

SEAFARERS



LOG

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

Members Vote on Standard Contracts

5-Year Agreements Head Toward Ratification, Feature Many Gains

Seafarers are well on their way to overwhelmingly ratifying the new standard freightship and tanker agreements. Voting continued as this edition of the *LOG* went to press, but by late July it was evident that the proposed five-year contracts had extensive support from rank-and-file members. Among other highlights, the contracts call for wage increases, maintain benefits, help ensure shipboard internet access, and preserve every SIU job. Some of the members who backed the new pacts are pictured at immediate right aboard the *Horizon Pacific*, below left aboard the *USNS Brittin*, below right aboard the *Cape Inscription* and at the bottom of page aboard the *Matson Tacoma*. Pages 2, 3, 4, 14, 24.



President's Report

Great Work All Around

Congratulations are in order for several recent accomplishments by Seafarers, union officials and staff.

Most recently, everyone stepped up during a no-notice turbo activation starting in mid-July. While the timing proved challenging, our rank-and-file members, manpower office and personnel in the hiring halls once again delivered. Your collective efforts – virtually around the clock – were outstanding and aren't taken for granted.



Michael Sacco

SIU members also were involved in three recent rescues, thereby upholding the finest traditions of the Brotherhood of the Sea. Those stories are reported in this edition and I encourage everyone to read them. These are more examples of jobs well done by Seafarers, and they also underscore the ongoing importance of safety training.

Last but definitely not least, I believe our new standard contracts are a source of pride. I've been around long enough to know that it's nearly impossible to please everyone, but just think about what we achieved with these agreements. We did not lose a single job. We secured significant wage

increases while either maintaining or bettering various benefits. We got a firm commitment from the operators to provide shipboard connectivity. And we did all of that at a time when our employers' costs have increased because of the pandemic.

Our benefit plans are in great shape. Our officials and staff are dedicated and they believe in what they're doing. Our rank-and-file members are second-to-none, and so is our affiliated school. Put that all together and I think we've got a lot to look forward to.

Jones Act Support

Our coverage of the recently concluded AFL-CIO convention included a component that shouldn't be overlooked. Specifically, the delegates approved a resolution in support of the Jones Act – a law that has protected U.S. national, economic and homeland security for more than a century.

I am aware that most Seafarers understand the Jones Act. We also have new people regularly entering our industry, so, for those who are unfamiliar, the Jones Act is a section of the 1920 Merchant Marine Act. It simply states that any cargo moved from one American port to another American port must be carried aboard a U.S.-crewed, U.S.-built, U.S.-owned and U.S.-flagged vessel.

The Jones Act helps maintain approximately 650,000 American jobs found across every state and territory. It contributes more than \$1 billion each year to our nation's economy. (For any readers with a background in the building trades, it is the maritime equivalent of Davis-Bacon.)

In addition, the Jones Act fleet helps maintain a pool of well-trained, reliable U.S. citizen mariners available to sail aboard U.S.-flag military support vessels in times of crisis.

Even though this law has enjoyed consistent bipartisan backing, it regularly comes under attack from people and organizations who either don't know any better or who have ulterior motives. That's why having the AFL-CIO stand with us in support of the Jones Act is so important. The federation's backing means that, when needed, we can speak with 12.5 million voices who recognize that the Jones Act is a solid provider of dependable American jobs.

Every United States president has backed it, and President Biden reinforced his longtime support his first week in office. High-ranking U.S. military officers also endorse the law, but we still must educate newcomers in Congress and elsewhere in government about its importance.

I recently heard a speech from a member of the Federal Maritime Commission that included this (paraphrased) line: Weakening or eliminating the Jones Act would be like our country handing over Nebraska to a foreign country. Obviously, we'd never do such a thing – and the same inherent logic applies to upholding a law that is more important than ever to the United States.

NY Waterway Crews Rescue Nine Boaters in Hudson River

SIU members employed by NY Waterway have a long record of helping people in distress, and they continued the tradition July 12 when they rescued nine individuals whose boat capsized in the Hudson River.

Capt. **Jason Peters** was following his daily route between Manhattan and Weehawken, New Jersey, on the ferry *John Stevens* when he spotted the overturned boat, changed course and answered the call for help around 3 p.m.

"They were waving for help for us to come over," Peters said. "They were frantic. They were obviously worried about the other people. We were trying to get on as many people as we could. We got eight people out of the water.... We started throwing life jackets, life rings, just to get them out of the water."

The SIU members involved included the crew of the *John Stevens* – Peters and Deckhands **Steven Black** and **Hector Rabanes** – as well as the crew of the *Garden State* – Capt. **Anthony Ryan** and Deckhands **Abdul Aziz** and **Luis Vacca**. The latter boat rescued one person. All of those Seafarers have completed safety training at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

According to news reports, 12 people had been aboard a 27-foot boat that was chartered by a family and friends. Two of them died in the accident, while another was rescued by local authorities. New York City police and fire department personnel recovered the bodies (those of a seven-year-old boy and a 47-year-old woman).

Ryan said of the experience, "Of course it'll stick with me. Anything like this will always stick out in your mind: what happened, how it played out, anything that could have been done better. But I think we did what we were supposed to do and what we've been trained to do all the time."

Black recalled, "You're holding and pulling and holding and pulling, and you really can't see. We had three people on the Jason's cradle – that's 300 pounds."

"Some of the passengers came to help us, too, to keep our balance," added Rabanes.

NY Waterway issued the following statement on Twitter: "We are so proud of the NY Waterway captains and crews that leapt into action today to rescue boaters following the maritime accident in the Hudson. Their training and professionalism saved lives, as they have countless times before.... Our hearts go out to the boat goers lost in today's tragic accident and those still recovering. We are so grateful for the swift response of the NYPD, FDNY and our Waterway crews during this difficult rescue."

NY Waterway said its crews rushed to help and coordinated with police and fire officials. Ferry service was restored after an initial interruption.



The SIU-crewed *John Stevens* helps rescue survivors.

Commissioner Keechant Sewell said. "Indeed, it may have well been worse, were it not for the incredible efforts by not only our extraordinary first responders, but also the swift response from the NY Waterway ferries, who rescued nine additional people from the water."

Rabanes also was part of a high-profile rescue on the same river in 2009: the "Miracle on the Hudson," which occurred after a US Airways flight made an emergency landing on the river. SIU crews rescued nearly 150 people; Rabanes was on the first ferry (the *Thomas Jefferson*) responding to the scene.

Mariners sailing aboard SIU-contracted NY Waterway ferries have performed more than 100 rescues since the company's founding in 1986. The crews perhaps are best known for their indisputably heroic roles in the immediate aftermath of the terrorist attacks of September 11, 2001, when they evacuated upwards of 160,000 people from Manhattan.



Capt. Jason Peters (white shirt) and the deckhands of the two ferries (in alphabetical order): Abdul Aziz, Steven Black, Hector Rabanes and Luis Vacca.



Capt. Anthony Ryan (right) answers questions about the rescue. (All photos courtesy NY Waterway)

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

Union Crews Save Jet Skier in NY

SIU members working aboard the tugboats *Richardson Sea* and *Chabria Sea* were involved in a water rescue with a happy ending on June 25 – the International Day of the Seafarer.

The two vessels, operated by Centerline Logistics (previously known as Harley Marine), noticed an increase in police activity near the Statue of Liberty in New York Harbor. After speaking with the officers aboard a nearby NYPD vessel, they learned that a jet ski had overturned, and the boater was missing. The tug crews began searching the waters in their immediate area, and spotted a man between the two vessels.

According to Brian Moore, Centerline Logistics' director of U.S. East Coast Operations, "The immediate and professional seamanship actions of the crew is what ultimately saved this man. The crews notified the NYPD via VHF radio, all the while keeping an eye on him. They threw down a life ring

to grasp onto and rigged up a mooring line to create a loop around the victim. There was no more than 1-2 feet of space between the vessels for the victim to press up into the turbulent harbor. Within minutes of spotting him, they were hauling him in by hand, safely to the deck."

SIU members then checked the man's vital signs, and found him to be responsive but exhausted. They hailed the NYPD vessel, who assisted the man and delivered him to emergency services ashore.

"Without skipping a beat, the crew knew what they had to do and took immediate action to lend a hand and save a soul from New York Harbor," said Moore. "I want to make sure everyone knows these names and when you see them, please tell them thank you!"

Seafarers involved in the rescue included **John Hugins**, **Corey Harris** and **Ryan Bradley**.

Standard Contracts Headed for Ratification

Editor's note: Additional photos of SIU members voting on the new contracts appear on pages 14 and 24.

The new SIU Standard Freightship and Tanker Agreements are well on their way to ratification, following robust voting throughout July.

The five-year contracts boost wages, maintain benefits and all SIU jobs, add a holiday, and help ensure shipboard internet access for every Seafarer, among other highlights. The agreements also increase pension benefits for many of the more experienced members. Seafarers have voted on the contracts during monthly membership meetings, special meetings at the hiring halls, and aboard ships.

Voting continued as this edition of the *LOG* went to press, but, based on tallies from dozens of Seafarers-crewed vessels and from the aforementioned meetings at the halls, the contracts clearly were headed for ratification. Nearly all of the votes were in favor of the agreements, which take effect retroactively to July 1 of this year and run through June 2027.

"I think it's a great contract for us and our families, and it's going to help us a lot," said Recertified Steward **Lionel Packnett**. "I thank our union leaders for their efforts and support."

Chief Cook **Luke Vandegrift** stated, "I like the pension improvement, and of course the wage increases. More money is a good thing. I plan on doing this for a long time."

Bosun **Joe Bowen** said, "These are great contracts and I appreciate all the momentum we have going for us. The officials are really listening to the members and fighting for us."

During the July membership meeting in Piney Point, Maryland, SIU President Michael Sacco said, "This is one of the best contracts we've negotiated in a long time. Input from the membership was very important, and experienced leadership helped."

SIU Executive Vice President Augie Tellez and SIU Vice President Contracts George Tricker negotiated on behalf of the union, beginning in December 2021 and wrapping up in late June. The sessions took place in Florida, New York and Maryland and online, culminating at the union's headquarters building in Camp Springs. (For these negotiations, the vessel operators work together as members of the American Maritime Association, abbreviated as AMA.)

In his monthly membership report, Tricker said that the union wholeheartedly endorses ratification.

"As always, the union relied heavily on input from rank-and-file members when approaching negotiations," he noted. "The final agreements clearly reflect that input, which primarily was received through direct correspondence and shipboard meeting minutes."

"These bargaining sessions were more difficult than most," he added. "They took place against a backdrop of the COVID-19 pandemic and a manpower shortage that has



Bargaining committee members from the SIU and AMA, respectively, gather for a photo at union headquarters shortly after concluding negotiations. Seated from left are SIU VP Contracts George Tricker and SIU Exec. VP Augie Tellez. Standing from left are Dennis Houghton, Director of Marine Personnel, MLL; Ed Hanley, VP Labor Relations, MLL; Pete Strohla, TOTE VP and Senior Advisor; Capt. Bob Johnston, AMA Chair; Damon Mote, Chief Administrative Officer & Vice President, OSG; and Ira Douglas, VP Labor Relations, Crowley. Participating online (monitor in background) are Eunice Cadorette Young, Director of Ship Management, TOTE; and Ed Washburn, Senior VP of Fleet Operations, Pasha Hawaii.

affected almost every industry in the nation. Nevertheless, negotiations resulted in agreements that meet our stated objectives of maintaining benefits, boosting wages, continuing job security, and committing to shipboard internet access for all SIU crew members."

He also included the following contract highlights, among others:

■ Wage increases for Group 1 ratings are five percent in the first year, followed by four percent, four percent, three percent and three percent (for a total of 19 percent). For Group 2, the yearly increases are eight percent, six percent, four percent, three percent and three percent (for a total of 24 percent). For Group 3, the yearly increases are a freeze in the first year, one percent, two percent, three percent and three percent (for a total of nine percent). Tricker mentioned that the differences in the first few years are "being done largely to narrow some of the separation in total wages that has occurred over the years between the various higher ratings. It's also being

done to encourage members to upgrade."

■ Effective June 19, 2023, Juneteenth will be added to the list of contractual holidays.

■ Members will have the opportunity to qualify for pension benefits sooner and to increase their pension amount. Previously, a member needed 3,000 days of seetime in order to get credit for vacation days and earnings for pension eligibility. That threshold for enhanced benefits is being reduced by one-third, to 2,000 days. This is for wage-related benefits.

■ In order to remain competitive while protecting the future stability of the contract during extreme negative economic downturns, the parties have agreed to amend the COLA escalation from 6% to 10% effective July 1, 2023. Historically, SIU agreements have almost always outpaced the COLA.

■ In order to help meet the union's manpower obligations, a seaman who receives job assignments pursuant to Rule 2.C.(5.) hereof and subsequently rejects or quits the same after 48 hours shall forfeit his shipping registration card for the next 60 days and

shall only be able to secure a new shipping registration card after that time. The company for which the seaman receives a job assignment may waive this 60-day forfeiture and allow a seaman to accept a position with their company during this 60-day period.

