3	Ő	
Piney Point	0	4	0	1	5	0	1	0	4	0	
Puerto Rico	9	4	1	4	1	1	0	13	4	1	
Tacoma	22	7	3	14	8	2	10	40	9	8	
St. Louis	1	1	1	2	0	0	0	3	1	1	
Wilmington	31	9	4	17	7	3	15	40	12	6	
TOTALS	274	118	32	175	91	25	98	401	161	43	
					P						
A.1	2	5	0		ne Depa		0	6	2	0	
Algonac	3 1	5 0	0	$\begin{array}{c} 0\\ 1\end{array}$	$2 \\ 0$	0	0 0	6 1	3 0	$\begin{array}{c} 0\\ 0\end{array}$	
Anchorage Baltimore	2	2	0 2	4	2	0	3		2	2	
Fort Lauderdale	10	8	0	9	4	0	4	14	11	1	
Guam	2	1	0	1	4	0	4	14	0	$\overset{1}{0}$	
Harvey	$\frac{2}{3}$	2	0	2	$\frac{2}{3}$	0	2	6	0	0	
Honolulu	4	1	0	2	1	0	1	8	3	3	
Houston	10	12	0	$\frac{2}{10}$	5	0	7	15	14	2	
Jacksonville	20	14	2	30	12	1	15	21	14	$\frac{2}{4}$	
Jersey City	11	6	$\overline{2}$	5	4	î	4	18	6	1	
Joliet	2	Õ	1	0	0	Ō	0	2	Ō	1	
Mobile	5	1	0	1	0	0	1	5	4	0	
Norfolk	8	11	8	4	9	6	7	12	13	6	
Oakland	3	2	2	4	2	0	1	4	5	3	
Philadelphia	2	1	0	0	1	0	1	2	1	0	
Piney Point	1	3	0	0	2	0	2	2	2	0	
Puerto Rico	3	4	0	4	3	0	2	7	4	0	
Tacoma	6	7	1	9	4	3	5	11	7	4	
St. Louis	1	2	0	2	1	0	0	1	2	0	
Wilmington	9	6	4	6	4	0	2	18	8	4	
FOTALS	106	88	22	94	61	12	57	154	99	31	
				Store	and Done	ntmont					
Algonac	5	2	0	1	ard Depa	0	0	5	2	0	
Anchorage	0	$\stackrel{2}{0}$	1			1	1	0	$\overset{2}{0}$	0	
Baltimore	2	0	0	2	0	0	$\stackrel{1}{0}$	1	0	0	
Fort Lauderdale	8	5	2	4	1	1	3	12	6	2	
Guam	1	0	$\overline{0}$	1	0	0	0	1	Ő	1	
Harvey	2	1	Ő	0	Ő	Ő	Ő	5	1	Ô	
Honolulu	5	4	0	7	2	0	3	9	4	1	
Houston	19	3	Õ	14	6	Õ	6	26	6	Ō	
Jacksonville	22	7	2	13	7	2	11	36	14	2	
Jersey City	9	9	1	8	3	2	4	12	8	0	
Joliet	1	0	0	0	0	0	0	2	0	0	
Mobile	3	2	0	4	2	0	0	2	7	1	
Norfolk	20	11	1	13	6	3	9	22	16	1	
Oakland	15	7	1	6	4	0	4	23	6	2	
Philadelphia	1	0	0	1	0	0	0	1	0	0	
Piney Point	2	5	2	3	5	2	1	7	3	1	
Puerto Rico	4	4	0	7	3	0	2	2	6	1	
Tacoma	7	2	1	10	1	0	4	9	8	1	
St. Louis	3	0	$0 \\ 2$	2	0	0	0	2	0	0	
Wilmington TOTALS	19 148	5 67	3 14	12 108	5 46	2 13	9 57	25 202	5 92	3 16	
IUIALS	140	0/	14	109	40	13	51	202	92	10	
				F	Entry Otl	her					
Algonac	1	10	11	0	1	0	0	1	11	11	
Anchorage	$\hat{0}$	1	1	0	î	1	1	0	0	1	
Baltimore	Ő	0	0	Ő	0	0	0	Ő	Ő	0	
Fort Lauderdale	1	6	8	1	2	4	5	Ő	8	7	



Melcome Ashore

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

DEEP SEA

EMMANUEL ADEOTI

Brother Emmanuel Adeoti, 67, started his career with the union

in 2001. He first shipped on the *Navigator* and sailed in the engine department. Brother Adeoti upgraded often at the Paul Hall Center. He most recently sailed

on the William R. Button and makes his home in Richmond, Texas.

DENNIS ADJETEY

Brother Dennis Adjetev, 65. joined the Seafarers International



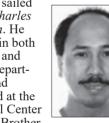
Union in 1996, initially sailing aboard the Cape Bon. He upgraded at the Piney Point school on several occasions and shipped in the engine department.

Brother Adjetey's final vessel was the Horizon Kodiak. He is a resident of Tacoma, Washington.

APOLINARIO AGUIRRE

Brother Apolinario Aguirre, 65, signed on with the SIU in 1987

when he sailed on the Charles L. Brown. He shipped in both the deck and engine departments and upgraded at the Paul Hall Center in 1995. Brother



Aguirre's final vessel was the Horizon Tiger. He resides in Daly City, California.

