



SEAFARERS LOG

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

Crescent Crews Ratify Contract 3-Year Pact Includes Substantial Gains



SIU boatmen employed by Crescent Towing recently approved a new three-year contract featuring significant wage increases and other advancements. Voting took place in April; members ratified the new pact by a near-unanimous tally. Before negotiations, SIU officials met with rank-and-file members to gather suggestions. That was the occasion for this group photo in Savannah, Georgia, featuring (from left) Deckhand James Peterson, Wheelman Dustin Schaaf, Wheelman Brenton Edonfield, Deckhand Kyle Futrell, SIU Asst. VP Chris Westbrook, and Delegate Chris Sikes. *Page 24 (back page).*

Waterfront Classic Reels In Donations For Military Veterans, First Responders



The 2024 iteration of the Seafarers Waterfront Classic proved successful in generating funds for the Boulder Crest Foundation, a nonprofit group that serves military veterans, first responders and their families. The annual event in Piney Point, Maryland – the brainchild of SIU VP Contracts George Tricker – also took place around productive meetings involving representatives from the union, the Paul Hall Center, SIU-contracted companies and other organizations. Above, some of the first of this year's Waterfront Classic participants depart from a dock in Piney Point. *Pages 11-13.*

Heartfelt Congratulations



David Heindel

The SIU's greatest strength has always been the professionalism and reliability of our rank-and-file members, and those characteristics have been on display quite often lately.

As you'll see in this issue of the *LOG*, our members recently responded in fine fashion to a shipboard emergency; safely and compassionately rendered aid to refugees stranded at sea; and helped negotiate a truly outstanding contract with one of our largest inland companies.

Aboard the *USNS Bobo*, SIU members teamed up with the ship's officers to successfully extinguish an engine room fire while the vessel was underway. Most importantly, there were no reported injuries. The ship itself remained

operational enough to sail back to port.

Without any prompting whatsoever, the ship's bosun quickly credited the safety training received by him and others at our affiliated school in Piney Point, Maryland, as a key factor in successfully responding to the emergency. Brothers and sisters, that's what I call a powerful endorsement.

A week or so later, Seafarers on the *Maersk Kinloss* assisted a literal boatload of refugees who were stranded in the Atlantic, between Morocco and the Canary Islands. Times being what they are, our members proceeded cautiously but caringly. They provided aid to the 50 or so individuals – including children – who were inside the overloaded, inflatable craft until local coast guard personnel took over. They upheld the finest traditions of the Brotherhood of the Sea.

Back here at home, rank-and-file delegates collaborated with union officials to secure a superb new contract with Crescent Towing. I encourage you to read the details and the quotes on the back page, but in the meantime, hats off to all concerned. Great contracts like this one don't fall from the sky – they are earned. And I want to credit Crescent's management, too, for stepping up and demonstrating that they value our Seafarers and their employees.

I couldn't be more proud of our members, and I extend my congratulations for your recent achievements. Keep up the great work.

Meetings Underscore Solidarity

One of the SIU's most important affiliations is with the Maritime Trades Department, a constitutional department of the AFL-CIO. The MTD, with its 25 affiliate unions and 21 port maritime councils across the country and Canada, helps amplify our voice on critical issues. This is true at every level of government and in our communities at large.

With that in mind, I was pleased to chair the recent MTD Executive Board meeting in D.C., in my role as MTD president. As reported in detail in the *LOG* and on our website, we heard from an array of noteworthy guest speakers, including a four-star general, the secretary-treasurer of the AFL-CIO and several others.

As someone who's spent many years working with other maritime unions from around the world (primarily through the International Transport Workers' Federation), I was especially glad to welcome officials from two Singaporean unions. Their respective members were on the *Dali* when that ship infamously struck the Key Bridge in Baltimore earlier this year. I'm glad we had a chance to hear about what the mariners themselves have gone through. Their story has been overlooked, in my opinion.

Collectively, the guest speakers reinforced a feeling of solidarity among the MTD, its affiliates, our partners in the military and our international brothers and sisters around the world. We share many of the same goals and it's usually no exaggeration to say we're all in this together.

One of our guests, Dr. Sal Mercogliano, shared the interesting story of his largely unplanned rise to relative fame as a YouTube maritime spokesperson. He made some great points about how we can utilize social media to promote and grow our industry – and how we can also use it to make sure people understand the facts about maritime. Both the SIU and the MTD have "upped our game" on social media in recent years, and we'll continue investing in the mediums.

Weeks after the meetings, Sal posted a very worthwhile video explaining our nation's sealift components, and cautioning against what may be a haphazard move to lay up some Army prepositioning ships. The situation is still fluid, but be assured that your union is actively working to protect your jobs and to maintain a dialogue about any plans for those vessels.

MARAD Gathering Addresses Mariner Work-Life Balance

Mariners, officials and industry leaders convened at the Department of Transportation in Washington, D.C. on April 16 to discuss potential work-life balance improvements for merchant mariners.

Maritime Administrator Ann Phillips opened the symposium with an overview, which was immediately followed by remarks from SIU member Fr. **Sinclair Oubre**.

Phillips stated, "My goal as maritime administrator, consistent with our mission, is that maritime industry stakeholders create a collective sustainable balance between mariner work and life so that we can recruit and retain mariners to keep their valuable skills afloat."

Oubre's address focused on the importance of the merchant marine and how central its duties are to the proper functioning of many industries that support our nation. He asserted that in order to improve work-life balance in this industry, merchant mariners need to be assured of the dignity of their station and of the work in general.

"When people see and respect merchant mariners like airline crews, we will have an easier time

recruiting the next generation of merchant mariners for our ships, our boats, and our tugs," Oubre said.

He also emphasized the need for people to be able to envision themselves living a life at sea, which would strengthen recruiting efforts.

"I acknowledge the good work that MARAD has already done in developing a high school curriculum and the development of a maritime high school, but I truly believe that to capture the imagination of our young people to become future mariners, it's going to start earlier and it's going to start in first and second grade when we read them 'Scuffy the Tugboat' books. In those early years when they read 'Treasure Island' and '2,000 Leagues Under the Sea', it will open their imagination to life at sea," he said.

He stressed the importance of mentoring the next generation of merchant sailors as well as fostering affection for maritime careers, as "the love of being at sea has been the driving spirit of the merchant mariners for centuries."

According to Oubre, mitigating challenges such as the cumbersome renewal process for documents, medical cards, endorsements and training (among

other suggestions) could help make the industry more attractive.

Later, there were two panels dedicated to discussing new methods for enhancing mariner work-life balance, and a conversation with officials followed by breakout sessions. Those groups included representatives from the Coast Guard, maritime unions, SIU-contracted companies, the Military Sealift Command, MARAD and more.

SIU Vice President George Tricker was among the attendees.

The panelists touched on concerns like career progression, training, early exodus from sailing, and more.



Fr. Sinclair Oubre

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The SIU engaged an environmentally friendly printer for the production of this newspaper.

NMC Extends Grace Period For Credential Renewals

The U.S. Coast Guard's National Maritime Center (NMC) in late April announced a substantial extension of the grace period for document renewal.

Although identified as a temporary extension, the policy letter also "is effective immediately and will remain in effect indefinitely," according to the NMC.

The notification reads in part, "This policy letter will allow mariners to renew a merchant mariner credential (MMC) up to 6 years after its expiration without taking the complete original examination. All other credentialing requirements for renewal after expiration remain unchanged, and so in some circumstances an open book examination may be required in accordance with 46 CFR 10.227(e)(1).

"Mariners who had previously applied for renewal of their MMC after the 1-year grace period had expired may re-apply for renewal if they are within the new, extended grace period," the letter continues. "A new application will be necessary, including payment of required fees, per 46 CFR 10.219. If you have a current approval to test letter issued by the National Maritime Center (NMC) to re-instate an MMC expired beyond the 1-year administrative grace period but within 6 years, please contact the NMC at iasknmc@uscg.mil or (888) 427-5662."

Questions or feedback may be directed to MMCPolicy@uscg.mil or (202) 372-2357. The original policy letter is available on the SIU website.

Maritime Trades Department Tackles Key Issues

The venue and format were new, but the aim of the Maritime Trades Department (MTD) Executive Board remained familiar when the group convened April 25 at AFL-CIO headquarters.

Through a series of approved statements and input from guest speakers, the board focused on promoting all segments of American maritime while protecting the jobs of rank-and-file members of MTD affiliate unions, including the SIU.

In years past, the board's winter meeting often took place in Florida as a two-day gathering. This year's session happened in the nation's capital (a little later on the calendar) and wrapped up in a single day, as planned.

SIU President David Heindel also serves as president of the MTD, a constitutional department of the AFL-CIO. The MTD includes 25 affiliates and 21 port maritime councils across the country that team up for grassroots action and community service.

Heindel chaired the meeting and was assisted by MTD Executive Secretary-Treasurer Mark Clements.

In order of appearance, the board heard from the following speakers: AFL-CIO Secretary-Treasurer Fred Redmond; Gwee Guo Duan, assistant general secretary of the Singapore Maritime Officers Union; Adam Tindall-Schlicht, administrator of the Great Lakes St. Lawrence Seaway Development Corporation; Michael Wessel, commissioner on the U.S.-China Economic and Security Review Commission; AFL-CIO Director of Advocacy Jody Calemine; Marine Engineers' Beneficial Association (MEBA) Secretary-Treasurer Roland "Rex" Rexha; and popular YouTube personality Dr. Sal Mercogliano. U.S. Transportation Command commanding officer Gen. Jacqueline Van Ovost addressed the board via a prerecorded video.

The SIU had a strong presence at the meeting. In addition to Heindel, attendees included Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski, Vice Presidents George Tricker, Joseph Soresi, Nicholas Celona and Bryan Powell, Assistant Vice Presidents Kris Hopkins and Amancio Crespo, and Port Agents Mario Torrey, John Hoskins and Hazel Galbiso.

In his opening remarks, Heindel paid tribute to his predecessor, the late SIU/MTD President Michael Sacco, who passed away late last year.

"Mike was many things, but when it came to business, he ultimately was a pragmatist," Heindel stated. "He believed in getting the job done the right way, without taking shortcuts, and he kept us moving forward at all times."

Heindel also touched on progress made by various port councils; the U.S. Merchant Marine's role in assisting with humanitarian aid in Gaza; the shipping crisis in the Red Sea; the recent, tragic accident in Baltimore involving the Key Bridge; the trade petition spearheaded by the Steelworkers that involves both China and domestic shipbuilding; and more.

Redmond welcomed board members and guests to the building. He thanked the MTD for its support



AFL-CIO Secretary-Treasurer Fred Redmond (left) welcomes attendees. SIU/MTD President David Heindel is at right.



MEBA Secretary-Treasurer Roland "Rex" Rexha (right) describes a big win for his union as MTD Executive Secretary-Treasurer Mark Clements listens.

of his and AFL-CIO President Liz Shuler's administration and emphasized the importance of this year's elections.