■ In order to protect the seniority, benefits and pay of Seafarers who serve in the military, and consistent with the Uniform Services Employment and Reemployment Act (USERRA), the shipping rules are being thusly modified. In order to qualify as an eligible service member under the Shipping Rules, the seaman must meet all the eligibility requirements of USERRA. Generally, the cumulative length of military service cannot exceed five years. Seafarers must register for employment within 120 days following their separation from service.

■ All SIU crew members will have bandwidth access to the internet, and all crew will have the same personal internet access. Such access will allow mariners

Continued on next page



Seafarers are pictured aboard the *Maersk Iowa* (photo above) and the *North Star* (photo at immediate right) after voting on the contracts. SIU Houston Patrolman Kelly Krick is at far right in the *Maersk Iowa* photo.



NASSCO Christens USS John L. Canley

Fourth Ship Joins Expeditionary Sea Base Program Fleet

More jobs were secured for CIVMARS from the SIU Government Services Division June 25 when San Diego-based General Dynamics NASSCO christened the *USS John L. Canley*.

The vessel is the fourth ship for the U.S. Navy's reclassified Expeditionary Sea Base (ESB) program. It is named for Medal of Honor recipient, retired Sgt. Maj. John L. Canley, who served in the Marine Corps for 28 years. In 2018, Canley was awarded the nation's highest honor 50 years after he rescued 20 fellow Marines under enemy fire in Vietnam during the Battle of Hue City in 1968. He passed away on May 11, 2022.

"New tonnage entering the American-flag fleet is always welcome news," said SIU Vice President Government Services Nicholas Celona. "I'm confident in the union members who will sail aboard the vessel, and am equally confident in the union members who built it."

Attending the christening were a host of VIPs and guests including the Honorable Meredith Berger, assistant secretary of the Navy for Energy, Installations and Environment; Lt. Gen. Michael Langley, commander, U.S. Marine Forces Command; Vice Adm. Ross Myers, commander, U.S. Fleet Cyber Command/10th

Fleet; Sgt. Maj. David Wilson, command Sergeant Major, 1st Marine Division; and Thomas Kiss, director, Ship Management, Military Sealift Command. Captain Austin Hanbury, the *Canley's* civil service master; Jason Briggs, the *Canley's* chief engineer; the ship's crew; and sailors from the ships pre-commissioning unit also were in attendance as were five Medal of Honor recipients.

"Today, we celebrate and honor a true hero, Sgt. Maj. Canley. This ship represents his courage, selflessness, and strength," said Dave Carver, president of General Dynamics NASSCO, a union shipyard. "On behalf of the 35-hundred men and women of General Dynamics NASSCO, I am proud to present the *USS John L. Canley* for christening."

"What we christen today is not just a ship," Carver continued. "It is the embodiment of American unity and purpose; a beacon of freedom that will carry John Canley's legacy and the legacy of America to people all over the world."

The official christening moment occurred when the ship's sponsor, Canley's daughter Patricia Sargent, broke a bottle of champagne over the ship's bow with the words, "For the United States of America, I christen you the *USS John L. Canley*."



SIU Government Services Division members will be among the mariners sailing aboard the *John L. Canley*, pictured at its christening in San Diego.

May God bless this ship and all who sail on her."

ESBs are an afloat forward staging base-variant of the mobile landing platform, de-

scribed as highly flexible platforms used across a broad range of military operations, acting as a mobile sea base to provide critical access infrastructure in support of deployment of forces and supplies. They are operated by the Military Sealift Command with a civilian and military crew.

The *Canley* will be delivered to the MSC fleet later this year, where it will undergo testing and qualifications in preparation for its support of a variety of maritime-based missions, including Special Operations Forces and Airborne Mine Counter Measures support operations, humanitarian and traditional military missions.

Once in service, the *John L. Canley* will primarily support aviation mine countermeasure and special operations force missions. In addition to a 52,000 square-foot flight deck, the 784-foot ship has a hangar with two aviation operating spots capable of handling MH-53E Sea Dragon-equivalent helicopters.

The ship will also have accommodations, work spaces, and ordnance storage for an embarked force, enhanced command, control, communications, computers, and intelligence to support embarked force mission planning and execution, and a reconfigurable mission deck area to store equipment including mine sleds and rigid inflatable boats.



Thomas Kiss, director, Ship Management, Military Sealift Command (above), addresses the crowd during the christening ceremony for the *USS John L. Canley*. In photo at right, ship sponsor Patricia Sargent christens the vessel. (Photos by Sarah Burford, Military Sealift Command Pacific)



Standard Contracts Garner Almost Certain Approval by Members

Continued from Page 3

to, at a minimum, perform the following actions: send and receive email and photos (within the company's data/file size limitations); conduct banking transactions; pay bills online; download documents (within company's data / file size limitations). Due to bandwidth constrictions, streaming may be limited. All crew

are required to follow all company internet policies.

Tricker's report also mentioned, "Due to different trade routes, types of ships and equipment, not all companies will meet the internet connectivity requirement in the same manner. In fact, some ships in the same company might meet the requirement differently."

However, the commitment to provide shipboard connectivity is solid, and affordability shall not be an impediment to such access.



Seafarers are pictured at the Houston hall after giving the contracts the thumbs up.

New Congressional Report Highlights Economic Benefits of Being Unionized

Evidence shows that unionized workers receive higher pay and enjoy better benefits and more flexibility in their work schedules compared to unrepresented workers.

Those are among the findings of a new study by the U.S. Congress Joint Economic Committee (JEC) and the House Committee on Education and Labor. The report, released June 10, analyzes the economic benefits of unions for workers and families.

“Actions by Congress and the Biden administration, like enactment of the bipartisan Infrastructure Investment and Jobs Act, have helped protect the right to organize and increased the number of union jobs,” the JEC said in a news release announcing the study. “A series of high-profile unionization drives – including at Amazon, Starbucks and Senate cafeteria workers – have put organized labor back in the national spotlight.”

Among the report’s key findings:

- Public approval of unions is at a 50-year high.

- There were 951 unionization elections conducted in 2021, 70% of which resulted in workers choosing union representation – a figure that does not include new unions that were voluntarily recognized by employers.

- Unionized workers earn 10.2% more than their non-union peers, while also raising wages and benefits for all workers in their industry. Unionized workers also have better benefits and more say over their work schedule compared to workers who are not in a union.

- Unionization increases wages by 17.3% for Black workers and 23.1% for Latino workers and helps narrow racial and gender economic disparities.

economic disparities.

- By setting a standard for working conditions, unions generate broader spillover benefits for all workers in industries with high rates of unionization – even if individual workers are not themselves in a union.

JEC Chairman Don Beyer (D-Virginia) stated, “Unions are the foundation of America’s middle class. For too long, the wealthy have captured an increasing share of the economic pie. As this report makes clear, unions help address economic inequality and ensure workers actually see the benefits when the economy grows.”

“Even better, the positive effects of unions extend beyond just those workplaces that have formally organized,” he continued. “By boosting wages industry-wide, narrowing the gender and racial wage gaps and improving job quality, unions generate benefits that are economy wide.”

Beyer concluded, “Supporting the right to organize puts more money directly into workers’ pockets. That is why I continue to firmly support legislation to strengthen labor protections, including the PRO Act, which passed the House last year and would further strengthen the right of workers to join a union.”

House Education and Labor Committee Chairman Robert C. “Bobby” Scott (D-Virginia) said, “Today’s report offers the latest evidence that labor unions are workers’ best tool to access higher wages, better benefits, and safer workplaces. In fact, the benefits of union membership extend even to nonunion members and the children of unionized workers.”

“The need to protect workers’ right to



U.S. Rep. Don Beyer
(D-Virginia)



U.S. Rep. Bobby Scott
(D-Virginia)

organize is greater than ever,” he continued. “While wealthy individuals and the largest corporations continue to boost their profits, workers across the country have been forced to work in unsafe conditions for insufficient pay, because they lacked the ability to stand together and negotiate with their employer.... I am committed to addressing the decades

of anti-worker attacks that have eroded workers’ collective bargaining rights. With the release of this report, I once again call on the Senate to pass the Protecting the Right to Organize Act, which would take historic steps to strengthen workers’ right to organize, rebuild our middle class, and improve the lives of workers and their families.”

Meeting with Rep. DeFazio



SIU VP Gulf Coast Dean Corgey (right) and ITF Inspector Shwe Aung (left) were part of a larger group that met with U.S. Rep. Peter DeFazio (center) (D-Oregon) in Houston in late June. The congressman, a longtime champion of the American maritime industry, is working on legislation addressing supply-chain issues.

Biden Awards Posthumous Medal of Freedom to Trumka

President Joe Biden presented the nation’s highest civilian honor to the late AFL-CIO President Richard Trumka during a White House ceremony on July 7.

Trumka’s family received the Medal of Freedom, one of 17 awarded during the event.

Trumka served as the head of the national labor federation from 2009 until his unexpected death in August 2021. He had been the federation’s secretary-treasurer from 1995 until his election as the AFL-CIO president in 2009.

A native of Pennsylvania, Trumka came from a family of Mine Workers. He was elected president of that union in 1982, at 33 the youngest person to lead it. He served on the Maritime Trades Department Executive Board and was a regular presence at the department’s meetings and conventions.

“I can think of no greater tribute for our country to make than for President Biden to recognize Rich with the Medal of Freedom,” declared MTD/SIU President Michael Sacco, who was Trumka’s friend for decades. “He believed in this country and he believed in and fought for all of America’s workers and their families. I only wish he was with us to receive this personally.”

In announcing the presen-



Rich Trumka

tation, the White House said, “Richard Trumka (d. 2021) was president of the 12.5-million-member AFL-CIO for more than a decade, president of the United Mine Workers, and secretary-treasurer of the AFL-CIO. Throughout his career, he was an outspoken advocate for social and economic justice.”

Trumka joins former AFL-CIO Presidents Lane Kirkland and John Sweeney as a Medal of Freedom recipient.

Additional Contracts Ratified While Others are Extended

In addition to presenting details of the new standard freightship and tanker agreements as part of his July report to the membership, SIU Vice President Contracts George Tricker also provided updates on other pacts.

Tentative agreements – which match the work rules and shipping rules of the standard contracts – have been reached as follows:

■ TOTE Services, Inc. – ARC car carriers. An 18-month agreement through December 31, 2023. Baseline increase of 20% to wages including overtime, for parity with SIU Standard Freightship Agreement.

■ Chesapeake Crewing – The union and company have agreed to the following changes to wages and benefits for *M/V SLNC Corsica*: inclusion of Juneteenth as a holiday; two additional vacation days,

bringing the total to 14 for 30; a seven percent increase for wages and wage-related items, effective year one. Option years two and three, four percent TLC, respectively, and option years four and five, three percent TLC, respectively.

Additionally, the following contracts have been extended due to continued negotiations:

■ Intrepid Personnel and Provisioning; American Petroleum Tankers; Liberty Maritime (bulk carriers and North Star Shipping's *Liberty Peace*); Maersk Line, Limited (heavy lift vessels); Seabulk; Crowley Liner Services (heavy lift and CONRO vessel); Marine Personnel and Provisioning; Waterman Steamship (heavy lift and bulk carriers); Waterman Transport (pure car/pure truck carriers); and Transoceanic Cable.

Moreover, SIU Assistant Vice President Bryan Powell recently reported that an agreement has been reached between the union and Key Lakes for a wage and benefit reopener covering the period July 1, 2022 through June 30, 2025. (Key Lakes operates two vessels on the Great Lakes, primarily hauling stone and iron ore.) The agreement provides for wage increases of seven percent in 2022, four percent in 2023 and three percent in 2024. It also calls for increases to the company contributions to the Seafarers Money Purchase Pension Plan; and maintains the current top-level Core Plus health benefits and the top-level Seafarers Pension Plan benefits, among other highlights.

The SIU negotiating committee consisted of Powell, Port Agent Todd Brdak, Patrolman

Tyson Little and Patrolman Ryan Covert.

Finally, a new agreement between the SIU and Port City Marine Services, Inc. recently was ratified. (Port City operates three ITBs on the Great Lakes, primarily transporting cement.) The contract took effect June 16, 2022 and lasts through June 30, 2028; it includes a wage and benefit re-opener June 16, 2025.

The contract provides for wage increases of seven percent in 2022, four percent in 2023 and three percent in 2024. It calls for increases to the company contributions to the Seafarers Money Purchase Pension Plan, maintains the current top-level Core Plus health benefits and the top-level Seafarers Pension Plan benefits, among other highlights.

The union's negotiating committee consisted of Powell and Brdak.

Temporary Relocation For Norfolk Operations

Renovations on the hiring hall in Norfolk, Virginia, were slated to start on August 1. During the numerous repairs and upgrades to the facility, which are expected to take roughly eight months, the Norfolk hall will be temporarily relocated to 111 Mill Creek Parkway, Suite 100, Chesapeake, Virginia, 23323 (right), which is located 14 miles from the current hall. The phone and fax numbers for the hall will remain unchanged. "Renovations to the hall will include repairs to interior and exterior spaces throughout, which includes new wall treatments, restrooms, ceilings, windows, doors and repairs to existing mechanicals," said SIU Assistant Vice President Pat Vandegrift, who is overseeing the project. For more information, contact the hall.