MICHAEL ALATAN

Brother Michael Alatan, 63, joined the union in 1989, initially



sailing on the Independence. He worked in the steward department and upgraded at the Piney Point school on mul-

tiple occasions.

ROBYN ANDERSON Sister Robyn Anderson, 75, became a member of the union

Ocala, Florida.



Brother Amat's final vessel was

the Maersk Idaho. He resides in

sions. She last sailed on the John Chapman and lives in Hull. Massachusetts.

JERRALD BELCARIES Brother Jerrald Belcaries, 69,

embarked on his career with the Seafarers in 2001. He initially sailed on the Marine Chemist and was a member of the deck department. Brother Belcaries upgraded at the Paul Hall Center on multiple occasions. He most recently shipped on the Magnolia State and lives in Miami.

RICHARD BENOIT

Brother Richard Benoit, 63,

donned the SIU colors in 1981 when he sailed aboard the Explorer. He was a deck department member and upgraded often at the Paul Hall Center. Brother Benoit last

shipped on the Great Republic. He is a resident of Dayton, Texas.

ROBERT BROWN

Brother Robert Brown, 67, joined the union in 1980 and sailed in both the deck and engine departments. He first shipped on the Santa Barbara and upgraded at the Piney Point school in 1991. Brother Brown last sailed on the Baltimore. He resides in New Rochelle, New York.

THOMAS DECARLO

Brother Thomas DeCarlo, 65, signed on with the SIU in 1997 and first sailed aboard the USNS Loyal. He upgraded often at the Piney Point school and primarily

sailed in the steward department. Brother

English most recently shipped aboard the Maersk Chicago. He makes his home in Norfolk, Virginia.

JANICE GABBERT

Sister Janice Gabbert, 73, started her career with the union in

2003, initially sailing aboard the Cape Florida. A steward department member, she upgraded at the Paul Hall Center on numerous occasions.

Sister Gabbert last shipped on the John Paul Bobo. She lives in Titusville, Florida.

JOHN GILSTON

Brother John Gilston, 66, became an SIU member in 1979 when he sailed on

the Monticello. He upgraded at the Piney Point school on several occasions and worked primarily in the deck department. Brother

Gilston's final vessel was the Maersk Missouri. He is a resident of Saratoga Springs, New York.

WAYNE GONSALVES

Brother Wayne Gonsalves, 66, began his career with the Seafarers International Union in

1980, initially sailing on the Leo. He was a member of the engine department and upgraded often at the Paul Hall Center. Brother

Gonsalves last shipped on the Richard G. Mat-



Brother Sandy Killian, 65, joined the union in 1978 when he sailed on the

Philadelphia. He shipped in the deck department and upgraded at the union-affiliated **Piney Point** school on multiple occasions. Brother Killian

concluded his career aboard the Horizon Kodiak. He makes his home in Federal Way, Washington.

VICTOR KISTANOV

Brother Victor Kistanov, 69, signed on with the SIU in 2002.

He first sailed aboard the Global Mariner and worked in the deck department. Brother Kistanov upgraded at the Paul Hall Center on multiple oc-

casions. He most recently shipped on the Oregon and is a resident of Fort Lauderdale, Florida.

SERGEY KURCHENKO

Brother Sergey Kurchenko,

66, became a member of the Seafarers International Union in 2003, initially sailing aboard the Wilson. He worked in the deck department and upgraded often at

the Piney Point school. Brother Kurchenko's final vessel was the Maersk Utah. He resides in Largo, Florida

JOSE LOUREIRO

Brother Jose Loureiro, 66, began sailing with the Seafarers in

1991, initially working aboard the Overseas Alaska. He sailed in the deck department and upgraded at

CLARENCE POMPEY

Brother Clarence Pompey, 65, became a member of the SIU in 1978. He initially sailed with Asbury Steamship and worked in both the deck and engine departments. Brother Pompey last shipped on the Wabash and is a Houston resident.

ARTHUR PRICE

Brother Arthur Price, 71, joined the SIU in 1989 and first sailed with Delta Queen Steamboat Co. He upgraded at the Piney Point school on multiple occasions and shipped in the deck department. Brother Price most recently sailed on the American Endurance and makes his home in LaPlace, Louisiana.

ARSENIO PURGANAN

Brother Arsenio Purganan, 65, signed on with the SIU in 2001.

He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Purganan's first vessel was the Cape Douglas; his last, the Gro-

ton. He makes his home in Kent, Washington.

ELORDE RAMOS

Brother Elorde Ramos, 66, began sailing with the Seafarers in

1988. He sailed in the deck department and first shipped on the \hat{USNS} Altair. Brother Ramos upgraded his skills at the **Piney Point** school on sev-



eral occasions. He most recently sailed on the Maersk Columbus and lives in Piscataway, New Jersey.

PEDRO SANTIAGO

Brother Pedro Santiago, 66, joined the union in 1973 and



first sailed aboard the Transpanama. he was a mem ber of the engine department and upgraded often at the Paul Hall Center.





Brother Alatan last shipped on the SBX and makes his home in Honolulu.

KADIR AMAT

Brother Kadir Amat, 65, started sailing with the SIU in 1975 and first worked on the Pacer. He shipped in the deck department and upgraded at the Paul Hall Center on numerous occasions.