Duan - accompanied by Chen Chuanyi, executive secretary of the Singapore Organization of Seamen - updated the board on what mariners from the *Dali* (the ship that struck the Key Bridge) have been facing since the accident. Those two unions represent the officers and crew. Duan and Chuanyi met with them aboard the ship the day before the meeting; Duan was candid in describing how the mariners truly appreciate the international solidarity they've received, including from the MTD, but how they're also experiencing a lot of stress.

Tindall-Schlicht reviewed his organization's latest activities, while Wessel provided details about the petition aimed at holding China accountable for unfair trading practices.

In the afternoon session, Van Ovost (via video) emphasized the partnership between the military and the commercial maritime industry. Calemine, a lifelong union advocate, described the initial experiences in his new job (he recently replaced longtime stalwart Bill Samuel), while Rexha explained how his union emerged victorious after a 13-year battle to secure a new contract for mariners aboard Staten Island Ferry vessels. Mercogliano wrapped up the proceedings by sharing how he has grown his maritime-themed YouTube channel to reach a wide audience, and encouraged others to also utilize social

media to promote their respective organizations and the industry as a whole.

The meeting also included a detailed report from Clements on various port council activities - and the formal welcoming of the MTD's newest affiliate, the International Federation of Professional and Technical Engineers.

Additional meeting coverage is available on the SIU and MTD websites and on the next two pages



AFL-CIO Director of Advocacy Jody Calemine discusses some of his goals for the federation.



SIU/MTD President David Heindel (right), through his decades of experience with the International Transport Workers' Federation, already knew Singapore maritime union officials (from left) Gwee Guo Duan and Chen Chuanyi before welcoming them to the nation's capital.

Gen. Van Ovost Emphasizes Maritime's Vital Importance

The commanding officer of the United States Transportation Command (TRANSCOM) recently reiterated her ardent support of the U.S. Merchant Marine.

Addressing the Maritime Trades Department (MTD) Executive Board via video on April 25, Gen. Jacqueline Van Ovost also made it crystal clear that America's national, economic and homeland security depend on maintaining a vibrant maritime industry.

Her remarks, aired at the board's meeting at AFL-CIO headquarters, included a warm tribute to the late MTD/SIU President Michael Sacco, who passed away in late 2023.

SIU President David Heindel also serves as president of the MTD.

Gen. Van Ovost stated, "America's economic prosperity is delivered on the oceans, and America's national security is rooted in it. All of you in the Maritime Trades Department and your organizations and affiliates are key to maintaining our collective prosperity. Your unwavering commitment and unquestionable expertise in maritime trades, anchored by your professionalism and patriotism, are the reasons why we continue to prosper today in a free and open world. It's these qualities that make you such an important part of the TRANSCOM team. We rest assured knowing that when we are called, our partners in the maritime industry will be right there along with us to ensure the defense of our nation."

The general pointed out that recent months have been especially active and high-profile for the maritime industry.

"I hope that you pause to reflect on how important the work you've done this past year has been to our nation's success," Gen. Van Ovost said. "Throughout the year, you continue to play a massive part in our country's commitment to support the people of Ukraine against Russia's unjustified and unprovoked invasion. Your efforts ... have had immeasurable impacts on global peace and security.

"And of course, there's the Red Sea," she continued. "Houthi attacks on merchant vessels following Hamas' horrific attacks on Oct. 7 threaten freedom



Attendees watch the TRANSCOM video at AFL-CIO headquarters.

of navigation, global shipping and economic security. With nearly 12% of global trade transiting the Red Sea, any disruption has major impacts on all countries, affecting millions of people who rely on the food, medicine, fuel and other essential supplies carried through it.... Thank you for your contributions to balance threat mitigation with executing national requirements. It took a team effort. Your commitment to the longstanding partnership between the military and maritime industry is greatly appreciated. And I hope you take great pride knowing that through these events, you have honored your legacy and commitments to our nation, in peace and war."

Gen. Van Ovost pointed out that sealift is often "the most cost-effective and efficient mode of transporting goods and supplies," and with that in mind, "we rely on a strong maritime industrial base ensuring access to modern vessels, shipyards, repair facilities and drydocks and skilled workers.... We must prioritize expanding the fleet of American-owned, American-flagged and American-crewed vessels through reflagging foreign ships and producing our own."

She then reinforced her support of the Jones Act, the Tanker Security Program and other foundational components of American maritime.

Reflecting on President Sacco, who had retired in early 2023, Gen. Van Ovost said his passing "filled us all with immense sadness. Mike embodied what it means to serve, dedicating 65 years to the maritime industry and four years in our great Air Force (he was a veteran).... We remember Mike as being a wonderful partner to TRANSCOM and we will miss him dearly. As we build upon Mike's legacy, the partnership between our organizations has never been stronger."

Gen. Van Ovost concluded, "Our future is on the water. So thank you for your professionalism, dedication and patriotism in service to our nation. And a big thank you to President Heindel for his leadership and partnership. I'm grateful for your abilities to chart a course for the nation and the maritime workforce on which our national prosperity and defense depends. We are a maritime nation. America was at our birth, and we sailed the oceans to global prominence. And it's imperative that we maintain our strength as a maritime nation today. Together, we deliver."

Popular YouTube Host Advocates for Maritime Careers

Dr. Sal Mercogliano didn't aim to become one of the most recognizable faces in American maritime - but now that he's firmly established in that role, he wants people to know about career opportunities in the U.S. Merchant Marine.

Mercogliano, a full-time college professor and department chair and former mariner, is best known to the public as the host of the popular YouTube channel "What's Going on with Shipping" (approaching 300,000 subscribers as of late April). He addressed the Maritime Trades Department (MTD) Executive Board April 25 in the nation's capital.

"I teach in a four-year college," he told the board. "I'm supposed to be the liberal college professor who tells you that the college degree is the end-all, be-all, and I tell my students (on) day one, if you want a good, high-paying job, quit college right now and I can get you a job in a minute (in maritime) that will pay you six figures fairly quickly. Now, that comes with limitations sometimes, but you can go do that."

He later added, "I am an unabashed fan of the U.S. Merchant Marine. I am one of those people who thinks that we can still fix what we have. I'm a historian. I can tell you what we came back from in the 1920s and 1930s.... When I see somebody wanting to blame everything on the Jones Act, I can't help but go after them and say that's wrong."

MTD/SIU President David Heindel introduced Mercogliano and thanked him for posting accurate information about the maritime industry.

"If knowledgeable people aren't out there setting the record straight, the maritime industry will fall victim to the same misinformation and disinformation that plagues much of the media today," Heindel said.



Dr. Sal Mercogliano

Mercogliano, who sailed for three years on his license, told the audience at AFL-CIO headquarters about his surging online growth in recent years.

"It happened by complete accident," said Mercogliano, 56, who works at Campbell University in Buies Creek, North Carolina.

He had run a YouTube channel for many years prior to 2021 but mainly used it to post videos of collegiate lectures. Then, he recorded and shared a segment about the *Ever Given* disaster in the Suez Canal. That proved to be the launching point for "What's Going on with Shipping," which now features a library of more

than 700 videos. Some of the individual offerings have garnered more than a million views, including one with more than three million.

He said the channel's success "shows a thirst out there for knowledge about the maritime industry." (Mercogliano also said that his teenage son helps him not only with technical support but also with keeping the channel in perspective. When the elder Mercogliano mentioned his recent video that surged past three million views, the younger one "in a second, will pull up a video of a potato ship rotating around to Funkytown that has 35 million views. Immediately puts me back in my place.")

Mercogliano, who also teaches an online class for the U.S. Merchant Marine Academy and works as a volunteer firefighter, encouraged attendees to take advantage of social media's reach.

"One of the things that I've realized is that social media provides access to groups that are unfamiliar" with maritime, he said. "I want to convey to you how important I think social media is. We know how difficult it is to get people to come work for all your unions and do the jobs we want to do. One of the problems is just the lack of knowledge of the industries and the job opportunities that are out there."

He said he'd be happy to utilize his channel to assist the MTD and its affiliates, and encouraged everyone to be patient in building and growing their own respective social-media presences.

"It's not simple and it's not easy," he concluded. "It took me a long time. When I posted a six-minute video, it took me 30 years (to reach that level of subject knowledge and proficiency), not six minutes. So, don't get discouraged. This is a great opportunity."

Commissioner Outlines Importance Of Regaining Shipbuilding Capacity

As China continues pouring billions of dollars into its maritime industry each year, the United States has a difficult but viable path to start closing the chasm between the nations' respective shipbuilding prowess.

That was a key point delivered by Michael Wessel at the Maritime Trades Department (MTD) meeting on April 25 in Washington, D.C. Wessel serves on the U.S.-China Economic and Security Review Commission. In that capacity and others, he has worked with the MTD and its affiliates for nearly a half-century.

"Your union leadership understands very well what it meant to allow China into the World Trade Organization and the devastating impact it had not only on workers' interests around the globe, but human rights and national security," Wessel told the board. "We have been working together over many years to try and address those challenges."

He continued, "China has made clear ... that in maritime logistics, shipbuilding, it wants to dominate global commerce.... So, we have drafted the petition alongside MTD and others to try and address some of these challenges. You well know the breadth of these issues. It includes tens of billions of dollars of subsidies."

He described the imbalance between China's shipyards and U.S. facilities, pointing out that in 2023, the U.S. built 10 oceangoing vessels compared to 1,000 produced in China.

"As China's shipyards continue to expand, last year they accounted for over 47% of the new builds (worldwide) and 55% of all orders," Wessel said.

He added that U.S. Navy Secretary Carlos Del Toro recently said China has more than a dozen shipyards with more capacity apiece than all of the U.S. major yards combined.

"And you've all heard about Chinese involvement in ship to shore cranes and how they are able to use not only surveillance but potentially denial of service



Michael Wessel describes new U.S. efforts to boost domestic shipbuilding.

opportunities to shut down cranes at all ports," Wessel said. "And that's a major security threat as well. In addition, just for the national security area, the last

three dry docks purchased by the U.S. Navy to repair and maintain their ships were purchased from the Chinese. No ships in the Maritime Security Program or Transportation Security Program were built in U.S. yards, and the last three ships for the MSP are all built by Chinese shipbuilders."

In light of these considerations, the MTD and other labor organizations recently teamed up and filed a petition with the United States Trade Representative (USTR). After reviewing the filing, the USTR is initiating an investigation of acts, policies, and practices of the People's Republic of China (PRC) targeting the maritime, logistics, and shipbuilding sectors for dominance.

"It's close to a 5,000-page petition," Wessel noted. "It outlines a broad range of Chinese policies and practices that undermine our national and economic security. But the real question is, what do we do about it? The remedy that is proposed in the petition is a fee per ton on Chinese-built vessels entering a U.S. port that will be tonnage- and age-based.... As time proceeds, those fees will go up to try and deter foreign shipping lines from utilizing the ships as we seek to expand U.S. capacity to build them. The revenue from such a fee would be used to support a U.S. commercial shipbuilding restoration fund, which would be available to the shipbuilders as well as to the supply base - and most importantly, to make sure that we are able to train the workers that are needed throughout this supply chain."