Spotlight on Mariner Health

Experts Say People Should Push Back Against Pollen Allergies

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

Pollen is one of the most common triggers for seasonal allergies. Many people experience them as "hay fever," formally known as allergic rhinitis.

According to the Mayo Clinic, hay fever "causes cold-like signs and symptoms, such as a runny nose, itchy eyes, congestion, sneezing and sinus pressure. But unlike a cold, hay fever isn't caused by a virus. Hay fever is caused by an allergic response to outdoor or indoor allergens, such as pollen (a yellowish powder), dust mites, or tiny flecks of skin and saliva shed by cats, dogs, and other animals with fur or feathers (pet dander)."

For people with pollen allergies, the immune system mistakenly identifies the pollen as dangerous. It begins producing chemicals, including histamines, to fight against the pollen. Those allergies can last year-round.

During early spring, summer and fall, plants release tiny pollen grains into the air that find their way into people's eyes, nasal passages and lungs. Most of the pollen that causes allergic reactions comes from trees, grasses, and weeds. These plants make small,

very light, and dry pollen grains that travel on the wind to fertilize other plants. (Flowering plants that spread their pollen by insects usually do not cause allergies.)

A pollen count refers to how much pollen is in the air. A device is used to capture the amount of pollen in that sample to be counted and identified.

Diagnosis of pollen allergies can be done by skin testing and certain blood tests, and there are many treatments for allergies. A doctor may tell his or her patient to use over the counter medications at first. If they do not work, a patient may be prescribed nasal corticosteroids sprays, antihistamines, and decongestants. Some may have to see an allergy doctor and take allergy shots in order to get relief.

Air purifiers in the home will help to keep the pollen level down inside a house. Wearing a face-mask outside while doing chores seemingly helps some individuals.

Experts recommend seeing a doctor if an individual cannot find relief from allergic symptoms, or if allergy medications cause side effects. A doctor's diagnosis also is recommended if a person has another condition that may worsen allergic symptoms, such as nasal polyps, asthma or frequent sinus infections.

Healthy Recipe

Seafood Diavola

Servings: 25

Ingredients

3 pounds shrimp, 16-20 ct. peeled and devined
1 pound crawfish tail, whole, peeled
3 pounds scallop
3 pounds mussel, whole
3/8 cup olive oil
1 1/2 quarts yellow onion, chopped
1/2 cup garlic, minced
2 quarts tomato, fire roasted chopped
1 1/4 cups tomato paste
2 tablespoons red pepper flakes
1 tablespoon kosher salt
1 tablespoon black pepper, ground
3/8 cup basil, fresh chopped
1/4 cup oregano, dry
3 cups white wine
1/2 cup parsley, chopped

Preparation

Pat the shrimp and scallops dry and season with kosher salt and red pepper flakes. Heat 2 tablespoons extra virgin olive oil in a large skillet. Add the shrimp/scallops and cook for 45 seconds to one minute over medium heat. Transfer the shrimp and its juices to a plate for now. In the same skillet, add little olive oil and the onions and garlic. Cook for five minutes over medium heat, tossing regularly, until the onions have softened and turned a light golden brown (manage your heat to make sure the garlic does not burn). Add the white wine and cook until reduced by half. Stir in the diced tomatoes and tomato paste. Season with kosher salt, black pepper, the oregano, and the fresh basil. Bring to a boil, then lower



the heat to medium low and allow the sauce to simmer for 10 minutes or until thickened. Add the shrimp, scallops, crawfish meat, and mussels to the skillet and nestle it into the sauce. Cook for one more minute or until the seafood is fully cooked. Finish with the fresh parsley. Serve immediately with your favorite crusty bread, pasta, or rice.

Nutrition Information

Per Serving (excluding unknown items): 262 Calories; 69 Fat (24.1% calories from fat); 31g Protein; 15g Carbohydrate; 3g Dietary Fiber; 135mg Cholesterol; 670mg Sodium. Exchanges: 0 Grain (Starch); 4 Lean Meat; 2 Vegetable; 1/2 Fat.

Provided by the Paul Hall Center's Lundeberg School of Seamanship



WITH BOATMEN ON WEST COAST – SIU Port Agent Gerret Jarman (right) wraps up a lunchtime meeting in Port Hueneme, California, with Seafarers from Brusco Tug & Barge. Pictured from left are Jason Diaz, Jorge Gonzalez and Nova Langi.

SOLIDARITY IN SUNSHINE STATE – AFL-CIO President Liz Shuler (left) and SIU Asst. VP Kris Hopkins are pictured at the Florida AFL-CIO convention in late June.

At Sea and Ashore with the SIU



A-BOOKS IN JACKSONVILLE – Three Seafarers recently received their respective A-seniority books at the hiring hall. They are: QMED Christian Bryant (left in photo directly above, with SIU VP Gulf Coast Dean Corgey); OMU Shewanna Stephenson (left in photo at right, with SIU Patrolman Eddie Pittman); and Chief Steward Jasmine Garrett (in front of podium in photo at left).



KUDOS TO USNS EFFECTIVE CREW – Mariners aboard the Crowley-operated ship display a signed letter of appreciation from U.S. Navy Rear Adm. Richard E. Seif during a recent stop in Pearl Harbor. They were commended for supporting certain missions in the U.S. Seventh Fleet and U.S. Third Fleet areas of operation, respectively. Standing from left to right: 3M William Wood, Capt. Robert Swinburne, 3AE Zackary De St. Germain, Chief Cook Cameron Keating, QMED Michael Smith, QMED Joshua Irvine, QMED Robert Murphy, AB Stanislaw Rusiecki, AB Gregory Sharp, SA Mynisha George, AB Lucas Tideman, AB Anthoine Nichols, 1AE Donald Harrell, 2AE Aaron Matuszny, 2M Mark Blom and CM Kyle Dupuis. Kneeling from left to right: Chief Steward Delia Peters, Bosun Edgar Elegino, MDR Emiliano Guevara and (near the far right) Chief Engineer Robert Guilmette. Many thanks to MDR Guevara for the photo and caption info.

At Sea and Ashore with the SIU



AROUND THE HOUSTON HALL – Two members recently picked up their respective full books in the Lone Star State while another secured his first pension check. The latter Seafarer is Recertified Steward Ronald Davis, who's in the middle of the photo at left, with his wife (left) and SIU Patrolman Kelly Krick. AB Yassid Laboriel Lalin is at left in photo at right, with SIU Patrolman Clay Casteel, while MDR Sheena Jumamil is at right in the photo at center, with SIU Port Agent Joe Zavala.



GOOD FEEDER – Pictured from left aboard the *El Coqui* (Crowley) while the vessel was in San Juan, Puerto Rico, are Chief Steward Bryan Alvarez, SA Sonia Pabon and Chief Cook Carlos Colon.

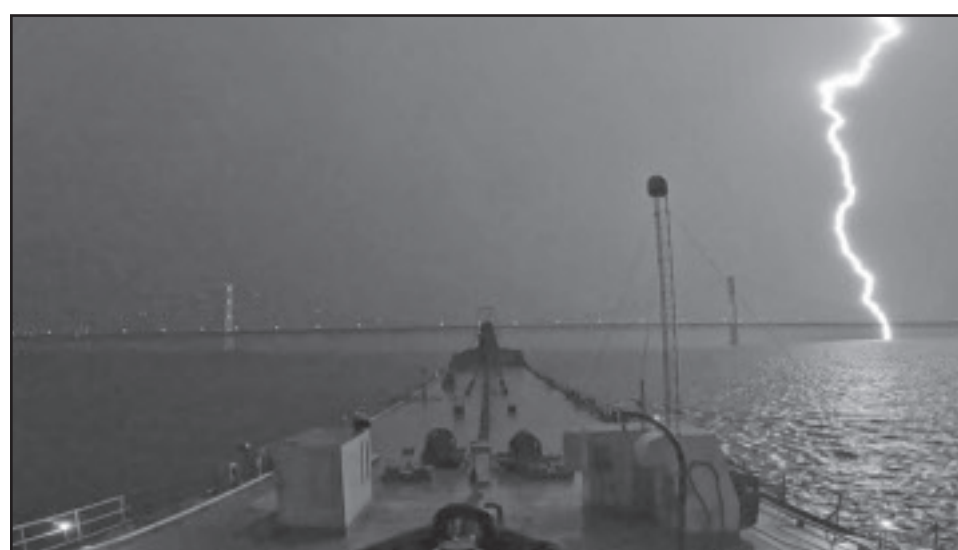
B-BOOK IN ALGONAC – STOS Hussein Mohsen (left) displays his newly acquired book at the hiring hall. SIU Patrolman Ryan Covert is at right.

A-BOOK IN BALTIMORE – AB Jose Argueta (center) recently came ashore to work as an SIU patrolman and also received his A-seniority book. He's pictured at the Baltimore hall with SIU Port Agents John Hoskins (left) and Ray Henderson.

A-BOOK IN WILMINGTON – AB Rodolfo Ayaton (left) displays his newly acquired A-seniority book at the hiring hall. SIU Port Agent Gerret Jarman is at right.



ABOARD USNS BUTTON – Recertified Bosun Greg Jackson submitted these photos of the Memorial Day cookout (and cornhole tournament) aboard the Crowley-operated vessel. "It was by far one of the best cookouts we have had aboard this ship," Jackson noted. "Big shout-out to the steward department, and to the deck gang for helping out." The galley gang consists of Chief Steward Rio Cuellar, Chief Cook Mary Jean Moelk, and SAs Alphonso Amos, Scarlett Amburgey and Martin Krins.



ABOARD TAINO – Electrician Carlos Parrilla is pictured aboard the Crowley vessel, which normally sails in the Jones Act trade between San Juan, Puerto Rico, and Jacksonville, Florida.

ABOARD GREEN COVE – Bosun Jeff Amestoy works aboard the Waterman vessel in southern California.

DIFFERENT KIND OF STRIKE – AB Brian Goudy had excellent timing (and a steady hand) when he grabbed this snapshot near the Straits of Mackinac and the Mackinac Bridge. Photo was taken aboard the *Prentiss Brown* (Port City Marine).



AT THE SAN JUAN HALL – Jocecil Lugo (photo at left) recently upgraded to chief cook. She's displaying certificates of completion for the Paul Hall Center's Certified Chief Cook program and for the school's DOL-approved apprentice program. Lugo said that during her time in Piney Point, "I felt at home, like being with family." Making her debut at the San Juan hall (photo second from left) is Emily Luna Vallejo Rivera, daughter of Chief Cook Juan Andres Vallejo and his wife, Angelica Rivera Vallejo. Juan is a second-generation Seafarer. In photo second from right, Seafarer Derick Morales (right) displays his first relief steward card. SIU Asst. VP Amancio Crespo is at left. The remaining photo at right includes longtime Seafarer Luis Perez (left) and Crespo (the two have been friends since childhood). Perez, shown with his first pension check, began sailing with the union in 1996. He spent most of his career with Crowley Towing and Transportation, most recently as an AB.

At Sea and Ashore with the SIU



FROM ONE UNION RIDE TO ANOTHER – Bosun Kyle Silva rode his union-made Harley Davidson from Houston to San Francisco for a recent MARAD breakout.



FAMILY TRADITION – Chief Cook Luke Vandegrift (left) receives his full book while upgrading at the Paul Hall Center in Piney Point, Maryland. He's pictured with his uncle, SIU Asst. VP Pat Vandegrift (who sailed in the deck department).



READY TO SHIP OUT – OS Shylah Whirley (left) appears enthused about securing her first job with the union. She's pictured at the Jacksonville hall with SIU Port Agent Ashley Nelson.



ABOARD ISLA BELLA – Pictured aboard the TOTE ship in San Juan, Puerto Rico, are ABM David Bernstein (left) and Recertified Bosun John Cedenio during deck inspections while prepping for departure to Jacksonville, Florida.

Tanker Crew Aids Refugees at Sea

Editor's note: The following write-up and accompanying photo were provided by vessel master Capt. Eric Anderson, a member of the Seafarers-affiliated American Maritime Officers.

While transiting the Straits of Florida on April 29, the mate on watch on the *MT Pennsylvania* noticed a small skiff with two white flags around 8 a.m. The *Pennsylvania* was leaving Port Everglades, Florida, en route to Sabine Pass, Texas. Under closer observation, he noticed that the white flags were being waved.

Captain Eric Anderson was called immediately and rescue procedures commenced.

According to Third Mate Anthony Franchetti, as the refugees approached the *Pennsylvania*, it became apparent that the homemade skiff (constructed of roofing tiles and bondo-like material) was heavily overloaded with passengers. The crew of the *Pennsylvania* motioned to the craft, using hand signals to make it clear that the ship was going to assist them as best they could.

As the skiff grew closer, the *Pennsylvania* crew lowered a bucket with food and water along the port side. This allowed for the best possible lee for the situation. A line was passed so the skiff could remain alongside as the crew continued to pass more provisions. The first round of bottled water was quickly consumed and was not enough for all 29 on board the skiff. The crew quickly mixed up some Gatorade and passed down a water

cooler and cups to the skiff.... The *Pennsylvania* crew also provided food for the refugees, including fresh fruit.

During this evolution, the bridge team communicated with United States Coast Guard (USCG) Sector Key West to arrange for USCG assets to travel to the scene.