He first sailed aboard the USNS Altair and worked in the deck department. Brother DeCarlo upgraded at the Paul Hall Center on multiple occasions. He

last shipped on the USNS Soderman and is a resident of El Paso, Texas.

EDWARD ENGLISH

Brother Edward English, 68, joined the Seafarers in 1995

thiesen and calls Leonardtown, Maryland, home.

KEVIN HALL

Brother Kevin Hall, 55, started sailing with the SIU in 1989, ini-

tially shipping on the Independence. He sailed in the engine department and upgraded often at the Piney Point school. Brother Hall concluded his



career aboard the Louisiana and settled in Humble, Texas.



Brother Loureiro last shipped on the Alaskan Explorer. He lives in San Diego.

HILARIO MARTINEZ

Brother Hilario Martinez, 62, donned the SIU colors in 1989. He first sailed aboard the Independence and worked primarily in the engine department. Brother Martinez upgraded at the Paul Hall Center on multiple occasions. He most recently sailed on the Alliance Fairfax and resides in Houston.

Brother Santiago last shipped on the Overseas Martinez. He lives in Ocala, Florida.

DONALD SPANGLER

Brother Donald Spangler, 68, donned the SIU colors in 1978 when he sailed aboard the Zapata Rover. He upgraded often

Continued on next page

16 Seafarers LOG

Melcome Ashore

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

Continued from Page 16

at the Paul Hall Center and worked in the steward department. Brother Spangler most recently shipped on the Lurline. He resides in Keaau, Hawaii.

DORKUCHO TANIHU

Brother Dorkucho Tanihu, 66, became an SIU member in 2001.



He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Tanihu's first vessel was the Roy M. Wheat;

his last, the Jack Lummus. He makes his home in Brighton, Massachusetts.

ROSE WARD

Sister Rose Ward, 65, embarked on her career with the Seafarers

in 2007 when she shipped on the Pride. She sailed in the steward department and upgraded at the Piney Point school on several occasions.

Sister Ward's final vessel was the Overseas Nikiski. She is a Houston resident.

BILLY WATSON

Brother Billy Watson, 62, started sailing with the union in 1991, ini-



on the Sealift Indian Ocean. He sailed in the deck department and upgraded at the union-affiliated Piney Point

tially shipping

school on multiple occasions. Brother Watson concluded his career aboard the Ocean Jazz and calls Port Arthur, Texas, home.

KEVIN KELLEY

GREAT LAKES

Brother Kevin Kelley, 62, began sailing with the Seafarers International Union

in 1979. He initially sailed with Quality Quarries and was a deck department member. Brother Kelley upgraded at the Piney Point school on

multiple occasions. He last shipped with Great Lakes Towing and resides in Allen Park, Michigan.

DALE LEONARD

Brother Dale Leonard, 63, signed on with the SIU in 1991. He was

> employed by Luedtke Engineering for the duration of his career and sailed in the deck department. Brother Leonard upgraded on numerous occa-

sions at the Piney Point school. He settled in Benzonia, Michigan.

MICHAEL TANNER

Brother Michael Tanner, 65, started his ca-



last shipped aboard the Alpena. He makes his home in Alpena, Michigan.

INLAND

RICKY BRINSON

Brother Ricky Brinson, 62. donned the SIU colors in 1984. A deck department member, he upgraded at the Paul Hall Center within his first year of membership. Brother Brinson was employed by Crowley Towing and

on with the union in 2006. He sailed in the deck department and worked with Westbank Riverboat Services for his entire career. Brother Cousin makes his home in Gretna, Louisiana.

MELVIN DIBIASI

Brother Melvin Dibiasi, 72, joined the Seafarers in 1971 when he sailed on the

Keva Ideal. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Dibiasi last worked aboard the



Sugar Island. He resides in San Pedro, California.

NEAL DOUCET

Brother Neal Doucet, 62, became a member of the union in 1988.

deck department and upgraded at the Paul Hall Center on several occasions. **Brother Doucet** worked for **Crowley Towing**

his career. He calls Star, North Carolina, home.

SCOTT FLETCHER

Brother Scott Fletcher, 62, began sailing with the SIU in 2008.

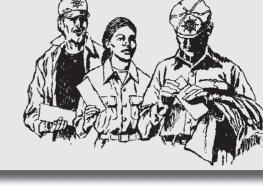


casions. He concluded his career aboard the Legend and settled in Key Largo, Florida.

FRED FORSYTHE

Brother Fred Forsythe, 62, signed on with the union in 1983. He first sailed with





shipped in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Jarrell was last employed with **Crowley Towing**

and Transportation. He lives in Lillian, Alabama.

MANUEL LIBA

Brother Manuel Liba, 67, joined the Seafarers International Union in 2006 when he worked for Port Imperial Ferry. He sailed in the deck department and upgraded at the union-affiliated Piney Point school in 2019. Brother Liba continued working with the same company for his entire career. He resides in Cliffside Park, New

Brother Gerald McDevitt, 66, donned the SIU colors in 1978. A deck department member, he was first employed with Dixie Carriers. Brother McDevitt last worked with Christiana Marine resident of Williamstown, New Jersey.