Other measures in the petition aim to encourage transporting liquefied natural gas on U.S. bottoms with U.S. mariners, and strengthen the Jones Act.

Wessel noted President Biden's strong support of the petition. Responding to the filing, Biden said, "As long as I am president, I'll fight for U.S. workers and jobs."

Great Lakes Administrator Emphasizes Progress

As a featured speaker at the Maritime Trades Department (MTD) meeting on April 25 in Washington, D.C., Adam Tindall-Schlicht spoke on the importance of maintaining, upgrading and preserving the lakes and inland waterways that make up the U.S. side of the Great Lakes system.

Tindall-Schlicht serves as the eleventh Administrator of the Great Lakes St. Lawrence Seaway Development Corporation (GLS), an operating administration of the U.S. Department of Transportation. As described by the Department of Transportation, "Administrator Tindall-Schlicht oversees the federal corporation responsible for the operation and maintenance of the U.S. portion of the St. Lawrence Seaway between Montréal and Lake Erie." Prior to that, he served as the Director of the Port Milwaukee from 2018 to 2022.

He began by saying, "It is an honor to be with you today, with such a distinguished table representing our maritime industry community, and for the opportunity to express my gratitude for the leadership of this body. Both in my former role as Director of the Port of Milwaukee, and now as COA Administrator within the Biden-Harris administration, I've seen firsthand the dedication, the expertise and the invaluable partnerships that those at this table have helped form while we continue to contribute to the success and the shared endeavors of the maritime industry, and indeed within the Great Lakes region, of which I primarily serve."

He then talked about the complexities involved in the operation of the locks system, before adding, "Central to these achievements is our unwavering commitment to our workforce. With 134 dedicated government employees of the Seaway - the majority of whom are skilled maritime trade professionals - we ensure reliable and efficient cargo movement. We bolster high-quality jobs, on both sides of the border. And indeed, the Great Lakes Seaway system, for almost 70

years, has stood as a testament to the collective efforts of these heroes of our maritime industry."

Evoking the theme of a statement which would be adopted later in the day, he spoke about the next generation of mariners, saying, "As I look toward future generations of our industry, the GLS is very supportive of the recent executive order issued by President Biden



Adam Tindall-Schlicht

related to expanding the use of registered apprenticeships in the maritime industry particularly, and we continue to examine how the GLS itself can best support new professional development initiatives for our unionized employees."

He then highlighted a recent victory, pointing out, "To underscore the immense potential of waterways and of maritime activity, we are creating new economies, and certainly creating new opportunities for Great Lakes-based maritime workers. I also have to say that our collaboration with other government entities is working as well, including trusted bi-national partners, like again the Canadian St. Lawrence Seaway, the U.S. Coast Guard and the Canadian Coast Guard, with whom we recently established a new cooperative vessel traffic service working group and agreement. The agreement exemplifies a commitment to enhancing workplace safety for our mariners lowering operating costs on board and on land, and achieving greater efficiencies in the movement of freight within the system."

Later, he spoke about recent improvements made to the GLS: "Of course, we must acknowledge and highlight President Biden's historic infrastructure bill, as these significant improvements continue to be allocated to port infrastructure development projects throughout the Great Lakes region that I oversee. Projects currently range from infrastructure improvements at port terminals, to renewable energy initiatives. All told, this work underscores the President's commitment to fostering economic growth and sustainability, while creating new U.S. jobs again in the maritime sector." He then listed the many recently completed or currently underway projects in the region.

"As I look around, at those of you in this room, I know that we share optimism. We share careful determination. And we carry a sense of purpose as we do this work together," he concluded.



Maersk Kinloss Crew Assists Refugees

Pictured from left aboard the *Kinloss* are (back row) ABW Victor Valencia, DEU Mauricio Vega, ABW Jose Calix, ABM Edwin Salada, QMED Anatoli Vetsinov, Electrician Chris Eason, Chief Engineer Michael Rugarber, First Engineer Joseph Jacovino III, Third Engineer Andrew Pellechia, Second Engineer Ronald Forte Jr., (front row) Capt. Vitaly Kuznetsoff, Second Mate Benedict Choi, ABM Mohamed Mosed, ABW Edgardo Martinez, Recertified Bosun Raffy Giray, SA Ramon Lino, and Recertified Steward Caezar Mercado. Not pictured are Third Mate Benjamin Engel (on watch) and Chief Mate Mitchell Chisholm (taking the photo).

The crew aboard the *Maersk Kinloss* recently assisted refugees who were marooned on an inflatable boat in the Atlantic Ocean, somewhere between Morocco and the Canary Islands.

The successful outreach happened April 19, starting around 5:30 a.m., after the *Kinloss* had received a distress call regarding the stranded boat from Las Palmas Rescue Coordination Center (RCC), located in the Canary Islands.

Recertified Bosun **Raffy Giray** said he's grateful to have learned the skills necessary for this kind of assistance.

"I want to thank the SIU for the training they provide for a situation like this," Giray said. "I'm thankful that we were equipped and ready to provide help to others when they needed it most."

The overcrowded, 20-foot, inflatable boat held approximately 50 people, including several children. It was equipped with a failing outrig engine, but had no communication gear. According to a news report, an unidentified witness said a nearby fishing trawler first sent the distress signal on behalf of the boat.

The *Kinloss* promptly diverted its course to assist the disabled boat, since they were about 15 nautical miles away when the call was received. The crew continued communications with the RCC while a rescue boat, *Al Manar*, was dispatched from Morocco, but it would be at least four hours until that ship's arrival.

Once on site, the *Kinloss* crew passed several lines to the smaller boat, the first of which was used to stabilize the inflatable craft alongside the vessel.

"While waiting for the rescue boat to arrive, our crew provided blankets, water, fruits and sandwiches for the people inside the boat," said *Kinloss* vessel master Capt. Vitaly Kuznetsoff. "Fortunately, the weather was calm, which made the operation that much better."

Due to security concerns, migrants were not allowed to board the *Kinloss*. Instead, the *Kinloss* crew stayed with them for several hours until the *Al Manar* arrived, according to another crew member.

Shortly before noon, all of the boat's occupants had been picked up by the Moroccan vessel.

"Upon arrival of the SAR vessel ... the passengers were successfully transferred from their boat to the *Al Manar*, and the *Maersk Kinloss* resumed her voyage," Maersk spokesperson Kevin Doell said. "We commend the exceptional seamanship and unwavering duty of care demonstrated by the American officers and crew of the *Maersk Kinloss* during their timely assistance."

SIU members aboard the *Kinloss* during this mission included Bosun Giray, ABs **Edgardo Martinez Espada**, **Edwin Salada**, **Mohamed Mosed**, **Victor Valencia**, **Mario Suazo** and **Jose Calix**, QMED Anatoli Vetsinov, Electrician **Christopher Eason**, DEU **Mauricio Vega**, Wiper **Akil Spruill**, Recertified Steward **Caezar Mercado**, Chief Cook **William Fortner** and SA **Ramon Lino**.



These photos show various stages of the mission, including the arrival of the rescue boat from Morocco.



Seafarers International House Honors 3

The SIU had a strong turnout for this year's Setting the Course awards dinner, hosted by Seafarers International House. The annual event honors individuals from the maritime industry while generating support for thousands of mariners who call on U.S. northeastern ports each year.

The 2024 honorees were Katie Higginbottom, head of the International Transport Workers' Federation (ITF) Trust; TOTE Group President and CEO Tim

Nolan; and Government Fleet Representative Randi Ciszewski from the International Organization of Masters, Mates & Pilots (MM&P). Higginbottom and Nolan received "Outstanding Friend of Seafarers" awards, while Ciszewski garnered the Special Recognition for Service to Seafarers honor.

Seafarers International House is a New York-based port mission that was founded 151 years ago. In a post-event communication, the organization said, "Thank

you to all who participated in making the 2024 Setting the Course reception a success.... With the help of many dedicated supporters and our esteemed honorees we exceeded our net goal and will continue to care for thousands of mariners in the ports of Albany, Baltimore, Duluth, New Haven, and New York and New Jersey and offer them affordable accommodations in New York City."



Pictured from left are 2024 honorees Katie Higginbottom, Randi Ciszewski and Tim Nolan.



Showing support for the mission and the honorees are SIU personnel (seated, from left) Representative Jordan Esopa, VP Joseph Soresi, President David Heindel, Secretary-Treasurer Tom Orzechowski, VP George Tricker, (standing) Patrolman Ozzy Ramos, Port Agent Ray Henderson, and Exec. VP Augie Tellez.

Notice

Trustees Announce Increased Benefit

The Board of Trustees of the Seafarers Health and Benefits Plan are pleased to announce that they have increased the number of visits the Plan provides for physical, occupational, pulmonary, speech, and cognitive therapies to treat a non-catastrophic medical condition. Effective May 1, 2024, the Plan will increase this benefit from forty (40) to sixty (60) visits per year, for all of these therapies combined.

This benefit applies to mariners and their dependents at the Core-Plus level, and to Pensioners who are not yet eligible for Medicare, but are eligible for health benefits from the Plan. Some examples of non-catastrophic medical conditions that this benefit applies to are autism, delayed development, or therapy needed after a broken bone or sprain.

The Plan also provides a separate benefit for rehabilitation after a catastrophic medical condition, such as a stroke or a serious injury. This benefit is not changing. The Plan provides benefits for a total of forty (40) visits for physical, occupational, pulmonary, speech, and cognitive therapies to treat a catastrophic medical condition. The catastrophic benefit is available to mariners and their dependents at the Core-Plus level, and non-Medicare pensioners and their dependents.

If you have any questions about this benefit, please contact the Plan at 800-252-4674.

Members Welcome Congresswoman



Seafarers met with a special guest at the April membership meeting in Tacoma, Washington: U.S. Rep. Marilyn Strickland (center). She reiterated her support for the U.S. Merchant Marine and for workers' rights. Pictured from left are Steward/Baker Matthew Conyac, SA Naila Kling, Strickland, Chief Cook Nadine Nomed-Ryf, and SA Rami Kassem.

2024 SIU Election Absentee Voting Info

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2024 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when request-

ing an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Capital Gateway Drive, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2024 and must be received at 5201 Capital Gateway Drive, Camp Springs, MD 20746 no later than Nov. 25, 2024.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot"

and a mailing envelope no later than Nov. 30, 2024.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2024 and received by the bank depository no later than Jan. 5, 2025.

At Sea & Ashore with the SIU



B-BOOK IN ALGONAC – AB Abdulrab Said (left) picks up his book at the hiring hall. He's pictured with Safety Director Jason Brown.