During the exchanges, one of the 29 refugees told the Spanish-speaking crew members of the *Pennsylvania* that they had been at sea for the past three days, were lost, and were completely out of water.

Shortly after this remark, those aboard the skiff became separated on their next step. It appeared that those in the bow wanted to remain tethered to the *Pennsylvania* while those aft wished to cast off and press on to the United States. The Spanish-speaking crew of the *Pennsylvania* told the 29 that the Coast Guard was nearby.

This caused a panic on the skiff as the refugees thought that this meant Cuban military, not the United States Coast Guard. This was quickly clarified and they were greatly relieved. Around 9:40 a.m., those aboard the skiff decided to cast off their line and press on. Their journey was short-lived as the USCG Cutter *Paul Clark* and small boat 45654 both crossed the *Pennsylvania's* bow and came into contact with the skiff.

With the situation now under control and the USCG on scene, the *Pennsylvania* resumed its voyage to Sabine Pass and the crew members went about their day as normal.

The *Pennsylvania* is owned by Kinder



SIU and AMO members are pictured aboard the tanker.

Morgan and operated by Intrepid Personnel and Provisioning.

Crew members aboard the *Pennsylvania* during its at sea rescue of an overloaded skiff of refugees included Captain Eric Anderson, Bosun **Homar McField**, QMED **Michael Birke**, AB **Agustin Miranda**, Second Mate Christopher Bell, Third Mate Emmanuel Zamora, Third Mate Anthony Franchetti,

Second Assistant Engineer Michael Goins, AB **Eddie Ebanks**, AB **Daniel Caballero**, First A.E. Robert Norris, Recertified Steward **Exxl Ronquillo**, Third A.E. James Lavallee, Chief Engineer David Leddy, Cook/Baker **Tamara Russ**, Chief Mate Edward Mallon, AB **Emilio Gonzalez**, AB **Mickey Keith**, GVA **Amer Mousa**, Pumpman **Tyrone Ellis** and SA **Francisco Calix**.

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Tom Orzechowski,

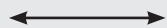
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San Juan, PR 00920
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(253) 272-7774

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

Inquiring Seafarer

This month's questions were answered by Seafarers and apprentices in Piney Point, Maryland.

Question: The apprentices (both members of Class 885) were asked, what have been some of the better parts of your training thus far, while the active Seafarers were asked, what are some things you like about your career?



Tahn Stuart
Chief Cook

I get to travel the world and see everything for free, and make money at the same time. I joined in 2018.



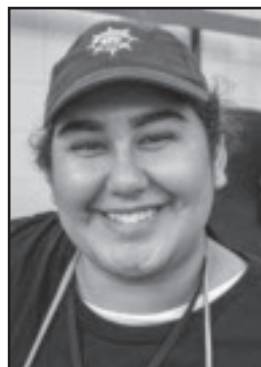
Supattara Inthapanti
Chief Cook

This union is the best, and so are the instructors here at the school. They train me well so I can do a good job on the ship. I love learning new things every day.



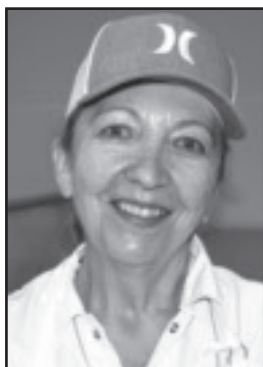
Sherron DeCoteau
Chief Cook

I like the opportunity to be able to help others. I'm a mother first and a very nurturing person. I've had careers, primarily working with men, as a police officer and also as a dispatcher with CSX for 15 years prior to sailing. I stay focused on safety but also looking out for somebody's husband or dad or brother or mother or sister. Being a chief cook, I'll be able to look out well for my brothers and sisters at sea.



Danielle Vidal
Apprentice

I really like the unity in everything we do together. It shows me to appreciate the little things more – for example, we all watched fireworks together at the pier. I like working together as a team.



Nadzeya Kuptsova
Chief Cook

I love cooking, and I appreciate the schedule. You can work for four months and then be on vacation for four months, and travel. The money is good. You can see your family often, unlike if you work (in an office) every day.



Robert Stockbridge
Apprentice

Everything is new and exciting and informative. This is the beginning of the fourth week. Our vessel familiarization class has been the best part so far. We had a really good teacher who made sure we understood the material.



Pics From The Past

Pensioner Jesse Chiles submitted these photos from a 1990 trip aboard the *William Button* in Diego Garcia. Chiles, who sailed as a bosun, is at right in photo inset at right, with the third mate. The photo directly above shows crew members and Navy personnel ashore.



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

Pension Relief Secured For Workers, Retirees

Drawing frequent cheers from the capacity, pro-union crowd in Cleveland, President Biden on July 6 touted his administration’s – and the congressional majority’s – success in creating a new structure to rescue financially troubled multi-employer pension plans.

The legislation is part of the American Rescue Act and crafted largely by U.S. Sen. Sherrod Brown (D-Ohio). It honors the late Teamsters Local 100 pension leader Butch Lewis. And with a lot of union input from an AFL-CIO working group, it sets up a new structure to let those plans get back on their financial feet without cutting pensions of current recipients. (Editor’s note: The Seafarers Pension Plan is fully funded and in excellent shape. The same cannot be said of many other plans outside the Seafarers.)

“Two hundred multiemployer pension plans for two to three million workers and retirees were going insolvent,” Biden told the crowd. “What that means is to those two or three million workers: They faced painful cuts to the benefits they counted on and for the dignified security of retirement.”

Multi-employer plans cover some 11 million workers – and tens of thousands of retirees – ranging from Seafarers to musicians to grocery store checkers to construction workers. Now the threat some of them would lose their pensions is removed, the president declared.

Union leaders lauded the final rule governing the multi-employer plans, which culminates a long fight to save the pensions of retirees and beneficiaries while not penalizing present workers.

“Pensions are more than just a vital part of the retirement plans of millions of Americans; they are a promise made to workers by their employers,” said AFL-CIO President Liz Shuler. “And those pensions should not be ripped away after years or decades of hard work. We will keep fighting to protect that promise.”

The troubled plans get 30-year federal loan guarantees, as long as those plans get their reorganization blueprints approved by the Treasury Department and without cutting present recipients’ pensions.

In debate over Brown’s bill, Republicans called multi-employer pensions “rat holes” and the rescue structure a “bailout for union bosses.” Every single Republican opposed the new structure for the pension plans, Biden said.

“People around the country wake up every day wondering whether they’ve saved enough to provide for themselves and their families before they stop working – work at a job that provides basic dignity, a good middle-class job you can raise a family on, a job that provides a dignified retirement and will give you peace of mind,” Biden told the Ironworkers in Cleveland, who cheered him repeatedly. “Think of all the people.... Many of you went to bed at night putting your head on the pillow and saying, ‘Am I going to be all right? Is my family going to be all right? Is my wife or my husband or my child, are they going to be OK?’ It’s a dignified retirement with your spouse in the home in your community you worked and lived for your whole life. But the reality is for so many people, the goalposts keep moving. Unfortunately, this happens to people who need it most: working people.”

He added, “A lot of politicians like to talk about how they’re going to do something about it. Well, I’m here today to say we’ve done something about it” by fixing the problem.

In an online press briefing in Washington, D.C., top officials of the Labor Department and the Pension Benefit Guaranty Corp. said the new law already rescued 27 multi-employer plans, with three more applications pending. It’ll keep functioning through 2051. The PBGC steps in when a single-employer or multi-employer plan can’t make payments or when corporate bankruptcy wipes out pensions. Final rules for multi-employer plans take effect August 8.

August & September Membership Meetings

- Piney Point.....Monday: August 8, *Tuesday: September 6
- Algonac.....Friday: August 12, September 9
- Baltimore.....Thursday: August 11, September 8
- Guam.....Thursday: August 25, September 22
- Honolulu.....Friday: August 19, September 16
- Houston.....Monday: August 15, September 12
- Jacksonville.....Thursday: August 11, September 8
- Joliet.....Thursday: August 18, September 15
- Mobile.....Wednesday: August 17, September 14
- New Orleans.....Tuesday: August 16, September 13
- Jersey City.....Tuesday: August 9 , September 6
- Norfolk.....Friday: August 12, September 9
- Oakland.....Thursday: August 18, September 15
- Philadelphia.....Wednesday: August 10, September 7
- Port Everglades.....Thursday: August 18, September 15
- San Juan..... ..Thursday: August 11, September 8
- St. Louis.....Friday: August 19, September 16
- Tacoma.....Friday: August 26, September 23
- Wilmington.....Monday: August 22, September 19

* Piney Point change in September due to Labor Day observance

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

Dispatchers’ Report for Deep Sea

“Total Registered” and “Total Shipped” data is cumulative from June 16 - July 16. “Registered on the Beach” data is as of July 16.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups			All Groups				All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	18	7	0	10	3	0	6	25	11	3
Anchorage	2	2	0	1	1	0	2	2	3	1
Baltimore	3	3	0	3	3	0	1	1	3	1
Fort Lauderdale	18	6	5	9	2	2	4	28	11	8
Guam	0	1	0	0	1	0	0	1	0	0
Harvey	10	5	2	7	9	1	5	14	9	1
Honolulu	5	4	0	6	2	0	2	14	3	1
Houston	35	14	4	22	3	4	12	54	25	5
Jacksonville	24	20	4	27	14	0	21	44	40	11
Jersey City	18	5	2	12	8	1	5	45	13	2
Joliet	3	1	1	1	3	1	1	5	4	0
Mobile	6	2	2	10	1	0	3	9	2	2
Norfolk	21	9	3	11	8	1	7	28	18	7
Oakland	10	2	1	5	1	0	1	19	5	2
Philadelphia	1	2	1	2	0	0	0	3	2	2
Piney Point	5	7	0	2	7	2	4	2	5	0
Puerto Rico	9	1	1	5	1	1	3	16	6	2
Tacoma	25	5	1	22	2	2	11	31	17	2
St. Louis	3	3	1	4	3	0	2	1	1	1
Wilmington	20	10	2	15	12	1	12	44	10	6
TOTALS	236	109	30	174	84	16	102	386	188	57

Engine Department										
Algonac	3	0	1	3	0	0	1	3	1	2
Anchorage	1	0	0	0	0	1	0	2	0	1
Baltimore	3	6	2	2	4	2	2	1	2	0
Fort Lauderdale	8	4	0	7	4	0	4	14	7	1
Guam	0	0	0	0	0	0	0	0	1	0
Harvey	1	2	1	1	1	1	0	2	4	0
Honolulu	5	2	0	2	1	1	0	6	5	0
Houston	11	4	1	9	2	1	2	15	12	2
Jacksonville	23	10	1	11	6	2	10	30	14	3
Jersey City	9	6	0	6	4	1	4	20	4	1
Joliet	1	3	1	0	0	0	0	2	2	1
Mobile	4	2	1	1	2	0	0	5	3	3
Norfolk	17	13	4	12	5	4	9	17	16	4
Oakland	6	9	0	7	2	0	4	6	8	0
Philadelphia	1	0	0	2	0	0	0	1	0	1
Piney Point	3	4	1	2	2	1	1	2	6	0
Puerto Rico	5	4	0	3	3	0	3	4	5	0
Tacoma	11	7	3	7	3	2	1	15	10	2
St. Louis	0	1	0	1	1	0	0	1	3	0
Wilmington	6	2	0	7	2	1	2	17	7	0
TOTALS	118	79	16	83	42	17	43	163	110	21

Steward Department										
Algonac	3	0	0	4	1	0	0	4	1	0
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	2	1	0	2	0	0	0	1	2	0
Fort Lauderdale	5	3	0	4	5	0	4	10	4	0
Guam	1	0	0	1	0	0	0	0	0	0
Harvey	0	0	2	4	0	2	1	5	2	0
Honolulu	5	1	0	7	3	0	3	12	3	0
Houston	15	6	0	11	6	1	6	23	6	0
Jacksonville	11	11	1	11	9	0	7	25	16	3
Jersey City	11	2	0	4	1	0	0	18	6	0
Joliet	1	0	1	1	0	0	1	1	0	2
Mobile	3	1	0	1	5	0	2	3	5	0
Norfolk	19	7	3	9	6	4	9	25	13	3
Oakland	7	6	0	8	6	1	7	11	6	2
Philadelphia	2	0	0	0	0	0	0	6	1	0
Piney Point	3	3	1	1	5	3	3	3	5	0
Puerto Rico	3	7	1	1	3	1	1	7	9	2
Tacoma	9	2	0	3	0	0	1	16	5	0
St. Louis	3	1	0	2	0	0	0	2	1	0
Wilmington	19	9	4	10	8	2	8	25	8	2
TOTALS	122	60	13	84	58	14	53	197	94	14

Entry Department										
Algonac	0	7	7	1	6	4	5	1	11	7
Anchorage	1	1	2	1	2	2	3	0	0	2
Baltimore	0	1	1	0	1	0	0	0	0	2
Fort Lauderdale	1	6	4	0	2	2	0	1	9	7
Guam	0	0	1	0	0	0	0	0	0	1
Harvey	2	3	2	0	0	4	1	2	3	1
Honolulu	0	2	3	1	1	3	0	0	5	7
Houston	3	10	8	1	4	5	1	5	19	17
Jacksonville	1	17	60	2	10	40	7	1	29	78
Jersey City	0	17	13	0	9	6	4	2	27	16
Joliet	0	1	0	0	0	1	0	0	1	0
Mobile	0	0	0	1	1	0	0	0	0	1
Norfolk	0	13	24	0	11	21	5	0	16	29
Oakland	1	6	5	0	4	8	3	4	12	6
Philadelphia	0	0	1	0	0	0	0	0	1	1
Piney Point	0	2	10	0	3	7	1	0	1	7
Puerto Rico	0	0	1	1	0	0	0	0	0	1
Tacoma	2	5	4	3	8	1	2	6	12	5
St. Louis	0	0	2	0	0	2	1	0	0	0
Wilmington	0	12	1	0	15	4	4	2	13	5
TOTALS	11	103	149	11	77	110	37	24	159	193
GRAND TOTAL:	487	351	208	352	261	157	235	770	551	285

‘The Union was Good to Me’

WWII Mariner Abrams Shares Remarkable Memories

At age 96, former Seafarer **Lawrence Abrams** maintains his sense of humor.