JERRY MERCER

Brother Jerry Mercer, 63. became a member of the Seafarers



the Piney Point school on several occasions. He was most recently employed by Penn Maritime and settled in Coats, North Carolina.

LEON MORVANT

Brother Leon Morvant, 62, embarked on his career with the SIU in 1988. He was a member of the deck department and worked for Higman Barge Lines for the duration of his career. Brother Morvant lives in Erath, Louisiana.

began sailing with the Seafarers in 1979. He worked in the deck department and was employed by G&H Towing for his entire career. Brother Pizzitola resides in Santa Fe, Texas.

DOUGLAS QUILL

Brother Douglas Quill, 62, joined the SIU in 2012. He upgraded at the Paul Hall Center on multiple occasions and was an engine department member. Brother Quill worked for



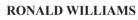
Crowley Towing and Transportation for the duration of his career. He resides in Bullhead City, Arizona.

FRANCIS REGAN

Brother Francis Regan, 62, became a member of the SIU in 1979, initially working with G&H Towing. A deck department member, he upgraded on multiple occasions at the Piney Point school. Brother Regan last shipped on the *Leader*. He makes his home in Indialantic, Florida.

FRANKLIN RIMMER

Brother Franklin Rimmer, 63, started his career with the Seafarers in 1977. He shipped in the deck department and worked for the Association of Maryland Pilots for his entire career. Brother Rimmer calls Norfolk, Virginia, home.



Brother Ronald Williams, 62, donned the SIU colors in 1978 when he worked with Mobile Towing. He shipped in both the deck and engine departments and upgraded at the Paul Hall Center on numerous occasions. Brother Williams last sailed with Crescent Towing & Salvage. He lives in Mobile, Alabama.

DANNY WOODS

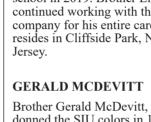
Brother Danny Woods, 65, joined the union in 1977. He worked in the deck department and was employed with Dravo Basic Materials for his entire career. Brother



and Transportation for most of

He sailed in the

Jersey.



Service Corporation. He is a

GABRIEL WILLIAMS

Brother Gabriel Williams, 65, joined the union

in 1991 when he sailed aboard the USNS Wyman. He upgraded at the Paul Hall Center on several occasions and worked in the

engine department. Brother Williams' final vessel was the Grand Canyon State. He lives in Mobile, Alabama.

Transportation for most of his career. He a resident of Brandon, Florida

ODELL CHESTANG

Brother Odell Chestang, 67, embarked on his career with the Seafarers in 1974 when he shipped with Dravo Basic Materials. He was a member of the deck department and remained with the same company for the duration of his career. Brother Chestang lives in Semmes, Alabama.

CARL COUSIN

Brother Carl Cousin, 63, signed

Higman Barge Lines and was a member of the deck department. Brother Forsythe upgraded at the Piney Point school on several occasions. He last sailed on the Trafalgar and makes his home in Sabine Pass, Texas.

THOMAS JARRELL

Brother Thomas Jarrell, 62, started his career with the SIU in 1992, initially working with Moran Towing of Texas. He

TIMOTHY PETROFF

Brother Timothy Petroff, 62, signed on with

EDWARD PIZZITOLA

Brother Edward Pizzitola, 62,



Woods settled in Vicksburg, Mississippi.



March 2023



DEEP SEA

GREGORIO ABALOS

Pensioner Gregorio Abalos, 66, passed away December 11. He joined the SIU in 1990 when

he sailed with Crowley Towing and Transportation. Brother Abalos was a member of the engine department and also worked on shore

gangs. He was last employed by World Crane Services in 2002. Brother Abalos became a pensioner in 2021 and made his home in Seal Beach, California.

MICHAEL ASKINS

Brother Michael Askins, 59, died January 10. Born in New Or-



his career with the Seafarers in 1987. Brother Askins first shipped on the Louis J. Hauge Jr. and sailed in the steward department. He

leans, he began

last sailed aboard the Liberty Grace and resided in Jefferson, Louisiana.

LAWRENCE CROFT

Pensioner Lawrence Croft, 61, passed away January 25. He be-

came a member of the union in 1981, initially sailing with G&H Towing. Brother Croft worked in the engine department. He last sailed on the

USNS Pollux in 2021 before retiring the following year. Brother

Croft lived in Dickinson, Texas.

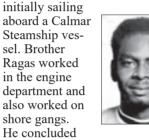
SAMUEL DAVIS

Pensioner Samuel Davis, 66, died January 30. Sailing first aboard the Baltimore, he donned

first shipped on the Maunalei. Brother Johnson last sailed on the Kauai in 2001. He became a pensioner in 2006 and settled in Apache Junction, Arizona.

ALFRED RAGAS

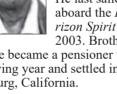
Pensioner Alfred Ragas, 77, died January 7. He embarked on his career with the SIU in 1964,



his career working with World Crane Services and retired in 2002. Brother Ragas made his home in New Orleans.

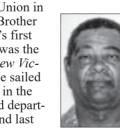
W.D. RANDLE Pensioner W.D. Randle, 88, passed away January 12. He

joined the union in 1965 and first shipped aboard



VIRGILIO RIVERA

died January 8. He became a member of the Seafarers Interna-



ment and last shipped on the

Bayamon, Puerto Rico.