WEST COAST CONNECTION – SIU Wilmington Port Agent Gerret Jarman (right) and Chief Cook Andrea Sharpe (second from left) recently teamed up for a recruiting visit to Los Angeles Trade-Technical College. Sharpe provided in-depth information about the steward department; both Seafarers discussed the union and the solid viability of a career in the U.S. Merchant Marine. Labor Studies Instructor Louis Siegel is at left, while Culinary Instructor Edith Garnica is second from right.



B-BOOK IN WILMINGTON – GUDE Anpeng Sun (second from left) receives his book at the hiring hall. He's pictured with (from left) SIU VP West Coast Nick Marrone, SIU Port Agent Gerret Jarman and SIU Secretary-Treasurer Tom Orzechowski. (Sun is the son of Chief Steward Maili Wang.)



ABOARD ARC INDEPENDENCE – SIU Jersey City Patrolman Ozzy Ramos (left) meets with Seafarers aboard the TOTE vessel on April 16 in the port of Davisville, Rhode Island. Pictured from left (starting second from left) are Recertified Steward Gerald Hyman, Chief Cook Evelyn Cruz, SA Thomas Cyrus and Bosun Victor Eligio.



WIN FOR WORKERS – Retired Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan (right) celebrates with members of UAW Local 42 in Tennessee immediately following the union's win at the VW plant in Chattanooga. AFL-CIO President Liz Shuler stated, "The victory at Volkswagen's plant in Tennessee marks a historic milestone for workers across the state and the broader South."



SAILING FROM TEXAS – The SIU-crewed *ARC Resolve* (TOTE) is pictured in Galveston, courtesy of ace photographer/SIU pensioner John Cox.



PROMOTING MARITIME – SIU VP Bryan Powell (left) meets with U.S. Sen. Debbie Stabenow (D-Michigan) at the Senator's office in Washington, D.C. Powell was on hand April 10 to help present an award from the Great Lakes Maritime Task Force (GLMTF) recognizing the significant contributions she has made throughout her Congressional career protecting the Great Navigation System and supporting American jobs with investment in U.S.-flagged Great Lakes shipping.

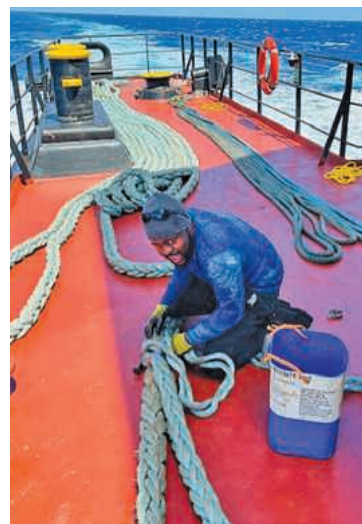


WELCOME ASHORE IN NORFOLK – Steward/Baker Douglas Flynn (left) picks up his first pension check at the hiring hall. Flynn joined the union in 1995. He's pictured with an old shipmate: SIU Port Agent Mario Torrey. The two sailed together aboard the *USNS Brittin*.



ABOARD EL COQUI – Pictured from left on the *Intrepid* ship are Chief Cook Jesus Mendez, Safety Director Ricky Rivera and Steward/Baker Jesus Pacheco.

At Sea & Ashore with the SIU



ABOARD GEORGE II – As reported in last month's *LOG*, Seafarers-contracted Pasha Hawaii recently christened the *George II* (formerly *Horizon Reliance*) following the ship's retrofitting to run on liquefied natural gas. Pictured aboard the vessel are (group photo, from left) SA Ostin Harry, Chief Steward Ian Schluder, Chief Cook Abraham Elsayw, (second from left) ABM Harold Harper and (remaining non-food photo) ABM Dominique Johnson. Some of the spoils of a recent shipboard cookout are shown in the other photo.



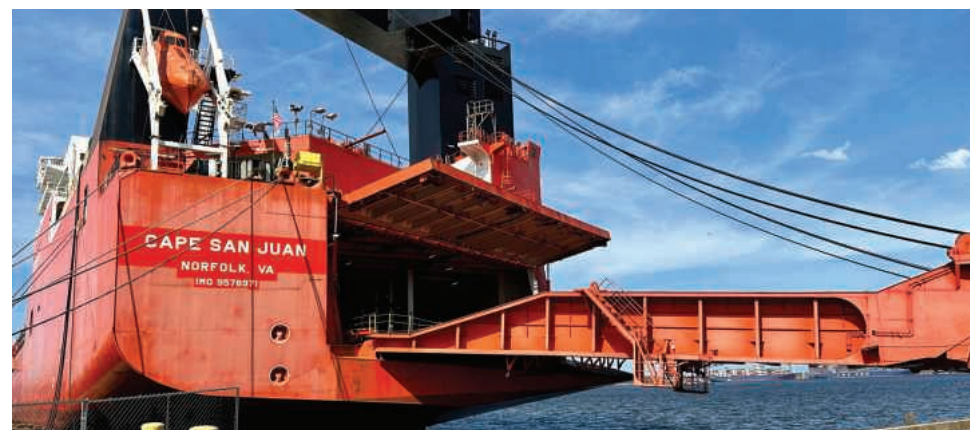
MILESTONE IN SUNSHINE STATE – Chief Steward George Egbert (left) receives his A-seniority book. He's pictured at the Fort Lauderdale, Florida, hall with SIU Asst. VP Kris Hopkins.

WELCOME ASHORE (TIMES 2) IN HOUSTON – Two longtime members recently picked up their respective first pension checks at the hiring hall. In photo above, left, Capt. C.R. "Junior" Branch (center), who spent his entire 27-year SIU career sailing with G&H Towing is pictured with SIU Asst. VP Mike Russo (right) and Patrolman J.B. Niday. Remaining photo includes Recertified Bosun David Graves (center), pictured with SIU Patrolmen Kirk Pegan (left) and J.B. Niday. Graves started sailing with the SIU in 1990.



ON THE RECRUITING TRAIL – SIU Port Agent Ashley Nelson (left) and Safety Director Adam Bucalo man a table at a career fair hosted by Better Together in partnership with Northside Community Involvement, Inc. The event took place at the Northside Church of Christ in Jacksonville, Florida.

PULLING INTO PORT – The *Liberty Eagle* (Liberty Maritime) arrives in Longview, Washington, on April 23. Photo and subsequent servicing by SIU Patrolman Dennison Forsman.



ABOARD CAPE SAN JUAN – Pictured from left in the group photo are SIU Patrolman Josh Rawls, Steward/Baker Pavel Kremen, AB Raymond Jones, Bosun Mark Brownell, QEE Malcolm Haynes, and SIU Port Agent Mario Torrey. The Crowley-operated vessel was serviced April 30.

At Sea & Ashore with the SIU



WELCOME ASHORE IN TACOMA – Chief Cook Irena Jansome (right) receives her first pension check at the hiring hall. She started sailing with the SIU in 2002. At left is SIU Asst. VP Joe Vincenzo.



ABOARD ALASKAN NAVIGATOR – Pictured in the larger group photo on the Alaska Tanker Co. vessel are (front) DEU Nabil Said, (middle row) AB Bernardino Eda, QMED Lee Peterson, SA Hayel Omer, (back row) Chief Cook Kristine Lacey, Bosun Donny Castillo, DEU Nassr Shayef, QMED Anne Scott, and Recertified Steward Albert Sison. The other photo features the galley gang: Omer, Lacey, and Sison.



ABOARD MAERSK KANSAS – Bosun Kyle Silva (right) and Paul Hall Center Apprentice Malik Rainey are pictured near the end of their trip aboard the Maersk Line, Limited vessel.



OUTREACH IN COMMONWEALTH – The union and its affiliated school continue to invest in tomorrow's workforce. Pictured during a recent career fair at Naval Station Norfolk (Virginia) are SIU Port Agent Mario Torrey (right) and SIU Patrolman Josh Rawls.



MEETING WITH SENATOR – SIU VP West Coast Nick Marrone is pictured with pro-maritime U.S. Sen. Maria Cantwell (D-Washington) in Concord, California, at a luncheon hosted by Seafarers-contracted Patriot. They discussed the importance of the U.S. Merchant Marine and how to continue promoting the industry.



CONGRATS IN SAN JUAN – AB Reisa Martinez (right) receives her A-seniority book. She's pictured at the hiring hall with SIU Asst. VP Amancio Crespo.



ABOARD USNS ALGOL – Mariners from the *USNS Algol* and *USNS Capella* (Ocean Duchess) enjoy breakfast while sharing some sea stories in San Francisco. From left: Bosun Anthony Pace, GUDE Rodolfo Ludovice, Recertified Steward Danta Cruz, Third Engineer Marcelino Cayabyab, Recertified Bosun Ritche Acuman, Third Mate Gavino Octaviano, AB Rolando Dinong.

All For A Great Cause

Waterfront Classic Supports Veterans Organization

On May 16, as day broke and the sun lifted above the horizon in scenic Piney Point, Maryland, participants in the 9th Annual Seafarers Waterfront Classic emerged from the Paul Hall Center (PHC) and made their way to the docks, readying their rods for rockfish.

This marks the second year that the fishing tournament/fundraising event has been reinstated following a hiatus due to the COVID-19 pandemic, as well as the second year when proceeds from the event went toward the families of military veterans and first responders served by the Virginia-based Boulder Crest Foundation.

The balmy 70-degree weather, complete with overcast skies and slight, strong winds, provided ideal conditions for the 131 fishers at the Classic. Fishing activity in the Potomac River was forecasted to be high from 7 a.m. until noon, coinciding with the time the boats left the pier. In record-breaking time, the 16 boats, many having caught their limit before noon, returned to shore with a total of 531 lbs. of fish caught.

Due to emergency regulations put into place last year by the Maryland Department of Natural Resources, in order to protect spawning striped bass, the limit during the Waterfront Classic was one fish per person, per day. Fish caught and kept also had to be between 19 and 24 inches.

Following the tournament, Waterfront Classic participants gathered to network as galley staff prepared several dishes with the rockfish that were caught that day.

Preceding the dinner, which consisted of various iterations of the catch of the day, SIU Vice President Contracts George Tricker led the awards ceremony, commencing with acknowledgements from SIU President David Heindel.

Guitar in hand, SIU Vice President Gulf Coast Dean Corgey then performed an original song titled "Brotherhood of the Sea," written to honor the late SIU President Mike Sacco, who passed away late last year.

Maersk Line, Limited Vice President Ed Hanley spoke briefly about Boulder Crest before introducing Janet Reid, Director of Philanthropy for the Boulder Crest Foundation. Reid announced an upcoming initiative to broaden the scope of participation in the organization's core principle of "post-traumatic growth" (PTG).

"We're launching a certification program for mental health professionals meant to democratize PTG so that people who are encountering traumatic circumstances outside of service first responders or veterans can also be trained in these practices," Reid said.