Asked recently about his health, he replies, “It’s still here. Some of it.” Abrams sailed with the SIU during World War II before moving to a shore-side career in July 1946. But the U.S. Merchant Marine recently recaptured his attention when war-era mariners collectively received the Congressional Gold Medal (in May 2022).

The televised recognition in the U.S. Capitol made national news and gave Abrams a chance to reminisce about his sailing days, which were anything but unremarkable. During the war, the Alabama native sailed to Normandy for D-Day, endured the infamous Murmansk run, helped take 50 Germans prisoner during one voyage, and survived his ship being damaged by a torpedo.

Those weren’t his only close calls or noteworthy experiences. After visiting a family member in New York in 1946, he got lost in the subway system and missed his flight. The plane crashed near Richmond, Virginia, and all 27 people aboard perished. Many of them were merchant mariners on the way to southern ports. (Abrams’ family mistakenly had been notified that he died.)

Two years earlier, a last-minute, pre-voyage switch from one vessel (the Liberty ship *Paul Hamilton*) to another kept Abrams from certain doom. The *Hamilton* was sunk by Germans; none of the nearly 600 people aboard survived.

He also has told his family that one of his vessels was sunk by a torpedo. The ship was headed to England; many of the crew members were rescued by a Canadian vessel and returned to New York.

Not all of his wartime encounters were quite as dramatic. For instance, he spent a night in jail in Chile in 1945, after making acquaintance with a lady who turned out to be local police chief’s girlfriend.

Additionally, in 1943, he and a number of shipmates were allowed to play baseball with locals while docked in Havana, Cuba. The Cubans would leave their equipment at each position on the field, since the mariners didn’t have any such gear on the ship.

Humble Beginnings

Abrams, one of nine children, felt plenty of patriotism when he signed up for the merchant marine in 1943, at age 17. But he candidly recalls another reason for choosing that path in addition to backing the war effort.

“My mother and father were real poor. They were sharecroppers,” he says. “I had been working in a shipyard in Mobile, but it didn’t pay well. So, I joined the union and got on a ship.”

He knew about the SIU because of his brother **Abner**, who sailed with the union for decades, mostly as an electrician. (Abner passed away in 2008, at age 86.)

Lawrence Abrams first shipped out in May 1943, as an ordinary seaman aboard the Liberty ship *Theodore Foster*, which sailed from Mobile to Scotland to New York. He quickly concluded that he’d stick with the industry — but not as a member of the deck department.

“It didn’t take me long to find out it’s cold out there on that deck,” he remembers. “I was the lookout. I (later) switched to the engine department because if I was going to die, I wanted to die warm.”

He’d suffer no such fate despite the risks endured by the U.S. Merchant Marine of World War II — dangers that led to them being recognized as veterans in 1988, and to the Congressional Gold Medal presentation. Official estimates vary, but those mariners suffered a casualty rate that either exceeded any of the armed forces or was second to that of the Marine Corps. They often sailed with minimal or no protection. They were an all-volunteer service. More than 8,000 of them died at sea (including more than 1,200 SIU members); another 11,000 were wounded.

Abrams nevertheless found it a decent fit.

“The union was good to me,” he says. “My seniority wasn’t great, but I made it. I’d send money home to my mother.... I sailed to South America, France, Scotland and many other countries.”

One of those other nations was Russia. In early 1945, the Abrams brothers sailed together on the *Grace Abbott* (yet another Liberty ship) for a five-month voyage that included a stop in Murmansk.

Notorious for its threatening conditions, the Murmansk Run partly consisted of a dangerous Arctic Ocean passage from Iceland or Scotland to northern Russia. U.S. vessels joined those convoys beginning in 1942, sending a total of approximately 350 ships during a three-plus-year stretch. Nearly 100 of those vessels were sunk by Germans, and thousands of Americans aboard them lost their lives.

Today, Lawrence Abrams mainly recalls two things about his trip to Murmansk: “That’s the coldest place I have ever been, and the people of Russia were very good to me. They had good people there at that time.”

Perhaps it speaks to his overall adventures that another component of the voyage is nearly an afterthought: On the return trip, the ship was hit by a torpedo and sustained a hole in its bow. The damaged part of the vessel was quickly closed off to avoid water intake. Abrams suffered burns on his shoulder from being slammed against hot pipes in the engine room. His larger complaint, though, is that the vessel ran so low on stores, they only had beans on the menu until reaching Glasgow for repairs. (Dried beans remain a forbidden item on the Abrams menu today.)

Then, as the ship headed back to the U.S., it encountered a U-boat that had surfaced due to a lack of fuel. The U.S.-flag vessel, aided by others, took con-

trol of the foreign crew while the submarine was towed to England.

Half a year earlier, he sailed to Normandy in support of the D-Day invasion. Abrams and his fellow mariners took a bus to Panama City to join the Waterman vessel *SS DeSoto*, which initially sailed to Brooklyn to join a convoy. From there, they sailed to Cairo for a partial off-load, then headed to France.

At Normandy, the crew waited at sea until the initial attack ended, then docked to unload cargo. Thinking it was safe, some of them then went ashore.

“We were stupid,” says Abrams. “The Germans were still fighting our soldiers. A lady in a Red Cross jeep came by and picked us up in a hurry so we could get back to the ship. When our last crane unloaded, the captain said to get the ship out fast. I worked in the boiler room.... He said, ‘Full speed ahead!’ and that’s what we did.”

Answering a Different Call

When Abrams signed off the *SS Anson Jones* in May 1946, he didn’t know that his maritime career almost had concluded. He took a job as a lineman with Southern Bell Telephone and Telegraph Company that summer and then met his future wife, Hestina Gibson. They would marry just three weeks after meeting, and remained together for 63 years, until her passing in 2009.

Abrams was a telephone union member when a strike led him back to sea for one last trip, aboard the *SS Oliver Wendell Holmes*.

“I made more money on that one voyage (which lasted a little less than two months) than I did for a whole year with the phone company,” he remembers.

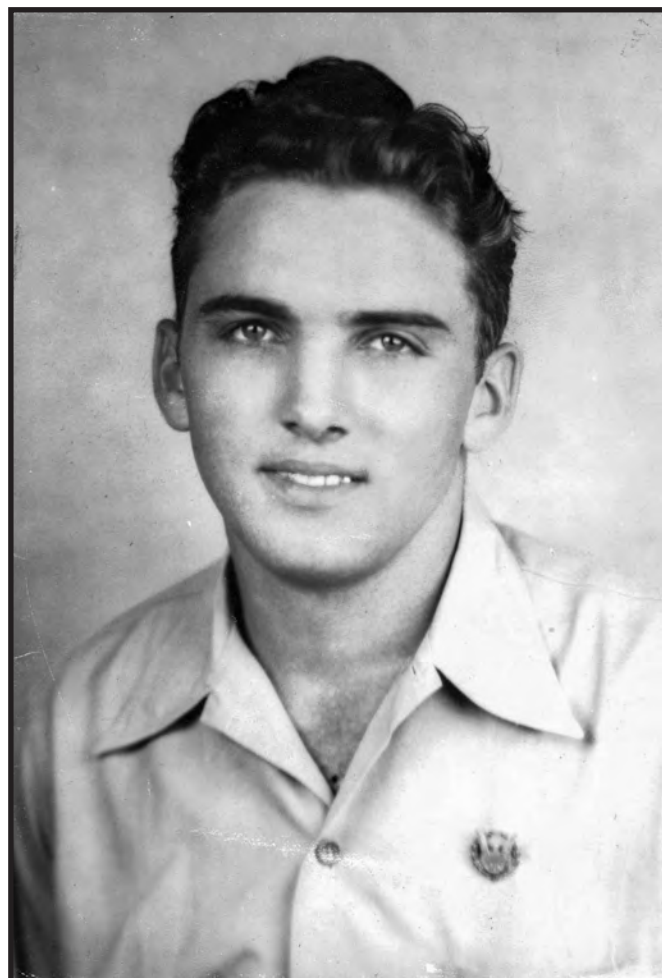
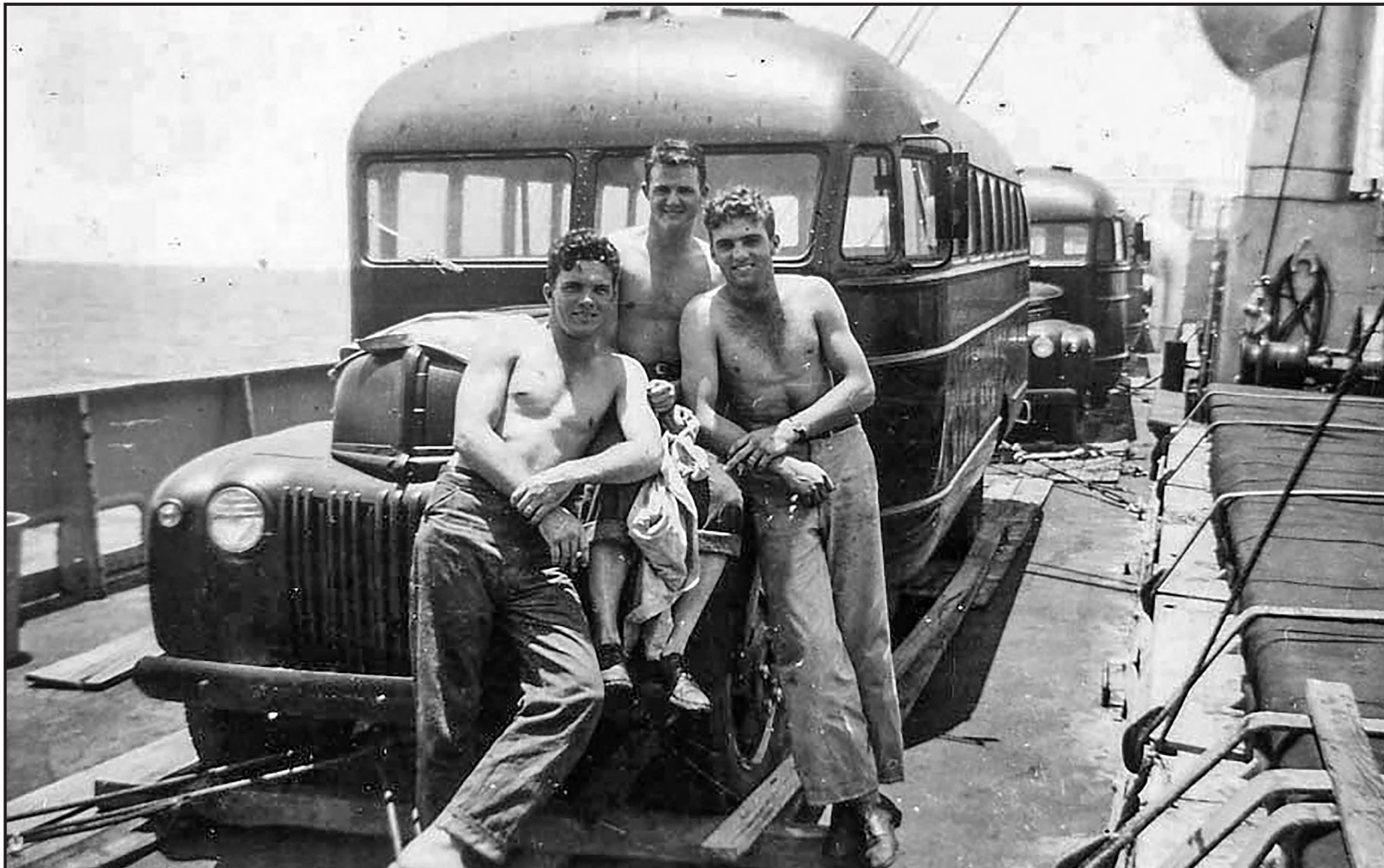
Nevertheless, when the strike ended, he returned ashore and stayed with the phone company for 43 years. He spent most of that time as a supervisor and had to frequently relocate, because his work focused on converting “central offices” to the newest technology.