SUKIRMAN SURAREDJO

Pensioner Sukirman Suraredjo, 75, died December 2. A steward

department member, he first sailed with the SIU in 1979, initially aboard the Montpelier Victory. Brother Suraredjo's final

vessel was the Overseas Tampa. He retired in 2016 and resided in Indonesia.

WILBERT WILLIAMS

Pensioner Wilbert Williams, 76, passed away January 11. He signed on with the union

in 1969 when he sailed with Alcoa Steamship. Brother Williams sailed in all three departments. He concluded his career aboard

the Chemical Pioneer, before going on pension in 2005. Brother Williams made his home in New Orleans.

ROBERT WOBIL

Pensioner Robert Wobil, 70, died January 20. He became a mem-

ber of the SIU in 1994 when he sailed aboard the USNS Bellatrix. Brother Wobil worked in the deck department and

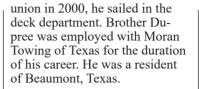
Marilyn in 2007. He became a pensioner in 2022 and settled in Gulfport, Mississippi.

GREAT LAKES

AHMED KAID

Pensioner Ahmed Kaid, 72. passed away January 13. He

joined the Seafarers in 1968 and first worked



MAXIMO GABINO

Pensioner Maximo Gabino, 94, passed away January 1. He joined the SIU

in 1969. Brother Gabino worked in both the deck and engine departments and was employed with Red Circle Transport for the duration of his

career. He began collecting his pension in 1993 and made his home in Plant City, Florida.

CARROLL TRAHAN

Pensioner Carroll Trahan, 69, died January 28. In 2005, he became a member of the Seafarers International Union. Brother Trahan was a deck department member and sailed with Moran Towing of Texas for his entire career. He became a pensioner in 2016 and called Nederland,

NMU

MARCOS ALINDATO

Pensioner Marcos Alindato, 88, passed away January 5. Brother Alindato sailed in the deck department and concluded his career aboard the Enterprise. He retired in 1998 and made his home in Puerto Rico.

WILLIAM DAVIS

Pensioner William Davis, 90, died January 14. A steward department member. Brother Davis last shipped on the Mallory Lykes. He became a pensioner in 1989 and lived in Washington, D.C.

JAMES LILLEY

Pensioner James Lilley, 74, passed away December 14. Brother Lilley worked in the deck department. He sailed aboard his final vessel, the Tillie Lykes, in 1995. Brother Lilley went on pension in 2013 and called Upton, Massachusetts, home.

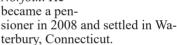
HARRIS MOORE

Pensioner Harris Moore, 90, died January 16. Brother Moore last sailed with Woods Hole Shipping. He began collecting his pension in 1987 and made his home in Mashpee, Massachusetts.

AGUSTIN RAMOS

Pensioner Agustin Ramos, 82, passed away

January 14. Brother Ramos sailed in both the deck and engine departments, most recently aboard the *Alliance* Norfolk. He



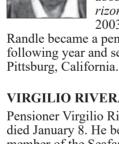
HAROLD SPILLE

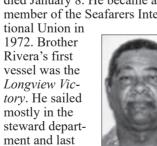
Pensioner Harold Spille, 79, died December 29. Brother Spille worked in the deck department. He retired in 2000 after concluding his career aboard the Endurance. Brother Spille resided in Englishtown, New Jersey.

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

NAME DOD AGE Lozada, Ramon 01/31/2023 96 95 Saunders, Francis 01/02/2023

Have You Missed







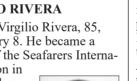
Hawaii. Brother Rivera went on pension in 1999 and lived in

the Santa Maria. Brother Randle worked primarily in the steward department. He last sailed

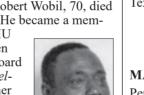
aboard the Ho*rizon Spirit* in 2003. Brother

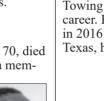
Randle became a pensioner the following year and settled in

Pensioner Virgilio Rivera, 85,













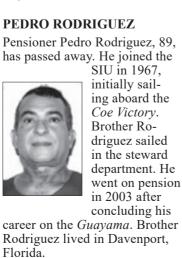


the SIU colors in 1974. Brother Davis worked in all three departments. He last shipped on the Seabulk Trader in 2003. Brother Davis began collecting his pension in 2022 and was a resident of Mobile, Alabama.

NORMAN JOHNSON



Pensioner Norman Johnson, 82, passed away January 19. He signed on with the Seafarers in 1970. A steward department member, he



with Buckeye Steamship Company. A steward department member, Brother Kaid last sailed aboard the Indiana Harbor. He became a pensioner in 2010 and settled in Dearborn, Michigan.

INLAND

GLENN DUPREE

Brother Glenn Dupree, 46, died November 8. Signing on with the

An Issue of the Seafarers Log?