Following her remarks, participants who caught the largest fish from each boat received fish-shaped trophies. Weighing in at 5.5 lbs., the top catch of the day went to Dr. Phillip Steiner of Steiner Vision.

SIU Pensioner **Nick Grassia** contributed a painting which was auctioned off for \$450, which also served as another donation to the Boulder Crest Foundation.

According to numerous attendees, this year's Waterfront Classic was a good time for everyone involved, both seasoned sailors and newcomers alike. One such beginner, Angela Corgey, wife of Dean Corgey, also celebrated her birthday and received a cake during the awards ceremony.

Another, Brenda Mossholder, the Accounting Systems Manager for American Roll On-Roll Off Carrier, said of her first Waterfront Classic experience, "The camaraderie that I've experienced in the past 24 hours, including the fishing tournament today was amazing," she said. "The people are very serious and dedicated to what they're doing in the industry, which I absolutely love."



Trophies were presented to the participant who caught the largest fish on each boat, and there were also some special recognition awards.



SIU President David Heindel addresses the crowd during the award ceremony. SIU VP of Contracts and SWC Chairman George Tricker is at the far right.



Janet Reid, Director of Philanthropy for the Boulder Crest Foundation, addresses the tournament participants during the award ceremony. SIU VP of Contracts and SWC Chairman George Tricker is at right.



SIU VP of Contracts and SWC Chairman George Tricker (left) displays a painting made by SIU Pensioner Nick Grassia (right) to be auctioned off for charity.





2024 Seafarers Waterfront Classic: 131 Seafarers,



The crew of the *North Star* included: SIU President David Heindel, Frank Boyland, Sherrell Hammond, Danielle Kosack, Ed Hanley, Dennis Houghton, Paul Giovino, Sadhana Duncan, JT Williams, Frank Williams, Dean Charbonnet and Paul Kakol.



The crew of the *Kitt II* included: SIU AVP Chris Westbrook, Andrew White, Ben Morvant, Chelsea Heindel and Tamika Jones.



The crew of the *Shea-D-Lady* included: SIU AVP Kris Hopkins, Robert Hicks, Joe Fischinger, Ken Hehir, Kenny Hehir, Karen Hopkins, Liz Simon and Maggie Lushina.



The crew of the *McKenzie Lee* included: Ira Douglas, Spencer Bolander, Janet Reid, Casey Wallace, Ralph Diaz and Michael Vineyard.



The crew of the *Marica II* included: SIU VP Dean Corgey, Kelly Witt, James Witt, Mike Nigro, Lisa Nigro and Angela Corgey.



The crew of the *Sea Fox* included: SIU AVP Joe Vincenzo, Michaela Barker, Sue Campbell, Ed Hagan, Greg Fortune, Cindy Fortune, Tara Mathis and Julie Sole.



The crew of the *Fin Finder* included: Ken Steiner, Fred Finger, Eric Mark, Andy Grasso, Brenda Moss-holder, Phillip Hajost, Dennis O'Neill, David Steiner, Phillip Steiner, Alexander Steiner, Cameron Steiner and Isabella Steiner.



The crew of the *Joyce Dixie* included: SIU VP Joseph Soresi, Mike Stafford, Matthew Castrovinci, Carmela Castrovinci, Jonathan Benenson, Thomas Soresi, James Murphy, Travis Omph and Joe Lawson.

Veterans and First Responders Catch for a Cause



The crew of the *Bay Quest* included: Ed Washburn, Mark Lotruglio, Gary Brunick, Andrea Gianni, Ed Dos Santos, Juan Rodriguez, David Pacheco, Steve Sears and Bobby Wieler.



The crew of the *Gerry C* included: SIU VP Pat Vandegrift, Todd Christiansen, Bob Rice, Chris Holmes, Eunice Cadorette-Young, Peter Strohla, Brian Murray, JP Marcantonio, Whitney Lanier, Chelse O'Connor and Will Sutherland.



The crew of the *Heritage* included: George Strawn, Trevor Buck, Mike Kraljevic, Giacomo Albanese, Donald Brazole, Billy Harnett, Brea Ellis and Kristy Clements.



The crew of the *Loose Knott* included: SIU VP Nicholas Celona, Amy Kennemer, John Peppe, Kari Coffelt and Ruthie Baker.



The crew of the *Lisa S* included: Manpower Director Mark von Siegel, William Campbell, Stephen Piazza, Jaiby Thomas, Dominick Brusca, Amanda Delphia, Gretchen Theriot, Henly Ervin and David Sloane.



The crew of the *Red Osprey* included: Ellen Silver, Michael Given, Cristol Given, Cathy Hand, Nadia Pecoraro, Jim Given, Diane Given.



The crew of the *Three Sons* included: Lauren Liles, Joe Atkinson, Lisa Atkinson, Julie Poggioli, Anthony Alioto and Bob Keiffer.



The crew of the *All In* included: Ryan Covert, Dave Carroll, Andy Hake, Kim Bornemann, Rich Laskey, Claire Theisen, Trish Lucius, Ronnie Caswell and Kim Caswell.



From left to right: SIU AVP Kris Hopkins, tournament winner Dr. Phillip Steiner and Maersk Line, Limited's Vice President and COO Ed Hanley.

Piney Point Training Pays Off As Crew Responds to Bobo Fire

No injuries were reported following a recent fire in the engine room of the SIU-crewed *USNS 2nd Lt. John P. Bobo* (Crowley).

The ship was carrying supplies as part of the administration's Gaza aid mission when the mishap took place April 11, two days after it had departed from Jacksonville, Florida. After crew members extinguished the fire, the ship still had partial power, and it returned to Florida a few days later.

An investigation of the accident's cause was ongoing at press time.

Recertified Bosun **Greg Jackson** credited his fellow Seafarers and the ship's officers for their teamwork.

"Like I've been telling everyone, thanks to our Joseph Sacco Firefighting and Safety School – where I've done most of my firefighting training – it paid

off," Jackson said in reference to a satellite campus of the SIU-affiliated Paul Hall Center.

The bosun said that when the ship's general alarm sounded, "I knew if you hear a fire alarm go off in the middle of the night, it's for real. I went down to my station and met the fast response team. We donned our gear.... There was a lot of smoke in the engine room, coming up through the ladder well."

The mariners followed their proper protocols and eventually extinguished the fire, which occurred in the port main engine.

Jackson added that the ship's cargo was discharged upon returning to Jacksonville.

AB Brandon Shields, asked for his assessment of the crew's response to the fire, answered, "I wouldn't fight a fire with anyone else."



Pictured from left are First Assistant Engineer John Piehl, Chief Mate Marissa Strawbridge, and Recertified Bosun Greg Jackson, some of the first mariners to respond to the emergency.



The *USNS Bobo* is pictured in Jacksonville, Florida, prior to its most recent voyage.



Among those promptly reacting to the alarm (many are pictured above) were QMED James Grant, Chief Engineer Bryan Hoffman, First Assistant Engineer Colin Clark, Second Assistant Engineer Dave Burkhardt, OS James Braithwaite, GUDE Samuel Hunter, OS Jackie Jones, AB Brandon Shields, AB Fredrick Barber, OS David Rojas, Third Mate Jeff Beasley, AB Marquis King, Third Mate Seamus Scott, and AB Samuel Albuquerque.

Seafarers Mobilize for Humanitarian Aid

The SIU-crewed *MV Roy P. Benavidez* (Ocean Duchess) recently transported cargo for use in constructing a floating pier off the Gaza shore in support of Operation Neptune Solace. According to the Pentagon, "The temporary pier will assist the United States Agency for International Development in the delivery of humanitarian aid to the people of Gaza, which will increase the quantity and flow of humanitarian aid, including food, water, medicine, and temporary shelters." These U.S. Army photos were taken in late April, location undisclosed. The deck of the *Benavidez* is prominently visible in the inset photo at right.



SIU TEXT ALERTS

Stay up to date with all of the most important SIU union news by signing up for the SIU text alert system.

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June & July Membership Meetings

Piney Point	Monday: June 3, July 8
Algonac	Friday: June 7, July 12
Baltimore	Thursday: June 6, July 11
Guam	Thursday: June 20, July 25
Honolulu	Friday: June 14, July 19
Houston	Monday: June 10, July 15
Jacksonville	Thursday: June 6, July 11
Joliet	Thursday: June 13, July 18
Mobile	Wednesday: June 12, July 17
New Orleans	Tuesday: June 11, July 16
Jersey City	Tuesday: June 4, July 9
Norfolk	Friday: June 7, July 12
Oakland	Thursday: June 13, July 18
Philadelphia	Wednesday: June 5, July 10
Port Everglades	Thursday: June 13, July 18
San Juan	Thursday: June 6, July 11
St. Louis	Friday: June 14, July 19
Tacoma	Friday: June 21, July 26
Wilmington	Monday: June 17, July 22

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from April 13 - May 13, 2024.
"Registered on the Beach" data is as of May 14, 2024.