These days, Abrams remains an avid sports fan and enjoys spending time with family members. An Ardmore, Tennessee resident, he’s partial to the University of Alabama football team, but when it comes to sports, “I watch all of them.”

As for the recent (many would say long-overdue) presentation of the Congressional Gold Medal, Abrams is matter-of-fact.

“Quite a few of our ships were sunk during the war,” he says. “The recognition is well deserved.”

Lawrence Abrams (right in photo at right) and his brother Abner (left) stand with a shipmate aboard the *Grace Abbott* in 1945. Abrams (front, right in photo immediately below) is pictured in November 2021 with daughters Anne Tidwell (directly behind him) and Peggy Sanders (left, rear) and his son, Randy. The photo at center shows Abrams in 1943, the year he joined the SIU. One of his dues receipts from 1943 is captured in the bottom photo at right.



CASH RECEIPT		ORIGINAL	
Seafarers International Union of North America			
ATLANTIC AND GULF DISTRICT			
MONTH PAID		Name	No.
JAN.	JULY	J. E. Abrams	27572
FEB.	AUG.	Dues	\$ 2
MAR.	SEPT.	Init.	\$
APR.	OCT.	Hosp.	\$
MAY	NOV.	A. S. A.	\$
JUNE	DEC.	S. & O.	\$
		S. I. F.	\$
		Log Don.	\$
		Misc.	\$ 10
		TOTAL	\$ 12
		Authorized Collector	A 5716

Seafarers Converge at Hiring Halls To Review, Vote on Standard Contracts

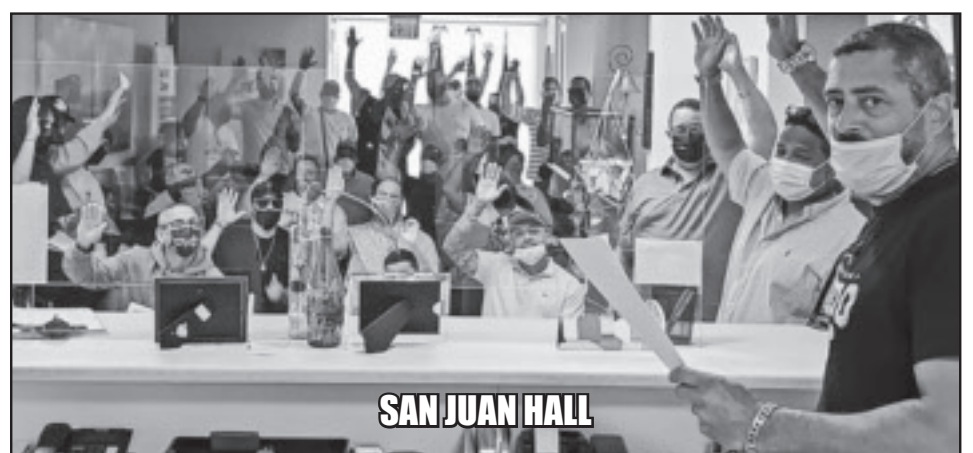
Throughout July, Seafarers voted on the new standard freightship and tanker agreements. Much of the voting took place during regular membership meetings, while some happened at special meetings (as guided by the union constitution).

As reported elsewhere in this issue, the new contracts span five years and feature numerous gains. One of those advancements is a contractual commitment to provide shipboard internet access to all crew members. This was one of the most consistently requested items from members when it came to contract suggestions.

Another improvement: Members will have the opportunity to qualify for pension benefits sooner and to increase their pension amount. Previously, a member needed 3,000 days of seetime in order to get credit for vacation days and earnings for pension eligibility. That threshold for enhanced benefits is being reduced by one-third, to 2,000 days. This is for wage-related benefits.

Negotiations took place both online and in person, for a period spanning more than six months.

The photos on this page were taken at a handful of the hiring halls, either during or shortly after voting occurred. Additional photos will be published in an upcoming edition of the *LOG*.



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.

GARDEN STATE (Intrepid Personnel & Provisioning), March 1 – Chairman **Carlos Arauz**, Secretary **Pedro Castillo**, Educational Director **Alexander Capellan Almonte**, Deck Delegate **Damon Johnson**. Members requested Wi-Fi access for entire crew. Chairman reminded members to check documents for renewal well in advance. He advised crew to work safely and to look out for one another. Secretary encouraged members to upgrade at Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported. Members commended steward department for their work in the galley.

GARDEN STATE (Intrepid Personnel & Provisioning), April 1 – Chairman **Carlos Arauz**, Secretary **Grazyna Tomaszewska**, Educational Director **Alexander Capellan Almonte**, Deck Delegate **William Johnson**, Steward Delegate **Medardo Thomas**. Chairman encouraged members to keep up the good work and to stay on top of documents. He also encouraged shipmates to upgrade at SIU-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. Steward department was commended for doing a good job.

HORIZON PACIFIC (Sunrise Operations), May 1 – Chairman **Aristeo Padua**, Secretary **Ronald Davis**, Educational Director **Thomas Flynn**, Deck Delegate **Paul Dilbeck**, Engine Delegate **Larry Calixto**, Steward Delegate **Su-**

sano Cortez. Chairman led discussion about the ongoing importance of safety. Secretary reminded everyone to keep coffee station clean and to clean up after themselves. Educational director urged members to take advantage of the upgrading opportunities at the Paul Hall Center to earn a pay raise. Steward and deck departments were thanked for keeping the house clean. No beefs or disputed OT reported. Chairman reviewed some recent articles from *Seafarers LOG*, including pieces on full funding for the Maritime Security Program and the new cable security fleet. He also encouraged everyone to remain vigilant with their safety precautions, because COVID is still around. Members would like better Wi-Fi and a salad bar that keeps food cold. Crew requested two additional days of vacation pay. Next port: Oakland, California.

LIBERTY PASSION (Liberty Maritime Corp.), May 1 – Chairman **Val Custis**, Secretary **Gerald Joseph**, Educational Director **Jerome Culbreth**, Engine Delegate **Michael Sabio**. Chairman thanked steward department for doing a good job and also discussed current manning. Treadmill was bought with ship treasury and a barbecue pit will be purchased next trip. No beefs or disputed OT reported. Seafarers were encouraged to read the *LOG*, the union's official publication, which is available online and in print. Crew requested new mattresses and

linens. Mattress toppers were delivered to ship in Beaumont, Texas. Members would like to change sea time required for retirement.

HUDSON EXPRESS (Marine Personnel & Provisioning), May 21 – Chairman **Zeki Karaahmet**, Secretary **Shari Hardman**, Deck Delegate **Damon Anderson**, Engine Delegate **Michael Sabio**, Steward Delegate **Dominique McLean**. Chairman thanked everyone for a good voyage and for keeping the house clean. No beefs or disputed OT reported. New Wi-Fi antenna will be installed. Crew discussed history of organized labor. Next port: Charleston, South Carolina.

HORIZON SPIRIT (Sunrise Operations), June 19 – Chairman **Rezk Mohamed**, Secretary **Carlos Sanchez Morales**, Educational Director **Sixin Ling**, Deck Delegate **Rene Rafer**. Educational director recommended members upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Members requested Wi-Fi at sea.

MAERSK DENVER (Maersk Line, Limited), April 24 – Chairman **Roy Madrio**, Secretary **Ronaldo Torres**, Deck Delegate **James Ruffin**, Engine Delegate **Domingos Ferreira**. Crew requested televisions for each stateroom. They suggested increases to

vacation benefits. No beefs or disputed OT reported.

MAERSK KINLOSS (Maersk Line, Limited), April 30 – Chairman **Rufino Giray**, Secretary **Kevin Valentin Rivera**, Educational Director **Joel Bell**. Chairman reported on upcoming arrival in Newark, New Jersey, and related payoff. Educational director recommended upgrading at SIU-affiliated school in Maryland and also reminded fellow members to keep documents current. No beefs or disputed OT reported. Crew made requests and suggestions about vacation pay, food budget, medical benefits, and overtime pay.

USNS POLLUX (TOTE), May 3, 2022 – Chairman **Chris Nagle**, Secretary **Rogelio Jamora**, Educational Director **Glenn Snow**, Deck Delegate **Abad Martinez**. Crew discussed various contract suggestions and reported recent experiences about finding COVID testing locations. They made recommendations pertaining to crew size and requested more shipboard visits from the union's "upper leadership."

MAERSK DETROIT (Maersk Line, Limited), May 15 – Chairman **Bill Barrett**, Educational Director **Mark Campbell**. Carpet cleaner arrived. Chairman reminded crew to head to the hiring halls for standard-contract voting. Educational director encouraged mariners to upgrade and be mindful of document expira-

tion dates. No beefs or disputed OT reported. Crew suggested increases in medical and vacation benefits. They thanked steward department for "out-standing food."

MAERSK SENTOSA (Maersk Line, Limited), May 23 – Chairman **Mario Ordenez**, Secretary **Robert Seim**, Educational Director **Joel Boyd**. Chairman discussed benefits of upgrading at union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Educational director talked about importance of COVID-19 vaccinations. No beefs or disputed OT reported. Crew made suggestions pertaining to vacation benefits and physical exams. Votes of thanks extended to engine and steward departments.

ARC COMMITMENT (TOTE), June 26 – Chairman **Richard Grubbs**, Secretary **Rosalie Long**. Chairman noted vessel heading to East Coast with stops in Savannah, Brunswick, Baltimore and New York. He reported the "great pay increases that are now in effect" as of June 1. "This is a great win and compliment to SIU VP George Tricker and his negotiating team." No beefs or disputed OT reported. Question was asked about holiday pay. Members discussed importance of Jones Act and how its elimination would be "devastating to the industry. The loss of American jobs would be catastrophic. We must support this vital law."

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

Welcome Ashore

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



DEEP SEA

NICHOLAS AGUILERA

Brother Nicholas Aguilera, 65, started his career with the union in 1973. He first shipped on the *Saugatuck* and sailed in the engine department. Brother Aguilera upgraded at the Paul Hall Center on multiple occasions. He most recently sailed on the *Seabulk Arctic* and makes his home in Flagler Beach, Florida.



DUANE AKERS

Brother Duane Akers, 59, joined the Seafarers International Union in 1997, initially sailing aboard the *Little Hales*. He upgraded at the Piney Point school on multiple occasions and shipped as an MDR. Brother Akers' final vessel was the *SBX*. He is a resident of Bonney Lake, Washington.



SONNY AUSTRIA

Brother Sonny Austria, 65, began sailing with the SIU in 1992. A steward department member, he first sailed aboard the *Independence*. Brother Austria upgraded on numerous occasions at the Paul Hall Center and last sailed on the *Horizon Enterprise*. He lives in Las Vegas.



BERNARD BAKER

Brother Bernard Baker, 71, signed on with the SIU in 1993, first sailing aboard the *Independence*. He shipped in the deck department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Baker most recently sailed on the *Ocean Grand*. He resides in Salina, Kansas.



ALAN BARTLEY

Brother Alan Bartley, 62, became a member of the Seafarers International Union in 1981 when he shipped on the *Seattle*. He sailed in the steward department and upgraded on several occasions at the Paul Hall Center.



Brother Bartley most recently sailed on the *Mohawk*. He resides in Granbury, Texas.

CORNELIO BARTOLOME

Brother Cornelio Bartolome, 68, embarked on his career with the Seafarers in 2005, initially sailing on the *Horizon Fairbanks*. He was a member of the deck department and upgraded at the Piney Point school on multiple occasions. Brother Bartolome last shipped on the *American Pride* and calls San Diego home.



FONDA BIAMONTE

Sister Fonda Biamonte, 66, joined the SIU in 1998 when she sailed on the *USNS Effective*. She sailed in the steward department and upgraded often at the Paul Hall Center. Sister Biamonte most recently shipped on the *Harry Martin* and makes her home in Beasley, Texas.



JAMES BLITCH

Brother James Blich, 65, signed on with the union in 1979. He first sailed aboard the *Lionheart* and worked in the deck department. Brother Blich upgraded at the Piney Point school on numerous occasions. He last shipped on the *Sunshine State* and is a resident of Atlantic Beach, Florida.



JOSEPH CASALINO

Brother Joseph Casalino, 66, began sailing with the Seafarers in 1988, initially shipping on the *Paul Buck*. He sailed primarily in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Casalino last shipped aboard the *Ocean Freedom*. He lives in San Rafael, California.



TRACY CRUM

Brother Tracy Crum, 65, donned the SIU colors in 1989. He first sailed aboard the *Independence* and worked in the steward



department. Brother Crum upgraded at the Piney Point school on multiple occasions. He most recently sailed on the *Manoa* and is a resident of Honolulu.

DANIEL DALIGCON

Brother Daniel Daligcon, 65, joined the union in 1995 and first sailed aboard the *Independence*. He was a member of the engine department and upgraded often at the union-affiliated Piney Point school. Brother Daligcon last shipped on the *California*. He lives in Brentwood, California.



DANIEL DAVENPORT

Brother Daniel Davenport, 70, began his career with the SIU in 2005. A deck department member, he initially sailed aboard the *Jean Anne*. Brother Davenport upgraded at the Paul Hall Center on multiple occasions. He most recently shipped aboard the *Marjorie C* and resides in Liverpool, New York.