PDF versions of nearly every edition are available at seafarerslog.org

You can also scan this OR code to go directly to the website





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), June 19 - Chairman Zeki Karaahmet, Secretary Shari Hardman, Educational Director Alton Hickman, Engine Delegate Matthew Wright, Steward Delegate **Dominique** McLean. Upper deck door has been replaced and faulty mooring line fixed. Steward department was thanked for a job well done. New mattresses delivered. Chairman handed out tour of duty, vacation and upgrading applications. Galley door and cabinets in need of repair. Educational director encouraged crew to upgrade at the union-affiliated Piney Point school and to keep documents up to date. Engine delegate reported overtime beef involving wiper. Steward delegate reminded everyone to pick up after themselves. Crew requested an increase in vacation. Members expressed their disappointment with Sysco supply in South Carolina. Crew requested additional TVs and DVD players. Pest control supplies needed. Next port: Charleston, South Carolina.

TEXAS (Intrepid Personnel & Provisioning), October 30 - Chairman Burkley Cooper, Secretary Ronald Davis, Educational Director Melvin Ratcliff. Payoff to occur in Long Beach, California. Chairman reminded members to keep rooms clean for oncoming crew. Secretary advised everyone to keep paperwork current. Educational director encouraged members to obtain higher wages by upgrading at the Paul Hall Center. No beefs or disputed OT reported. Crew discussed food budget and requested Wi-Fi. Next port: Long Beach, California.

HUDSON EXPRESS (Marine Personnel & Provisioning), November 21 – Chairman Zeki Karaahmet, Secretary Richetta Jackson, Educational Director Francois Doucet, Deck Delegate Jonathan Eitz, Engine Delegate James Van Dyke, Steward Delegate Atrenique Deamus. Issues with washing machine have been resolved. Vote of thanks given to steward department for keeping common areas nice and clean. Members are getting along well. All new Paul Hall Center courses have been released on the website. Bosun must attend alongside members when they go to captain, per deck delegate. Engine delegate reported overtime beef in engine department. Steward delegate thanked crew for their patience. Members asked for more apprentices and new helpers for all departments, particularly steward department. Crew discussed concerns with air conditioning ventilation.

CORPUS CHRISTI (USS Transport) November 27 – Chairman **Michael Todman**. New contract to be negotiated at the end of the year. No beefs or disputed OT reported. Members acknowledged the challenges of a one-man steward department on an ATB vessel. Crew voiced similar thoughts for members working as ABs and made suggestions about rotation and seatime credit.

WASHINGTON (Intrepid Personnel & Provisioning), January 2 - Chairman Modesto Rabena, Secretary Fakhruddin Malahi, Educational Director Harold Gerber, Deck Delegate Carlo Gentile, Steward Delegate Abdul Qwfan. Chairman advised members to keep documents current and to take LG upgrading courses at the Piney Point school. He encouraged members to contribute to SPAD (Seafarers Political Activity Donation), the union's voluntary political action fund, and to support the Jones Act. Chairman also advised crew to read the Seafarers LOG each month. No beefs or disputed OT reported. Tanker fleet is expanding from 10

With Seafarers Aboard ATB Commitment



Pictured from left aboard the Intrepid Personnel and Provisioning vessel in Martinez, California, are Assistant Engineer Stephen Owczarski, SIU Oakland Port Agent J.B. Niday, Chief Engineer Manuel Torres, Captain Tyler Perry, Second Mate Kelsey Longhi, Assistant Engineer Edward Schlueter, and SIU Patrolman Dylan Rivera.

to 20 ships by 2024, according to terms of the new Tanker Security Program. Crew requested small refrigerators for each room. Next port: Valdez, Alaska.

CALIFORNIA (Intrepid Personnel & Provisioning), January 8 - Chairman Kenneth Abrahamson, Secretary Gerald Kirtsey, Educational Director Larry Locke, Deck Delegate Osei Baffoe, Engine Delegate Raymond Roldan, Steward Delegate Andrea Sharpe. Members discussed Wi-Fi and data access. Chairman went over new standard tanker agreement. Educational director urged crew to upgrade at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Members requested new mattresses and for

Know Your Rights

physicals to only be required once per year. Crew reported difficulty getting reliefs. Members asked for increases in vacation pay and pension pay for retirees. Vote of thanks given to steward department for all the good meals, particularly around the holidays. Next port: Long Beach, California.

EMPIRE STATE (Intrepid Personnel & Provisioning), January 13 – Chairman Abdulkarim Mohamed, Secretary Hussein Hussein, Educational Director Mohsen Mohamed, Deck Delegate Angel Nunez, Engine Delegate Mark Canada, Steward Delegate Mohamed Noman. Wi-Fi update in progress, just need bandwidth and wires. Wi-Fi should be running by first quarter of 2023. Chairman asked members to be patient with reliefs as there is a fleetwide shortage, especially with deck department. He reminded crew to keep documents up to date. Educational director advised crew to upgrade at the Piney Point school. New workout equipment and new TV ordered for crew lounge. No beefs or disputed OT reported. Members discussed the importance of the U.S. maritime industry as it pertains to national, economic and homeland security. Crew requested one day of pay for every 30 days in lieu of a day off. Upcoming collective bargaining agreement was discussed. Members asked that it be matched with the standard contract and for 401k to be matched. Steward department was thanked for a job well done. Crew requested the ability to register by phone rather than in person.

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 3 headquarters membership meeting to review the 2022 records. 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.

the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

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

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.

SEAFARERS POLITICAL ACTIVITY

DONATION (SPAD). SPAD is a separate segregated fund. Its proceeds are used to fursegregated fund. Its proceeds are used to fur-ther 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 In-ternational 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.