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	21	9	2	15	6	1	6	24	9	1
Anchorage	3	3	2	1	1	2	1	4	3	0
Baltimore	1	1	0	2	3	0	2	2	2	1
Fort Lauderdale	24	11	3	14	10	1	10	29	8	7
Guam	3	2	2	3	2	0	0	3	1	2
Harvey	8	1	2	3	3	1	1	15	6	5
Honolulu	4	2	1	2	0	0	0	10	3	1
Houston	22	17	4	21	20	2	10	36	20	10
Jacksonville	30	21	4	23	18	3	15	35	24	7
Jersey City	20	7	3	13	3	1	7	31	13	2
Joliet	3	2	0	4	1	1	0	4	4	1
Mobile	10	3	1	5	6	1	4	6	2	1
Norfolk	14	10	12	8	13	7	5	23	13	10
Oakland	7	5	1	5	3	0	2	13	5	3
Philadelphia	1	0	0	1	2	0	1	4	4	0
Piney Point	1	2	1	1	0	1	0	2	2	0
Puerto Rico	9	1	1	2	1	1	2	12	1	1
Tacoma	16	9	2	8	3	1	4	32	9	7
St. Louis	1	1	0	0	0	0	0	3	3	1
Wilmington	28	10	1	18	3	2	3	49	14	7
TOTAL	226	117	42	149	98	25	73	337	146	67
Engine Department										
Algonac	2	1	1	4	0	2	3	4	3	1
Anchorage	2	1	0	1	0	0	1	1	3	1
Baltimore	5	2	1	5	0	1	2	5	1	1
Fort Lauderdale	7	4	1	7	5	0	3	10	2	3
Guam	1	0	0	2	0	0	0	0	1	0
Harvey	2	4	0	2	0	0	1	4	4	1
Honolulu	6	2	1	2	3	2	1	11	1	0
Houston	6	6	3	4	4	3	8	16	8	5
Jacksonville	21	11	4	7	13	3	7	31	13	4
Jersey City	8	6	1	4	5	0	5	12	8	1
Joliet	0	1	0	2	0	0	1	1	2	0
Mobile	2	4	0	0	3	0	2	2	3	0
Norfolk	11	14	9	12	10	4	6	14	9	7
Oakland	3	1	2	2	0	0	1	4	3	5
Philadelphia	0	0	0	0	0	0	0	1	0	0
Piney Point	3	5	1	1	3	0	2	2	3	1
Puerto Rico	3	1	1	1	1	1	0	7	1	1
Tacoma	8	6	4	2	2	1	3	11	5	4
St. Louis	1	1	0	3	1	0	1	1	1	0
Wilmington	9	2	0	5	4	1	2	15	6	1
TOTAL	100	72	29	66	54	18	49	152	77	36
Steward Department										
Algonac	5	2	0	5	0	0	0	8	5	1
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	1	0	0	1	0	0	0	0	0	0
Fort Lauderdale	6	1	0	8	1	0	3	10	3	2
Guam	4	0	1	3	0	0	0	1	0	1
Harvey	4	1	0	0	2	0	1	4	5	0
Honolulu	7	1	1	3	0	0	1	10	3	1
Houston	16	9	2	10	5	0	4	20	11	5
Jacksonville	17	15	4	7	11	3	10	26	24	6
Jersey City	12	4	0	7	3	0	1	17	5	2
Joliet	0	1	1	0	1	0	0	1	0	1
Mobile	0	0	1	2	1	1	1	3	0	0
Norfolk	18	18	6	14	18	3	10	21	14	8
Oakland	9	3	0	8	1	0	2	15	6	0
Philadelphia	2	0	0	0	0	0	0	3	0	0
Piney Point	3	7	1	2	5	0	1	4	2	1
Puerto Rico	3	5	1	3	4	0	6	5	8	1
Tacoma	5	3	3	1	3	1	2	12	7	2
St. Louis	0	0	0	0	0	0	0	1	1	0
Wilmington	21	3	1	11	4	0	5	30	10	2
TOTAL	133	74	22	85	60	8	47	191	105	33
Entry Department										
Algonac	1	3	7	0	4	4	1	2	7	15
Anchorage	0	4	0	0	1	0	1	0	5	1
Baltimore	0	2	6	0	2	3	0	0	0	4
Fort Lauderdale	0	2	10	0	3	6	0	0	4	6
Guam	0	1	0	0	1	2	0	0	0	1
Harvey	0	3	3	2	5	2	3	0	2	3
Honolulu	0	6	6	0	1	1	1	1	5	6
Houston	2	10	14	0	6	5	1	3	19	27
Jacksonville	0	36	54	1	15	28	2	1	44	116
Jersey City	0	14	26	0	8	11	2	0	16	31
Joliet	0	2	1	0	1	1	0	0	2	2
Mobile	0	0	2	0	0	3	0	0	2	2
Norfolk	1	13	35	0	4	18	3	1	16	38
Oakland	0	4	5	0	5	2	0	0	8	12
Philadelphia	0	0	1	0	1	1	1	0	1	2
Piney Point	1	2	3	0	3	4	1	1	1	3
Puerto Rico	0	1	1	0	1	0	1	0	0	1
Tacoma	4	9	5	1	5	2	0	6	16	8
St. Louis	0	0	2	0	0	0	0	0	1	2
Wilmington	0	10	13	2	4	6	1	0	23	16
TOTAL	9	122	195	6	70	100	17	15	172	296
GRAND TOTAL	468	385	288	306	282	151	186	695	500	432

David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Nicholas Celona, Vice President Government Services

Bryan Powell,
Vice President Lakes and Inland Waters



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

Inquiring Seafarer

This month's question was answered by members of the 2024 rank-and-file financial committee.

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



Raymond Alexander
Chief Cook

I became a Seafarer for the opportunity to travel while making good money. I'm still here because I love it. The brotherhood and sisterhood keeps me going, and I've got 24 years and counting of great memories at sea.



Lamont Faulks
Steward-Baker

I joined for a better life. Twenty-one years later, I'm still sailing. I found out about the Seafarers through a friend, and back then, I never would have thought I'd be working somewhere for this long.



Kenneth Kelly
Chief Cook

I was just coming out of the Navy and saw a merchant ship and was intrigued. It looked like they made good money, not that it is all about the money... This is the best decision I have made in my life. I have been sailing for 33 years.



Exxl Ronquillo
Recertified Steward

I have a lot of family in the SIU. I had heard [mariners] travel a lot, which is one reason I joined. This career provides a great life for my family. I have been sailing since 1989.



Jerry Costello
Recertified Bosun

I joined because I saw a bunch of free men in my neighborhood who were merchant seamen, and I followed in their footsteps. I've made a 42-year career out of it. I'm thankful for the opportunity the SIU has provided: good pay, a good career, and a life well-lived. I'll continue to keep on going as long as possible.



Donald Christian
Electrician

Because I like the travel. Since I've joined the union, I've circumnavigated the globe at least 29 times. I've sailed for 44 years; I started in 1979.



Emanuel Spain
Chief Steward

It's a family tradition. We're four generations in: grandfather, uncle, brother, and I've got two sons that sail.

Pic from the Past



Though in some ways it seems hard to believe, the current hiring hall in Baltimore opened 24 years ago next month. This snapshot from summer 2000 shows workers putting some finishing touches on the exterior of the Essex Street building.

Welcome Ashore!

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

DEEP SEA

TROY ANCAR

Brother Troy Ancar, 65, signed on with the SIU in 1999 when he sailed on the *Maersk Tennessee*. He shipped in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Ancar's final vessel was the *Colorado Express*. He resides in Richmond, Texas.



SALAH ASSABAHI

Brother Salah Assabahi, 66, joined the union in 1990. A steward department member, he first sailed aboard the *Independence*. Brother Assabahi upgraded at the Piney Point school on numerous occasions. He last sailed on the *Maersk Idaho* and lives in the Bronx, New York.



JAMES BATES

Brother James Bates, 69, embarked on his career with the Seafarers in 1977, initially sailing with Dravo Basic Materials. An engine department member, Brother Bates upgraded often at the Paul Hall Center. He most recently shipped on the *USNS Pililaau* and lives in Mobile, Alabama.



JAMES CANADA

Brother James Canada, 72, donned the SIU colors in 1990 when he sailed aboard the *USNS Silas Bent*. He was an engine department member and upgraded on multiple occasions at the Piney Point school. Brother Canada concluded his career aboard the *Baldomero Lopez*. He is a resident of Gwynn Oak, Maryland.



MARK CANADA

Brother Mark Canada, 66, started his career with the union in 1992, initially sailing aboard the *Independence*. He primarily sailed in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Canada last shipped on the *Empire State*. He is a Honolulu resident.



MARIO CLOTTER

Brother Mario Clotter, 65, became a Seafarer in 2000. A steward department member, he first sailed aboard the *Steven L. Bennett*. Brother Clotter upgraded at the Piney Point school on multiple occasions. He last shipped on the *Maersk Chesapeake* and is a resident of Brooklyn, New York.



PHILIP CORL

Brother Philip Corl, 68, began his career with the Seafarers International Union in 2001. A deck department member, he upgraded on several occasions at the Paul Hall Center. Brother Corl's first vessel was the *Diligence*; his last, the *Horizon Spirit*. He makes his home in Henderson, Nevada.



MICHAEL DEMPSTER

Brother Michael Dempster, 66, started sailing with the SIU in 1992. He sailed in the deck department and first shipped on the *Long Lines*. Brother Dempster upgraded at the Piney Point school on numerous occasions. He concluded his career aboard the *Ocean Titan* and settled in Henrico, Virginia.



TERRY EVINS

Brother Terry Evins, 62, began sailing with the Seafarers in 1996, initially working aboard the *USNS Assertive*. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Evins last shipped on the *Howard O. Lorenzen*. He lives in Portsmouth, Virginia.



DOUGLAS FLYNN

Brother Douglas Flynn, 62, joined the SIU in 1995. He first sailed aboard the *Stephen W. Pless* and worked in the steward department. Brother Flynn upgraded on several occasions at the Piney Point school. He last shipped on the *Cape Wrath* and is a resident of Hubert, North Carolina.



VICTOR JIMENEZ

Brother Victor Jimenez, 67, became a member of the union in 1991. He shipped in the steward department and first sailed on the *Independence*. Brother Jimenez upgraded at the Paul Hall Center on numerous occasions. He most recently sailed on the *Ocean Freedom* and settled in Palm Bay, Florida.



ANDRES MANO

Brother Andres Mano, 65, embarked on his career with the Seafarers in 1994, initially sailing aboard the *Endurance*. A deck department member, he upgraded on multiple occasions at the Piney Point school. Brother Mano's final vessel was the *Green Bay*. He lives in Long Beach, California.



PEDRO VALDEZ CABRERA

Brother Pedro Valdez Cabrera, 67, signed on with the SIU in 1998 when he worked on the *Sulphur Enterprise*. He upgraded at the Paul Hall Center on multiple occasions and sailed in the deck department. Brother Valdez Cabrera most recently shipped on the *Independence* and settled in Miami.



ANIBAL VEGA

Brother Anibal Vega, 65, began his career with the Seafarers International Union in 1999, when he sailed on the *Baltimore*. He was a member of the deck department and last shipped on the *Edward A. Carter Jr.* Brother Vega lives in Carolina, Puerto Rico.



HOWARD VICK

Brother Howard Vick, 68, started sailing with the SIU in 2004. He sailed in the engine department and first shipped on the *Dodge Island*. Brother Vick upgraded on several occasions at the Paul Hall Center. He concluded his career aboard the *Howard O. Lorenzen* and settled in Virginia Beach, Virginia.



INLAND

WILLIAM GORDON

Brother William Gordon, 67, joined the SIU in 2009. He sailed in the deck department and was employed with Great Lakes Dredge and Dock for the duration of his career. Brother Gordon resides in Luna, New Mexico.

STEVEN HAVER

Brother Steven Haver, 63, embarked on his career with the Seafarers in 2002. He first sailed aboard the *Cleveland* and worked in the engine department. Brother Haver upgraded at the Piney Point school on multiple occasions. He was most recently employed by Crowley Towing and Transportation and lives in Goodrich, Michigan.



WILLIAM HOWELL

Brother William Howell, 66, signed on with the union in 1979, initially working with G&H Towing. He sailed in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Howell last sailed with OSG Ship Management. He is a Baltimore resident.

RALPH PRATER

Brother Ralph Prater, 73, became a member of the union in 1975 when he worked with Dixie Carriers. Brother Prater worked in the deck department and concluded his career with National Marine Service. He calls Memphis, Tennessee, home.

JAMES WELLMAN

Brother James Wellman, 72, began sailing with the SIU in 2010. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Wellman worked for Crescent Towing & Salvage for his entire career. He settled in Covington, Louisiana.