JOSE DAVID

Brother Jose David, 65, embarked on his career with the SIU in 2002, first sailing aboard the *USNS Watson*. Brother David was a steward department member, and he upgraded at the Piney Point school on several occasions. He concluded his career on the *USNS Pathfinder* and makes his home in Norfolk, Virginia.



RONALD DAVIS

Brother Ronald Davis, 71, became a member of the Seafarers International Union in 1991, initially sailing aboard the *Stonewall Jackson*. He worked in the steward department and upgraded often at the Piney Point school. Brother Davis most recently shipped on the *Horizon Pacific*. He resides in Katy, Texas.



FRED DOMINGO

Brother Fred Domingo, 68, began sailing with the SIU in 1976. He initially shipped with



Dixie Carriers and was a deck department member. Brother Domingo last sailed on the *Liberty Sea* and lives in Prairieville, Louisiana.

CYNTHIA ESPINDA

Sister Cynthia Espinda, 65, started her career with the Seafarers in 2000 when she sailed aboard the *Independence*. She sailed in the steward department and upgraded at the Piney Point school on numerous occasions. Sister Espinda's final vessel was the *SBX*. She makes her home in Aiea, Hawaii.



JAMES GAINES

Brother James Gaines, 65, joined the SIU in 1978 and first sailed on the *Cove Leader*. He upgraded at the Piney Point school on multiple occasions and shipped in the engine department. Brother Gaines last sailed on the *American Condor* and makes his home in Jacksonville, Florida.



FREDERICK GATHERS

Brother Frederick Gathers, 71, started his career with the Seafarers International Union in 2001. He first shipped on the *Chesapeake Bay* and sailed in the deck department. Brother Gathers upgraded at the Paul Hall Center on multiple occasions. He concluded his career aboard the *Cape Douglas* and calls Mount Pleasant, South Carolina, home.



ALI GHALIB

Brother Ali Ghalib, 70, began sailing with the SIU in 1990. He sailed primarily in the steward department and first shipped on the *Navigator*. Brother Ghalib last sailed on the *Maunawili* and lives in Dearborn, Michigan.



GERRY GIANAN

Brother Gerry Gianan, 65, signed on with the SIU in 1993, first sailing with Crowley Towing and Transportation. He sailed in the deck de-

partment and upgraded at the Paul Hall Center on multiple occasions. Brother Gianan's final vessel was the *Lightning*. He resides in Long Beach, California.

WILFREDO GUERRERO

Brother Wilfredo Guerrero, 65, starting sailing with the Seafarers in 2005, initially working aboard the *Eugene A. Obregon*. He sailed in both the deck and steward departments and upgraded at the Piney Point school in 2007. Brother Guerrero last shipped on the *Liberty Pride*. He makes his home in Brandon, Florida.



WALTER HARRIS

Brother Walter Harris, 65, joined the union in 1999 when he worked on the *Manoa*. A steward department member, he upgraded on numerous occasions at the Paul Hall Center. Brother Harris concluded his career on the *Manukai*. He lives in Moreno Valley, California.



JOZEF IGNACZAK

Brother Jozef Ignaczak, 66, embarked on his career with the Seafarers in 2005. He initially sailed on the *Liberty Glory* and worked in the deck department. Brother Ignaczak last shipped aboard the *Overseas Boston* and resides in Lake-wood, Washington.



OSCAR JOHNNY

Brother Oscar Johnny, 72, signed on with the union in 2006 when he sailed aboard the *Pride of Hawaii*. An engine department member, he most recently shipped on the *Garden State*. Brother Johnny is a resident of Miramar, Florida.



DAVID JOHNSON

Brother David Johnson, 69, embarked on his career with the SIU in 2001. He was a steward department member and first sailed aboard the *Patriot*. Brother



Continued on next page

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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

Johnson upgraded on several occasions at the Piney Point school. He last sailed on the *Chemical Pioneer* and calls Philadelphia home.

LOVELL MCELROY

Brother Lovell McElroy, 65, joined the Seafarers International Union in 1978 when he sailed on the *Del Uruguay*. He sailed in the steward department and upgraded on multiple occasions at the Paul Hall Center. Brother McElroy most recently shipped on the *Seabulk Challenge*. He makes his home in Bessemer, Alabama.



LUCAS MEJIA

Brother Lucas Mejia, 66, signed on with the SIU in 1991, initially shipping on the *Independence*. He sailed primarily in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Mejia's final vessel was the *Colorado Express*. He lives in the Bronx, New York.



CHARLES PARMAN

Brother Charles Parman, 65, began sailing with the SIU in 1975 when he worked aboard the *Van Defender*. He sailed in the deck department and upgraded at the Paul Hall Center within his first year of membership. Brother Parman last shipped on the *Liberty Star* and lives in New Orleans.



AMIN SALEH

Brother Amin Saleh, 68, joined the SIU in 1998 and first sailed on the *Independence*. He upgraded at the Piney Point school in 2008 and shipped in the steward department. Brother Saleh concluded his career aboard the *John Boland* and makes his home in Dearborn, Michigan.



THOMAS SMITH

Brother Thomas Smith, 63, embarked on his career with the Seafarers International Union in 1981. He first shipped with Crowley Towing and Transportation and sailed in the steward department.



Brother Smith upgraded at the Paul Hall Center on numerous occasions. He concluded his career aboard the *American Endurance* and calls Jacksonville, Florida, home.

MALACHI TANNIS

Brother Malachi Tannis, 70, started sailing with the union in 2001. He initially shipped on the *Chemical Pioneer* and sailed in the engine department. Brother Tannis upgraded at the Paul Hall Center on multiple occasions. He concluded his career aboard the *Alliance St. Louis* and calls Brooklyn, New York, home.



CHARLES VAN DEVENTER

Brother Charles Van Deventer, 69, joined the union in 1975, sailing first aboard the *Richard J. Reiss*. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Van Deventer's final vessel was the *Midnight Sun*. He lives in White Salmon, Washington.

SCOTT WENNESON

Brother Scott Wenneson, 69, began sailing with the SIU in 1976. He sailed in the deck department and first shipped with Hudson Waterways Corporation. Brother Wenneson upgraded his skills at the Paul Hall Center on multiple occasions. He last worked with McAllister Towing of Baltimore and lives in Parkville, Maryland.

ANGELO WILCOX

Brother Angelo Wilcox, 56, joined the Seafarers International Union in 1990. A deck department member, he upgraded often at the Piney Point school. Brother Wilcox last shipped on the *Overseas Martinez*. He resides in Durham, North Carolina.



ROBERT WOBIL

Brother Robert Wobil, 69, signed on with the union in 1994, first sailing aboard the *USNS Bellatrix*. He upgraded at the Paul Hall Center on several occasions and was a member of the deck department. Brother Wobil's final vessel was



the *Overseas Marilyn*. He lives in Gulfport, Mississippi.

GREAT LAKES

MICHAEL CUSHMAN

Brother Michael Cushman, 61, started sailing with the union in 1980, initially shipping on the *Adventurer*. He sailed in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Cushman concluded his career aboard the *Prentiss Brown* and calls Homosassa, Florida, home.



ROBERT FITZHUGH

Brother Robert Fitzhugh, 65, signed on with the union in 1980. He initially sailed aboard the *H. Lee White* and worked in both the deck and engine departments. Brother Fitzhugh upgraded on multiple occasions at the Paul Hall Center. He most recently shipped on the *Bradshaw McKee* and is a resident of Benzonia, Michigan.



INLAND

JIMMY ARDOIN

Brother Jimmy Ardoin, 64, donned the SIU colors in 2003. He was a deck department member and first worked for Seabulk Tankers. Brother Ardoin's final vessel was the *Zeus*. He is a resident of Port Arthur, Texas.

CHARLES BOLES

Brother Charles Boles, 70, embarked on his career with the Seafarers in 1974 when he shipped with Bob-Lo Island. He was a member of the deck department and upgraded often at the Piney Point school. Brother Boles last shipped on the *Cape Canaveral*. He makes his home in Livingston, Texas.

ROSS BURTON

Brother Ross Burton, 66, signed on with the union in 1995. He sailed in the deck department and worked with Higman Barge Lines for the duration of his career. Brother Burton settled in Orange, Texas.

GREGORY DIXON

Brother Gregory Dixon, 62, joined the Seafarers International Union in 1993 when he sailed with Allied



Transportation. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Dixon remained with the same company for his entire career. He lives in Supply, North Carolina.

JAMES HAUGHEY

Brother James Haughey, 67, signed on with the Seafarers in 1980. A deck department member, he first worked for Hvide Marine. Brother Haughey upgraded at the union-affiliated Piney Point school on multiple occasions. He concluded his career with OSG Ship Management and makes his home in Laurel, Delaware.



CURTIS HINTZE

Brother Curtis Hintze, 65, joined the SIU in 1976. He initially shipped with Calmar Steamship Corporation and worked in the deck department. Brother Hintze upgraded at the Paul Hall Center on multiple occasions. He was last employed with OSG Ship Management and resides in Olney, Maryland.



RUSSELL KELLEY

Brother Russell Kelley, 65, donned the SIU colors in 1994 when he worked for G&H Towing. He sailed in the engine department and remained with the same company for his entire career. Brother Kelley is a resident of Galveston, Texas.

CLARK KING

Brother Clark King, 62, embarked on his career with the SIU in 1978, initially working with H&M Lake Transport. Brother King shipped in both the engine and deck departments. He last worked with OLS Transport and makes his home in Sault Ste. Marie, Michigan.

WARREN KOGUC

Brother Warren Koguc, 64, joined the Seafarers International Union in 1979. He first sailed with Delaware River Barge and worked in the deck department. Brother Koguc most recently worked for Penn Maritime. He resides in Navarre, Florida.

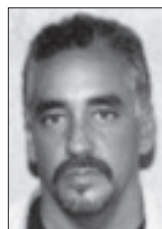
KAMIN LAMBERTSON

Brother Kamin Lambertson, 70,

signed on with the union in 1970. He initially sailed on the *Columbia Baron*. Brother Lambertson was a deck department member. He was last employed with G&H Towing and makes his home in Greer, South Carolina.

TODD MCDONOUGH

Brother Todd McDonough, 62, donned the SIU colors in 1985 when he worked for Moran Towing of Texas. He primarily sailed in the engine department and upgraded at the Piney Point school on multiple occasions. Brother McDonough concluded his career with Penn Maritime and is a resident of Jacksonville, Florida.



JOHN MEYERS

Brother John Meyers, 64, embarked on his career with the Seafarers in 1998 when he worked on the *Padre Island*. He was a member of the deck department and upgraded on numerous occasions at the Paul Hall Center. Brother Meyers last shipped on the *Sugar Island*. He makes his home in Big Sandy, Tennessee.



STEVEN SHEERAN

Brother Steven Sheeran, 62, joined the Seafarers International Union in 1996. He worked for Crowley Liner Services on a shore gang for the duration of his career. Brother Sheeran is a Philadelphia resident.

CLIFTON SKINNER

Brother Clifton Skinner, 62, began his career with the union in 1993. He worked in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Skinner worked for Allied Transportation for the duration of his career and settled in Belhaven, North Carolina.



JEROME THOMAS

Brother Jerome Thomas, 62, started sailing with the SIU in 1995. He was a steward department member and worked for Delta Queen Steamboat Company for his entire career. Brother Thomas lives in New Orleans.



Final Departures



DEEP SEA

EARL BOSTROM

Pensioner Earl Bostrom, 74, passed away June 10. He joined the Seafarers International Union in 1995 and first shipped on the *USNS Algol*. Brother Bostrom sailed in the deck department and concluded his career aboard the *Achiever*. He became a pensioner in 2012 and settled in Ocala, Florida.



LEROY COPE

Pensioner Leroy Cope, 92, died May 28. He donned the SIU colors in 1966 when he sailed aboard the *Steel Artisan*. Brother Cope was a deck department member and last shipped on the *Explorer*. He retired in 1994 and resided in San Francisco.

ROMULO DALIT

Pensioner Romulo Dalit, 73, passed away June 21. He became a member of the SIU in 2004. A deck department member, Brother Dalit first shipped on the *Overseas New York*. He last sailed aboard the *Alaskan Frontier* and went on pension in 2014. Brother Dalit called Federal Way, Washington, home.



CHRISTOPHER DEVONISH

Pensioner Christopher Devonish, 69, died May 21. He signed on with the SIU in 1970 and first sailed aboard the *Wacosta*. Brother Devonish was an engine department member. He last shipped on the *Maersk Missouri* before going on pension in 2016. Brother Devonish lived in Jacksonville, Florida.



ANDREW DONALDSON

Pensioner Andrew Donaldson, 75, passed away June 18. A deck department member, he started sailing with the union in 2001. Brother Donaldson's first vessel was the *Seabulk Challenge*; his last, the *Horizon Anchorage*. He became a pensioner in 2018 and settled in Federal Way, Washington.

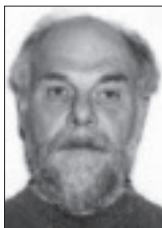
MILTON FLYNN

Pensioner Milton Flynn, 77,



JOHN HENRY

Pensioner John Henry, 75, passed away May 31. He joined the SIU in 2001 and first shipped on the *Tonsina*. Brother Henry was a member of the engine department and last sailed aboard the *Prince William Sound*. He became a pensioner in 2011 and settled in Keizer, Oregon.