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 **EDITORIAL POLICY** — THE SEA-FARERS 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

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

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



Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
Deck Departme	nt Upgrading Courses	
Able Seafarer-Deck	April 10 June 5	April 28 June 23
Lifeboat/Water Survival	March 13 April 10 May 8	March 24 April 21 May 19
RFPNW	March 20 May 1	April 7 May 19
Fast Rescue Boat	July 17	July 21
Leadership & Management Skills	June 19	June 23
Engine Departme	ent Upgrading Courses	
RFPEW	May 15	June 9
FOWT	April 3	April 28
Junior Engineer Program	March 27 June 5	May 19 July 28
Marine Electrician	April 24	May 26
Marine Refer Tech	March 13	April 21
Advanced Refer Containers	April 10	April 21
Machinist	March 13	March 31
Pumpman	April 3	April 7
Welding	March 20 May 8	April 7 May 26
Engineroom Resource Management	June 12	June 16
Steward Departm	ent Upgrading Courses	
Certified Chief Cook	March 27 May 1 June 5 July 10	April 28 June 2 July 7 August 11
ServSafe Management	March 20 April 24 May 29	March 24 April 28 June 2

UPGRADING APPLICATION

(Cell)

Name	
Address	

Telephone (Home)_ 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 #

Title of Course	Start Date	Date of Completion
Steward Departme	nt Upgrading Courses	
ServSafe Management	July 3 August 7	July 7 August 11
Advanced Galley Operations	March 13 May 22	April 7 June 16
Chief Steward	April 17 June 26	May 12 July 21
Safety/Open U	pgrading Courses	
Combined Basic/Advanced Firefighting	June 5	June 9
Basic Training	April 17	April 21
Basic Training Revalidation	March 20 March 24 April 7 April 17 April 21 May 1 May 5 May 22 June 2 June 19	March 20 March 24 April 7 April 17 April 21 May 1 May 5 May 22 June 2 June 19
Basic Training/Adv. FF Revalidation	May 15	May 19
Government Vessels	March 13 March 20 April 10 April 24 May 8 May 22 June 5	March 17 March 24 April 14 April 28 May 12 May 26 June 9
Tank Ship Familiarization DL	May 22	May 26
Tank Ship Familiarization LG	May 15	May 19

Important Notice To All Students

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

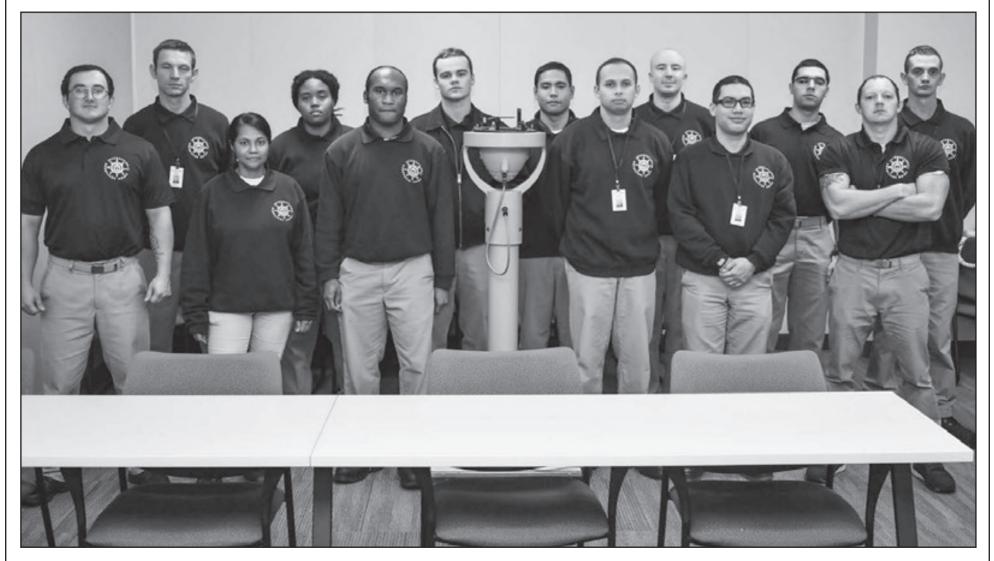


Seniority Department Home Port	LAST VESSEL: I	Rating:
Home Port	Date On: Date Off: SIGNATURE DA NOTE: Transportation will be paid in accordance with t present original receipts and successfully complete the	0 1 1 1
With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime 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.	tions, contact your port agent before departing for Piney bursable. Return completed application to: Paul Hall Ce Education Admissions Office, Email:upgrading@seafare Ave., Piney Point, MD 20674 Fax: 301-994-2189. The Seafarers Harry Lundeberg School of Seamanship at th Training and Education is a private, non-profit, equal oppo- dents, who are otherwise qualified, or any race, nationality applicable laws with regard to admission, access or treatme activities.	enter for Maritime Training and ers.org Mail: 45353 St. George's the Paul Hall Center for Maritime rtunity institution and admits stu- or sex. The school complies with
O Seafarers LOG		March 202

Paul Hall Center Classes



Apprentice Water Survival Class #890 – Graduated December 30 (above, in alphabetical order): John Bayonne III, Coleman Brewer, Nailah Cundiff, Jackson Freitas, Robert Gallardo, Anthony Harrell Jr., Justin Jacobs, Delmus James, Jayline Johnson, Jylnn LeCounte, Keith Martin Jr., Mario Martin, Kevin R. Menendez Barrales, James Stamper, Randeisha Stone, Stephen Swaby, Ian Tarwater, Alexis Walker and Christian Westcott.