Final Departures

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

DEEP SEA

IVAN AGUILAR

Pensioner Ivan Aguilar, 77, passed away March 7. He began his career with the Seafarers International Union in 1988. A deck department member, he first shipped on the *President Taylor*. Brother Aguilar's final vessel was the *Eugene A. Obregon*. He went on pension in 2011 and lived in Metairie, Louisiana.



FRANKLIN FUTCH

Brother Franklin Futch, 64, died December 16. He became a member of the union in 2001 and initially sailed aboard the *Keystone Texas*. Brother Futch worked in the deck department and last sailed on the *Benavidez* in 2013. He was a resident of Savannah, Georgia.

CARL HERRMANN

Pensioner Carl Herrmann, 68, passed away February 12. He signed on with the SIU in 2001 when he sailed on the *Overseas New York*. Brother Herrmann sailed in the deck department and last shipped on the *USNS Piliiaau* in 2015. He began collecting his pension earlier this year and resided in Honolulu.

ANDREW MACK

Pensioner Andrew Mack, 81, died February 28. He embarked on his career with the SIU in 1977, initially sailing aboard the *USNS Potomac*. Brother Mack worked in the deck department and last shipped on the *Cape Mohican*. He went on pension in 1997 and called Chesapeake, Virginia, home.

RODERICK OREE

Brother Roderick Oree, 52, passed away March 18. He joined the Seafarers in 2001 and was a member of the steward department. Brother Oree's first vessel was the *Keystone Texas*; his last, the *Cape Douglas*. He lived in Charleston, South Carolina.



JOHN PLATTS

Pensioner John Platts, 73, died March 2. He became an SIU member in 1968. A steward department member, he initially shipped with Marine Carriers Corporation. Brother Platts concluded his career aboard the *Horizon Producer* in 2003. He began collecting his pension in 2015 and resided in Jacksonville, Florida.



ROBERTO QUIMPO

Brother Roberto Quimpo, 72, passed away January 25. He signed on with the union in 1989 and worked in the steward department. Brother Quimpo was employed by AMCV Cruise Operations for the duration of his career. He lived in Vallejo, California.



JAMES WOOD

Pensioner James Wood, 79, died February 3. He joined the SIU in 1982 and first sailed aboard the *Independence*. A deck department member, Brother Wood concluded his career aboard the *John Paul Bobo*. He retired in 2009 and settled in Lake Placid, New York.



INLAND

MICHAEL ANSOTIGUE

Pensioner Michael Ansotigue passed away January 31. He became a member of the union in 1979. He was first employed with Mariner Towing and worked in both the deck and steward departments. Brother Ansotigue last sailed with OSG Ship Management, before becoming a pensioner in 2008. He lived in Brandon, Florida.



CARLOS GONZALEZ

Pensioner Carlos Gonzalez, 76, died March 6. He began his career with the Seafarers International Union in 1972 when he sailed aboard the *Steel Traveler*. Brother Gonzales was a deck department member. He was last employed by Westbank Riverboat Services and retired in 2011. Brother Gonzalez resided in Marrero, Louisiana.



JACK MATIEVICH

Pensioner Jack Matievich, 64, passed away March 4. He embarked on his SIU career in 2005 and worked in both the deck and engine departments. Brother Matievich worked for Starlight Marine Services for the duration of his career. He became a pensioner in 2023 and settled in Hypoluxo, Florida.



DESIRE NIKOLIC

Pensioner Desire Nikolic, 80, died February 22. He started shipping with the union in 1995 and worked in the engine department. Brother Nikolic's first vessel was the *Padre Island*; his last, the *Manhattan Island*. He retired in 2013 and made his home in Durham, North Carolina.



STEPHEN PRENDERGAST

Pensioner Stephen Prendergast, 70, passed away February 27. He donned the SIU colors in 1999 and was a member of the engine department. Brother Prendergast was employed with G&H Towing for the duration of his career. He became a pensioner in 2023 and lived in Galveston, Texas.



CHARLES RICHARD

Pensioner Charles Richard, 61, died February 17. Brother Richard signed on with the union in 1982. He shipped in the engine department and worked for Crescent Towing and Salvage for his entire career. Brother Richard began collecting his pension in 2012 and resided in Slidell, Louisiana.

DENNIS ROBINSON

Pensioner Dennis Robinson, 79, passed away March 11. He joined the union in 1966 and worked in the deck department. Brother Robinson was employed by the Association of Maryland Pilots for the duration of his career. He retired in 2007 and settled in Tennessee Ridge, Tennessee.



NMU

EFRAIN COLLAZO

Pensioner Efrain Collazo, 83, died March 5. He began sailing in 1963, initially aboard the *Texaco Mississippi*. Brother Collazo was a deck department member. He concluded his career aboard the *Enterprise* and retired in 1995. Brother Collazo lived in the Bronx, New York.



CHRISTOPHER DUNN

Pensioner Christopher Dunn, 100, passed away February 10. He concluded his career aboard the *Lash Pacifico* in 1984. Brother Dunn went on pension the following year and lived in Flushing, New York.

HARRY EBANKS

Pensioner Harry Ebanks, 77, died February 7. Brother Ebanks shipped in the deck department and last sailed on the *Green Wave*. He began collecting his pension in 1991 and was a Miami resident.

ISMAEL LOPEZ

Pensioner Ismael Lopez, 89, passed away March 17. Brother Lopez was a steward department member. His final vessel was the *Austral Rainbow* and he became a pensioner in 1999. Brother Lopez lived in the Bronx, New York.

JAMES ROBINSON

Pensioner James Robinson, 92, died February 14. A deck department member, he concluded his career aboard the *Maersk Ohio*. Brother Robinson retired in 2011 and settled in East Orange, New Jersey.



GERALD SPURLOCK

Pensioner Gerald Spurlock, 88, passed away February 11. Brother Spurlock worked in the engine department. He last sailed aboard the *Chemical Pioneer* before becoming a pensioner in 2000. Brother Spurlock made his home in Jasper, Texas.

RICHARD TIGERT

Pensioner Richard Tigert, 78, died February 29. He was a member of the engine department and last sailed on the *John Lykes*. Brother Tigert retired in 2000 and was a resident of Galveston, Texas.

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.

OVERSEAS HOUSTON (Overseas Ship Management), January 14 – Chairman **Toribio Valentin**, Educational Director **Fernando Ortega**, Deck Delegate **Carlos Aquino**, Steward Delegate **Wardell Paze**. Educational director advised members to upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported. Crew requested refrigerators for all members, new washer and dryer and new coffee machine. Members asked for unlimited internet access.

OVERSEAS CHINOOK (Overseas Ship Management), February 25 – Chairman **Raymond Johnson**, Secretary **Verleshia Robinson**, Educational Director **Brian Jackson**. Chairman encouraged crew to stay on top of documents. No beefs or disputed OT reported. Members asked for clarification for pump-man job duties and discussed missing-man pay. Crew requested increases in vacation days and suggested increasing the food budget when additional crew is on board.

LONESTAR STATE (Intrepid Personnel & Provisioning), March 3 – Chairman **Lionel Rivas**, Secretary **Cayetano Toledo**, Educational Director **Teon Shelton**, Deck Delegate **Donaldo Valencia**, Steward Delegate **Marlin Carey**. Chairman thanked crew for working safely and encouraged them to donate to SPAD (Seafarers Political Activities Donation), the union's voluntary political action fund. Steward department

was commended for a job well done. New gym equipment has been received. Linen is to be sent ashore, per secretary. Crew was reminded to clean and sanitize gym equipment after each use and to renew all documents at least six months in advance. Educational director advised members to upgrade at the Piney Point school. No beefs or disputed OT reported. Crew requested increase in vacation benefits. Next port: Fort Lauderdale, Florida.

TEXAS (Seabulk Crew Management), March 9 – Chairman **Jovan Williams**, Secretary **Ronald Davis**, Educational Director **Furman Watson**, Engine Delegate **Oscar Lacayo Ruiz**, Steward Delegate **Marco Guevara**. Crew would like refrigerators and new mattresses for rooms. Chairman thanked steward department for good housekeeping and engine department for working safely. He asked for members' patience when waiting for relief. Secretary reminded members to return all dishes to galley after each use. Educational director reminded crew to make sure documents are current. No beefs or disputed OT reported. Members asked for increases to food budget and to health insurance benefits. Next port: Anacortes, Washington.

OREGON (Intrepid Personnel & Provisioning), March 31 – Chairman **Burkley Cooper**, Secretary **Grazyna Tomaszewska**, Educational Director **Eric Guzman**, Deck Delegate **Anito Rarugal**, Engine Delegate

Dontrell Riddick, Steward Delegate **Paul Mena**. Bosun discussed questions about overtime and went over procedures for handling trash. Secretary reiterated the importance of keeping galley clean. Educational director advised crew to upgrade at the Piney Point school. No beefs or disputed OT reported. Bosun let everyone know that he is open and available to help crew members. Members asked for physicals to be required annually.

USNS WATERS (Ocean Shipholdings, Inc), April 4 – Chairman **Angel Centeno**, Secretary **Alexander Dominguez**, Educational Director **Paul Ianni**. Chairman discussed details of various benefits including medical coverage eligibility, prescriptions, pension pay and vision care. Secretary reiterated the importance of shipboard union meetings. Educational director encouraged crew to upgrade at the Paul Hall Center. Members were advised to put safety first and apply for scholarships. Crew discussed travel reimbursement for various classes and asked about extra meal payments for each person on board beyond the regular crew. Members talked about tour of duty incentives, laptops in the crew library and missing-man pay. Orders recently placed for pillows, towels, wash clothes, blankets and fitted sheets.

MAERSK SELETAR (Maersk Line, Limited), April 5 – Chairman **Cleofe Castro**, Secretary **Anthony Harrell**, Educational Director **Jerome**

Culbreth, Deck Delegate **Younis Kaid**, Engine Delegate **Terry Taylor**, Steward Delegate **Stanford Drakes**. Chairman provided crew with ship funds update. Educational director urged members to upgrade their skills at the Piney Point school as soon as possible. No beefs or disputed OT reported. Crew requested new deep freezer for ice cream and new freezer for use by crew members. Carpets in crew rooms and lounge have been cleaned. Members were advised to leave clean rooms for onboarding crew and to complete paperwork well ahead of time. Crew asked for increase in reimbursement for travel to airport when departing ship and asked for clarification regarding days off. Members would like increases in vacation and retirement pay.

MAERSK KINLOSS (Maersk Line, Limited), April 29 – Chairman **Rufino Giray**, Secretary **Caezar Mercado**, Educational Director **Mauricio Vega**, Deck Delegate **Edgardo Martinez Espada**, Steward Delegate **William Fortner**. Chairman thanked steward department for providing good meals throughout trip. Secretary reminded everyone to check on credentials and keep them current. Educational director encouraged crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew requested additional routers for B and C deck to get better internet signal, as well as new refrigerator and new speaker for karaoke machine.