JOHN LEITER

Brother John Leiter, 64, has passed away. He signed on with the Seafarers International Union in 1991, initially working with Sealand. He sailed in both the deck and engine departments and also worked on shore gangs. Brother Leiter concluded his career with World Crane Services. He made his home in Toms River, New Jersey.



ABRAHAM MURRAY

Pensioner Abraham Murray, 80, passed away June 30. He started sailing with the union in 1991 when he worked on the *Cape Mendocino*. Brother Murray was a member of the deck department and last shipped on the *Horizon Reliance* in 2008. He went on pension the same year and settled in Salmon, Idaho.



GEORGE NASON

Brother George Nason, 69, died March 28. Born in New York, he embarked on his career with the SIU in 1973. Brother Nason was a deck department member and first sailed aboard the *Baltimore*. He last shipped on the *Patriot State* and called Rehoboth Beach, Delaware, home.

HERMAN RHODES

Pensioner Herman Rhodes, 81, passed away April 26. He began sailing with the Seafarers in 1999 when he worked on the *USNS Sisler*. Brother Rhodes sailed in the engine department. He concluded his career aboard the *USNS Watson* and retired in 2007. Brother Rhodes lived in Mobile, Alabama.



GREAT LAKES

FREDERICK GROSBEIER

Pensioner Frederick Grosbeier, 79, died July 4. Signing on with the SIU in 1968, he first shipped on the *McKee Sons*. Brother Grosbeier was a deck department member and last sailed on a Maersk vessel. He went on pension in 2008 and resided in Hollow Rock, Tennessee.



INLAND

WILMER ADAMS

Pensioner Wilmer Adams, 81, passed away June 12. A member of the deck department, he joined the union in 1962. Brother Adams first sailed on the *Globe Carrier*. He was last employed with Gulf Atlantic Transport and became a pensioner in 2003. Brother Adams made his home in Satsuma, Alabama.



BENDERS GOLDEN

Pensioner Benders Golden, 78, died May 21. He signed on with the Seafarers in 1970, initially working with Plymouth Towing. A member of the deck department, Brother Golden concluded his career with Interstate Oil. He went on pension in 2006 and was a resident of Grantsboro, North Carolina.

BENJIMAN HALLMARK

Pensioner Benjiman Hallmark, 82, passed away June 22. He became an SIU member in 1978. A deck department member, Brother Hallmark sailed with Crowley Towing and Transportation for the duration of his career. He retired in 2011 and called Sil-

ver Creek, Washington, home.

GARY JARVIS

Pensioner Gary Jarvis, 78, died May 15. He joined the Seafarers in 1965 and first sailed on the *Alcoa Master*. Brother Jarvis was a member of the engine department. He concluded his career with G&H Towing and retired in 2005. Brother Jarvis resided in Henderson, Texas.



JOHNNY JOHNSTON

Pensioner Johnny Johnston, 75, passed away May 25. He began sailing with the SIU in 1988. Brother Johnston was employed by Crescent Towing and Salvage for his entire career. He became a pensioner in 2016 and settled in Mount Vernon, Alabama.



LOWELL JONES

Pensioner Lowell Jones, 76, died June 24. A deck department member, he started sailing with the SIU in 1965. Brother Jones was first employed with Coyle Lines Inc. He last worked for G&H Towing before retiring in 2007. Brother Jones was a resident of Milton, Florida.



DOUGLAS KELLUP

Pensioner Douglas Kellup, 66, passed away April 29. He signed on with the union in 1979, initially working with Delta Queen Steamboat Company. Brother Kellup sailed in the engine department and concluded his career with American West Steamboat Company in 2006. He retired in 2017 and made his home in New Orleans.



ANTHONY MYKLICH

Pensioner Anthony Myklich, 65, died June 3. He became a member of the Seafarers International Union in 1989. A deck depart-



ment member, Brother Myklich worked for OSG Ship Management until 1999. He went on pension in 2018 and resided in Glassboro, New Jersey.

WOODROW STOKLEY

Pensioner Woodrow Stokley, 83, passed away June 21. He donned the SIU colors in 1972 and sailed in both the steward and engine departments. Brother Stokley worked for Allied Transportation until his retirement in 1995. He lived in Portsmouth, Virginia.

NMU

ANTONIO BEOF

Pensioner Antonio Beof, 83, died April 17. He sailed with the NMU prior to the 2001 merger with the SIU. Brother Beof was an engine department member. He last sailed aboard the *Patriot* before becoming a pensioner in 2006. Brother Beof was a San Diego resident.



THOMAS FORD

Pensioner Thomas Ford, 78, passed away July 3. He joined the union in 2001 during the NMU/SIU merger and sailed in all three departments. Brother Ford's first vessel was the *Marine Chemist*; his last, the *Cape Hudson*. He went on pension in 2005 and resided in Los Angeles.



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

NAME	AGE	DOD
Camillo, Leonard	92	05/23/2022
Funchess, Joe	82	06/12/2022
Garcia, Jose	90	05/29/2022
Garcia, Raymundo	95	06/01/2022
Jacobson, Maurice	89	06/09/2022
Kozak, Joseph	93	05/24/2022
Mendes, Albertina	92	05/24/2022
Parsons, Locksley	85	05/23/2022
Picou, Alonzo	94	06/29/2022
Russell, Sonny	92	05/25/2022
Tucker, William	101	05/21/2022
Varona Toledo, Carmen	89	05/22/2022
Vindel, Jose	86	06/11/2022
Watkins, Jess	77	05/05/2022
Wilson, Clyde	77	05/14/2022



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 Department Upgrading Courses		
Able Seafarer-Deck	August 29 October 17 November 28	September 16 November 4 December 16
Radar/ARPA	October 10	October 21
Lifeboat/Water Survival	August 29 September 26 October 24 November 21	September 9 October 7 November 4 December 2
Fast Rescue Boat	August 22	August 26
RFPNW	September 26 November 14	October 14 December 2
Advanced Shiphandling	August 22	September 2
Advanced Meteorology	September 12	September 16
Advanced Stability	September 5	September 9
Engine Department Upgrading Courses		
RFPEW	September 26 November 14	October 21 December 9
FOWT	August 29 October 24	September 23 November 18
Junior Engineer	September 19	November 11
Marine Electrician	October 31	December 2
Marine Refer Tech	September 19	October 28
Welding	September 5 October 31	September 23 November 18
Steward Department Upgrading Courses		
Certified Chief Cook	August 15 September 19 October 31 December 5	September 16 October 21 December 2 January 5

Title of Course	Start Date	Date of Completion
Steward Department Upgrading Courses		
ServSafe Management	September 12 October 24 November 28	September 16 October 28 December 2
Advanced Galley Operations	August 15 October 10	September 9 November 4
Chief Steward	September 12 November 14	October 7 December 9
Safety/Open Upgrading Courses		
Combined Basic/Advanced Firefighting	September 19	September 23
Medical Care Provider	September 26	September 30
Basic Training	October 3	October 7
Basic Training Revalidation	September 9 October 7 October 21 November 14 December 2	September 9 October 7 October 21 November 14 December 2
Basic Training/Adv. FF Revalidation	August 29 December 12	September 2 December 16
Government Vessels	August 15 August 29 September 19 September 26 October 17 October 24 November 7 December 5	August 19 September 2 September 23 September 30 October 21 October 28 November 10 December 9
Tank Ship-DL (PIC)	October 24	October 28
Tank Ship Familiarization DL	October 24	October 28
Tank Ship Familiarization LG	August 15 October 31	August 19 November 4

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



UPGRADING APPLICATION

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

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

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

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

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

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

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

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #883 – Graduated June 17 (above, in alphabetical order): Hayes Bouchey, Gianni Ellis, Christian Felton, Shelly Ford, Nicholas Fortney, Nicholas Gianna, Nohea Kahooalahala-Salgado, Cody Miranda, Carl Piercy, Karrington Plummer Jr., Ethan Sahagon, Preston Stine, Antjuan Webb Jr., Robert White and Chandler Williams.



RFPNW (Phase III) – Graduated May 13 (above, in alphabetical order): Padgett Carpenter, Robert Cruz, Declan Gallagher, Daniel Moran, Travis Morris and Jaime Rios. Upon the completion of their training, each plans to work in the deck departments aboard SIU-contracted vessels. Class instructor Dominic Hix is at the far right.

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Paul Hall Center Classes

Tankship Familiarization LG – Graduated May 27 (photo at right, in alphabetical order): Armon Bailey, Mark Billiot, Patrick Brill, Yamira Colon Del Moral, Joseph Dupre, Mohamed Sam Kassem, Nasser Saleh Kassim, Tousif Ahmed Khan, Yassid Jean Laboriel Lalin, Nagi Ahmed Mihakel, Wilson Onixon Montero Centeno, Jody Owens, Muammer Saleh Qusiem, Abdul Ali Qwfan, Christopher Rosado Mercado, Luis Alberto Sepulveda, Rafiq Yusuf Small, Isaiiah Zed Thomas, Joseph Toth, Michael Wees, Khaled Mohamed Yahia and Michael Zabielski. (Note: Not all are pictured.)



Government Vessels – Graduated May 13 (above, in alphabetical order): Saif Al Tamimi, Mohamed Saeed Alahmadi, Hermogenes Reyes Aquino Jr., Lashay Creekmore, Joseph Durst, Omar Allan Santos Espinosa, Japerobin Saturinas Geonzon, Brian Guiry, Christopher Hatzidakis, Albino Joseph Lotukoi, Anthony Lamonte McAfee Sr., Kenjuan McBride, Shaka Balaan Merrell, Juan Pastor Norales, Samuel Dain Pinnock, Anthony Simon, Marilou Dumlao Toledo, Richard Salazar Torres, Randy Estepa Wurr and Khaled Mohamed Yahia. (Note: Not all are pictured.)



Welding – Upgrader Kelly Percy (above, left) completed his requirements for graduation in this course May 13. Helping him celebrate his accomplishment is his instructor, Chris Raley, right.



RFPEW (Phase III) – Phase III Apprentice Alexander Boothby (above left), graduated from this course May 20. Upon the completion of his training, Boothby plans to work in the engine department aboard vessels contracted by the SIU. Joining him to mark his achievement is his instructor, John Wiegman III, right.

Paul Hall Center Classes



RFPEW – Graduated May 30 (above, in alphabetical order): Lance Gibson, Ernest Alfego Grant Jr., King Haber, Wilson Onixon Montero Centeno, Christopher Skinner and Michael Zabielski. Their instructor, John Wiegman III, is at the far right.

Marine Refrigeration Tech – Graduated May 13 (photo at right, in alphabetical order): Rahsaan Kwasi Alexander, Angel Ivan Colon Cintron, Francois Emmanuel Doucet III, James Anthony Costales Fells, Kabir Garcia Santiago, Jeffrey Hamer, Arvin Tarroza Heras, Thedford Jones Jr., Tousif Ahmed Khan and Ethan Love. Their instructor, Christopher Morgan, is at the far right. (Note: Not all are pictured.)



Government Vessels – Graduated July 1 (above, in alphabetical order): Taquisha Breathwaite, Brandon Camenzuli, John Chaney, Nikia Cooper, Donita Dowdell, Daniel Gilbert, Olivia Gross, Darryl McCray, Richard Owusu, Randy Slue, Paulette Thompson, Gary Torres and Kimberly Vargas.



Tank Ship Familiarization DL – Graduated July 1 (above, in alphabetical order): Abdulsatar Hassen Ahmed, Brandy Baker, Khaleel Boatner, Melgar Dativas Daguio, Jeramil Ogoc Dela Pena, Robert Greenwood, James Gregory, Jeffery Griffin, Darius Harley, Sterling Kirk, Yassid Jean Laboriel Lalin, Kenneth Ledoux, Alex Adelmir Oliva, Adam Petrucci, Marcos Antonio Rivera-Baez, Anquette Lachelle Smith and Leanne Smith.



Certified Chief Cook (Module 4) – Graduated June 24 (above, in alphabetical order): Francia Helena Alvarez, Crystal Cobbs, Christopher Dhanoolal, Jose Benjie Santos, Tinesha Travis and Victor Janell Valentin-Delgado.



Chief Cook Assessment Program – Graduated June 24 (above, in alphabetical order): Olivia Gross, Paulette Thompson and Kimberly Vargas.



Chief Steward – Graduated June 3 (photo at left, in alphabetical order): George Nier Egbert, Katrina Jones, Rashaad Jalloud Mangram, Alan Jared Squier and Craig Wooten.

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SEAFARERS LOG

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

**Paul Hall Center
Class Photos
Pages 20-23**

Seafarers Vote on Standard Contracts

‘Ayes Have It’

Pictured on this page are Seafarers on vessels and at hiring halls voting in favor of the new standard contracts (or shown shortly after doing so). Additional related content appears on pages 1, 2, 3, 4 and 14 and also will be published in an upcoming issue of the *LOG*.

Pending final ratification, the new agreements take effect July 1 and last through June 2027. Voting was still underway at press time but the contracts were well on their way to overwhelming ratification.