RFPNW (Phase III) – Graduated December 9 (above, in alphabetical order): Alexander Bennett, Matthew Epstein, Omar Fahmie, Jonah Makanaakua Ganzagan, La'Terri Iman Kohn, Caleb Miller, Kelvin Oliver Jr., Jack Pier, Cody Quinn, Dean Schrantz, Jose Ivan Soto-Ortiz, Rosa Wilson and Michael Wilt. Upon the completion of their training, each plans to work in the deck departments aboard SIU-contracted vessels.

March 2023

Paul Hall Center Classes

RFPEW (Phase III) – Graduated December 9 (photo at right, in alphabetical order): Jahnia Cain, Peter Krsna Katha Espinosa, Shailyn Ka Mea I O Makamae Guillory, Alton Simpson, Dennis Smith Jr., Alexia Villaescusa and Nashell Williams. Each plans to work in the engine departments aboard union-crewed vessels upon the completion of their training.







UA to Able Seafarer-Deck – Graduated December 16 (above, in alphabetical order): Donovan Armstrong, Joseph Bates, Martin Cox, Robert Cruz, Matthew Justin De Maria, Nathaniel Howard, Alexander Jackson, Cordera Looney, Daniel Moran, Noah Pittman, Colin Sabitsky, Stuart Waite and Jason White.



Government Vessels – Graduated December 9 (above, in alphabetical order): James Abilad, Edwin Alcantara Abueg Jr., Stephan Beckford, Steven Joseph Benavides Jr., Brian Cushing, Semere Teweide Debas, Adam Soliman Mohamed Elemam, Donald Hatch, Jessica Hilles, Igor Kozenko, Eric Lund, Patrick McCarthy, Jon Newman, Clint Young Omisong, Christopher Perry, Anthony Roman, Luis Enrique Santiago Sotero, Terrance Stevens, Danielle Waddy and Elizabeth Williams. (Note: Not all are pictured.)

22 Seafarers LOG



FOWT – Graduated November 18 (photo at left, in alphabetical order): Michael Casas Jesse Kleinfelter, Wilson Onixon Montero Centeno, Chukwuka Henry Nkwor, Peter Paul Pancipanci, Kameron Sims, Christopher Skinner and Darrell Whitaker. (Note: Not all are pictured.)



Basic Training (Advanced Firefighting Revalidation) – Graduated December 16 (photo at right, in alphabetical order): Rohmy Butler, Todd Kasler, Andrew Scalice, Mark Stabler and Bradley Staudt.









Small Arms – Graduated November 3 (photo at left, in alphabetical order): Rick James, Jamison McIntyre, Nakesha Miller, John Tennyson and Lucas Sagan Tiderman. (Note: Not all are pictured.)

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RFPEW – Graduated December 9 (above, in alphabetical order): Kyree Donovan Evans Carter, Jermaine Hayes and Willie Moreland.

Chief Steward – Graduated December 9 (above, in alphabetical order): Cole Hans-Albert Briggs, Torrika Devine, Daniel Miller, Ashley Khuyen Nguyen, Tania Ramirez-Diego and Dindo Prellagera Reforsado. (Note: Not all are pictured.)

March 2023

MARCH 2023

VOLUME 85, NO. 3

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Paul Hall Genter Maintains Hands-On Training Tradition

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland, offers a pathway to success for people seeking rewarding careers in the maritime industry.

Initially launched as a bare-bones facility in 1967, the once-modest maritime training and education hub has enjoyed more than 55 years of steady growth and innovation. And thanks to the visionary leadership of the union's trustees and top officials, the PHC has transformed into an ultramodern vocational school with cutting-edge technology. It currently features wide-ranging curriculums for entry-level students as well as experienced mariners.

One thing that hasn't changed from the start, however, is the center's emphasis on practical training. Hands-on instruction is featured in virtually every one of the school's 70-plus U.S. Coast Guard-approved courses. Many classes are department-specific (deck, engine, or steward), while numerous others provide comprehensive safety training for the entire crew. This is the case both in the entry-level instruction for those just embarking on their respective maritime careers and in the upgrading coursework for experienced Seafarers.

Some hands-on segments take place aboard the modern training vessel *Freedom Star*, one of the most visible parts of the campus' waterfront. Many also happen at the nearby Joseph Sacco Fire Fighting and Safety School, located on a satellite campus just a few miles from the main base. While the PHC mainly is known for

While the PHC mainly is known for vocational training – including its highly regarded apprentice program, which is registered with the U.S. Department of Labor – it also offers academic support along with separate programs for earning a high school diploma and a two-year college degree.

The photos on this page show a small sample of practical coursework that is offered in Piney Point. Complete information about the school is available in the Paul Hall Center section of the SIU website. To access it, go to www.seafarers.org and look at the content under the Training and Careers menu.



Paul Hall Center

Class Photos

Pages 21-23