Know Your Rights

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

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

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

receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

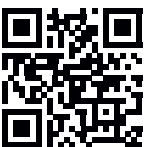
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Paul Hall Center Upgrading Course Dates

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

Latest Course Dates



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

Able Seafarer - Deck	July 8 September 23	July 26 October 11
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Fast Rescue Boat	August 19	August 23
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ENGINE DEPARTMENT UPGRADING COURSES		
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Adv. Refer Containers	August 26	September 6
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Junior Engineer	September 9	November 1
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Machinist	August 26	September 13
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Pumpman	September 16	September 20
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REPEW	July 1 July 29 August 26	July 26 August 23 September 20
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Welding	July 15 August 19 September 23	August 2 September 6 October 11
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FOWT	July 8 September 23	August 2 October 18
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STEWARD DEPARTMENT UPGRADING COURSES		
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Certified Chief Cook	July 15 August 19 September 23	August 16 September 20 October 25
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ServSafe Management	July 8 August 12 September 16 October 28	July 12 August 16 September 20 November 1
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Advanced Galley Ops	July 1 August 26	July 26 September 20
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Chief Steward	July 15	August 8
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Title of Course	Start Date	Date of Completion
SAFETY/OPEN UPGRADING COURSES		

Basic Training Revalidation	August 12 August 16 September 23 September 27 October 28	August 12 August 16 September 23 September 27 October 28
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Government Vessels	August 5 September 9 September 30 October 7	August 9 September 13 October 4 October 11
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MSC Storekeeper Basic	August 12	August 30
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MSC Supply Configuration Mgmt	September 2	September 13
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MSC Ship Clip	September 16	September 27
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Tanker Ship Familiarization - DL	July 1 August 19 August 26 September 30	July 5 August 23 August 30 October 4
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Tanker Ship Familiarization - LG	August 12 September 2 September 23 September 30	August 16 September 6 September 27 October 4
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UPGRADING APPLICATION

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

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____
 Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # and dates attended _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No

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

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

COURSE	START DATE	DATE OF COMPLETION
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LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

Signature: _____ Date: _____

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

The Seafarers Harry 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 Class Photos



Paul Hall Center for Maritime Training and Education
Lifeboat Class
907

APPRENTICE WATER SURVIVAL CLASS #907 – Graduated March 29: Rickie Abrams Jr., Eric Amy, Elijah Chambliss, Paul Coen, Armando Contreras, Julian Cortes Aviles, William Folzenlogen, Tien Hoang, Monique Kennedy, Troy Lawrence Jr., Armontre Manning, Diego Montanez, Quinton Palmer, Steven Pham, Sandy Quezada, Stefan Ragler-Courtney, Alexander Sandoval and Johnny Wilkes.



ADV. GALLEY OPS – Graduated April 12: Juan Baquera, Pauline Crespo-Guillen, Esperanza Crespo-Guillen, Edgar Manlangit, Derick Morales Berly, Jose Outeiral and Yacoub Shack.



BASIC SAFETY – Graduated April 19: Justin Hill (left) and Cornelio Villano Jr.



CERTIFIED CHIEF COOK (MODULE 4) – Graduated April 12: Porfirio Avila Ruiz, Larry Genetiano, Anthony Hunter, Erris Jackson, Faith Wood and Lawrence Wright.



FOWT – Graduated April 5 (not all are pictured): Rommel Centura, Jevon David, Torrie Florence, Anthony Harrell Jr., Christian Marty Barrera, Matthew McManus, Jose Palacios Arriola, Malik Perez, Raychell Pryor, Deontee Saypoh, Donald Slue and Mizukami Youn.



GOVERNMENT VESSELS– Graduated April 26 (not all are pictured): Mohsen Ahmed, Mustafa Ahmed, Tykeem Blowe-Warren, Angel Cacho, Anthony Creer, Esraa Embaby, Bre'onah Evans, Justin Hill, Alfred Hogan Jr., Edwin Lashley, James Lavoile Jr., Omar Ortega, Rolly Pascua, Keauni Pullett, Jarek Ramos Santos, Adam Saleh, Charles Sassone, Jalen Shuman, David Wakeman and John Wattam.

Paul Hall Center Class Photos



RFPNW – Graduated April 26 (not all are pictured): Andrew Brown, Nirel Escalante, Eliza Fitzgerald, Christopher Flood, Kenny Galeno, Nathan Goodhart, Victor Mak, Andrew Mentzer, Arkadiusz Mochocki-Klusik, Jacob Rhoney and Juan Velasquez Jr.



PUMPMAN – Graduated April 26: Nicolas Brailsford, Jarvis Carter, Ricardo Escorcia, Damon Johnson, Wilfredo Lopez and Carlos Parrilla. Instructor Patrick Coppola is at the far left.



MARINE REFER TECH – Graduated April 19: Alberto Alvarez-Gonzalez, Anson Johny, Juan Rochez, Anias Stanford and Daryl Thomas Jr. Instructor Christopher Morgan is at the far right.



TANK SHIP DL – Above (not all are pictured): Felsher Beasley Jr., Laura Bess, Roy Graham, Mohsen Hassain, Jan Jalloh, Ramadan Karar, Patrick Wheat II and Chandler Williams.



TANK SHIP LG (UPGRADERS) – Graduated April 5: Jarrett Andrews Jr., Travis Lee, David Pacheco, Brandon Thomas and Lavon White Jr.



TERRESTRIAL AND COASTAL NAVIGATION – Above: Joseph Bowen, Aurora Foster, Jeffery Griffin, Caliph Johnson II, Josean Villarrubia, Derek Willis, Seamus Woods and Damon Zschoche.

SEAFARERS LOG

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

Crescent Crews Approve ‘Awesome’ Contract

Before the union began contract negotiations with Crescent Towing in April, longtime SIU boatman **Kevin McDermott** – a veteran of several bargaining committees – helpfully cautioned the rank-and-file newcomers to this year’s group that “it won’t be easy and it might take a while.”

McDermott chuckled at the memory, because it turned out the sessions were unusually brief and quite fruitful. They culminated in two new, virtually identical three-year agreements covering approximately 180 Seafarers employed by Crescent in New Orleans and Savannah, Georgia; and another 25 or so in Mobile, Alabama.

SIU boatmen approved the two pacts by nearly unanimous votes that took place on the boats and near the company’s offices. Highlights of the new contracts include unprecedented wage gains, additional vacation days, an increased grocery allowance, and maintaining all benefits.

Bargaining in New Orleans took place April 9-10, while the Mobile session happened April 17. The respective ratifications were finished quickly.

Negotiating on behalf of the SIU were Vice President Gulf Coast **Dean Corgey**, Assistant Vice President **Chris Westbrook**, Port Agent **Jimmy White**, Port Agent **Ashley Nelson**, and Delegates **McDermott**, **John Richardson**, **Eric Johnson**, **Chris Sikes**, **Kyle Tucker**, **Ricky Shumock** and **Davin Tucker**.

“This is an awesome feeling,” McDermott said. “When we presented the contract to the crews, everybody was shocked. These are the best raises I’ve seen in my 31 years here.”

McDermott credited his fellow committee members as well as Crescent’s owner for the smooth negotiations.

“The owner showed up and we also had one of the legends of the SIU, **Dean Corgey**, at the table with us,”



Personnel from the union and the company are pictured following the New Orleans negotiations. From left: Crescent New Orleans Senior Operations Manager **Benjamin Morvant**, Crescent Savannah Senior Operations Manager **Andrew White**, SIU Savannah Wheelman/Deckhand Delegate **Chris Sikes**, SIU Jacksonville Port Agent **Ashley Nelson**, SIU Asst. VP **Chris Westbrook**, SIU Engineer Delegate **John Richardson**, Crescent Exec. VP **Keith Kettenring**, SIU Wheelman/Deckhand Delegate **Kevin McDermott**, Crescent Senior Consultant **Prentiss Willcutt**, Crescent VP **Edward Pinner**, SIU Captain Delegate **Eric Johnson**, Crescent Marine Administrator **Steven Reeg**.

he said. “It was exciting. Chris went into beast mode, as usual, and we had it done in one-and-a-half days. Everything went smoothly and the results are just overwhelming and delightful. This is exciting.”

Westbrook thanked the SIU committee – and also was quick to credit the company for agreeing to an appropriate contract.

“The wage numbers tell you what Crescent thinks of their guys,” Westbrook said. “It’s very gratifying to see them step up and maintain their culture.”

Westbrook added, “Crescent probably has the safest, longest-tenured employees in the industry. We made a strong case that you don’t get those kinds of employees unless they want to stick with you. You have to step up and take care of them, and Crescent

rose to the occasion.”

Richardson, who debuted as a bargaining-committee member, stated, “Everything went great – better than we thought it would overall. The best part is the raises. Nobody’s ever seen those percentages.”

Kyle Tucker, who has worked at Crescent for more than 30 years, said, “It’s a good contract. Everything went nice and easy; we weren’t there very long. The vacation time is a highlight, and also the increase in pay.”

Crescent operates 16 boats in New Orleans, five in Savannah and three in Mobile, with four-person crews that generally adhere to a schedule of seven days on followed by seven days off. The boats are used for ship-docking operations.



This snapshot was taken a couple of weeks prior to negotiations, after SIU officials met with boatmen in Savannah, Georgia, to gather rank-and-file input. Pictured from left are SIU Port Agent **Ashley Nelson**, Deckhand **James Peterson**, Wheelman **Dustin Schaaf**, Wheelman **Brenton Edonfield**, Deckhand **Kyle Futrell**, Deckhand **Benjamin Murphy**, and Delegate **Chris Sikes**.



The Mobile bargaining committee (from left) Crescent New Orleans Senior Operations Manager **Benjamin Morvant**, SIU Engineer Delegate **Ricky Shumock**, SIU Wheelman/Deckhand Delegate **Davin Tucker**, Crescent Senior Consultant **Prentiss Willcutt**, SIU Captain Delegate **Kyle Tucker**, SIU Asst. VP **Chris Westbrook**, Crescent Exec. VP **Keith Kettenring**, Crescent VP **Edward Pinner**, Crescent GM **Travis Stringfellow**, Crescent Marine Administrator **Steven Reeg**, and SIU Mobile Port Agent **Jimmy White**.



Pictured after a vote in New Orleans are (from left) Deckhand **Luke Lobue**, Delegate **Kevin McDermott**, Delegate **Eric Johnson**, Wheelman **Seth Reid**, Engineer **Robert Trahan**, Delegate **John Richardson**, SIU Asst. VP **Chris Westbrook**, and Capt. **Vic DiGiorgio**.



SIU officials Asst. VP **Chris Westbrook** and Port Agent **Jimmy White** meet with members in Mobile, Alabama. Pictured from left are **White**, **Nick Turner**, **Ricky Shumock**, **Chris Walker**, **Westbrook**, **Jose Ojeda**, **Dan Buek**, **Gary Tucker**, **Josh Burns**, **Roy Saranthus Jr.**, **Kyle Tucker** and **Cameron Cooper**.