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# SEAFARERS LOG

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

## SIU Team 'Did a Beautiful Job'

Seafarers Step Up for Paint Tacoma Philanthropy



Union members in the Pacific Northwest recently upheld their long tradition of supporting a community outreach program known as Paint Tacoma Beautiful. The annual project assists area homeowners with painting and minor repairs. Some of the SIU volunteers are pictured in the group selfie, starting in front, from left: Port Agent Warren Asp, Chief Steward Andrew Miller, Safety Director Danielle Woodward, and homeowner Clarita Ragsdale. Pictured in back (also from left) are Chief Cook Saleh Ahmed, AB Samuel Schwimmer, Recertified Steward Michael Gramer and AB Leonard Soriano. Gramer is also pictured above, right. Ragsdale stated, "The team that came to volunteer did a beautiful job. They were so kind and polite." *Back page.*

## Crowley Makes History with 'eWolf'

Seafarers-contracted Crowley Maritime recently christened the country's first all-electric harbor tugboat: the *eWolf* (below). Pictured at the San Diego ceremony in the group photo (right) are (from left) SIU VP Joe Vincenzo, Crowley Maritime Chairman/CEO Tom Crowley, and SIU VP Nick Marrone. *Page 3.* (Tug photo courtesy Crowley Maritime)





We Must Stand Together



David Heindel

whatsoever that’s good about it, and I hope it will lead to all of us “lowering the temperature” in our political discussions, as is currently being talked about by politicians and reporters. That’d be some long overdue progress, but at far, far too great a cost.

Even closer to home, I want Seafarers to know that when we say the SIU supports those who support maritime, regardless of political party, we mean it. And we’ve got almost 90 years of history backing up that claim, at every level of government.

There are exceptions, but for the most part, we do not struggle to find common ground regarding the maritime industry no matter who’s in the White House. That’s not to say we don’t have to keep working to sustain and boost the industry, but maritime is largely a bipartisan issue.

Take, for example, the bipartisan effort by Senators Kelly and Rubio, Representatives Waltz and Garamendi, which provides a comprehensive vision for planning guidance, strategic objectives, and actionable steps to revitalize the nation’s maritime sector. (The same cannot always be said about common ground on the trade union/workers’ rights side of the coin, but that’s a topic for another day.)

Right off the bat, I am asking everyone in our SIU family who’s reading this column to stick with it to the end. I already had planned to write about our nation’s upcoming presidential election, but, after the tragic shooting in western Pennsylvania and then President Biden’s decision to not seek re-election, there’s nowhere else to start anyway.

At least a couple of weeks will have elapsed from the time I’m putting together this message and when we actually go to press and post the August LOG online, but these points won’t expire.

It goes without saying that I mourn the loss of life and loathe the violence that took place at the rally for the former President. There is nothing

On a personal note, I have family members who strongly support the prior White House occupant, while I (as a private citizen) have been equally committed to the current officeholder. We have had some animated discussions over the years, including some colorful language every now and then. But we focus on the issues, and we don’t let political differences ruin our relationships. That is my hope for our union and indeed our country. We are not enemies. We are Americans who largely share the same goals but sometimes have different ideas about how to pursue them.

With equal candor, I will not try to tell you how you should vote, but want you to know that in my 50 years with the SIU, I have never seen a more pro-maritime, pro-union administration than that of President Biden and Vice President Harris. (As I think about that number, I really wish I could say I joined the SIU when I was 2.) This is not the time for me to catalogue all of the current administration’s accomplishments related to maritime and labor, but they are substantial. And that’s why I support them – not because there’s a “D” identifying their party, but because they have stood with us.

As we look ahead, keep in mind that our country has some important similarities to crews working aboard a vessel. We have officers and unlicensed ratings of both sexes. We have city dwellers and country folks. We have Democrats, Republicans, independents and others. But what’s most important is we have a team on each and every vessel trained and dedicated to keeping the ship afloat, the cargo secured and the mariners safe. The Seafarers and the other men and women of the U.S. Merchant Marine can provide a healthy and successful example of how all Americans can work together to keep our ship of state afloat and moving forward.

In closing, I encourage you to be passionate about supporting your candidates of choice, up and down the ballot. Get the facts and then back the people you think will be best for your job, your industry, your country. But please – please – remember that this isn’t good versus evil or us versus them. We are all in this together, and when November 5 passes, we’ll all need to continue working together to chart the best course.

Bipartisan Backing for Maritime Evident in U.S. House Roundtable

A recent maritime roundtable hosted by the U.S. House of Representatives underscored both the urgency of boosting the industry and the solid bipartisan support that exists for the U.S. Merchant Marine and domestic shipbuilding.

SIU Political and Legislative Director Brian Schoeneman represented the union at the July 9 event, which lasted roughly two hours. Other panelists included American Waterways Operators President and CEO Jennifer Carpenter; USA Maritime Chair Christian Johnsen; Shipbuilders Council of America President Matt Paxton; Maritime Institute for Research and Industrial Development President Jim Patti; and Rear Admiral (Ret.) James A. Watson IV, author of the book “Zero Point Four: How U.S. Leadership In Maritime Will Secure America’s Future” (the book was published earlier this year).

Numerous congressional representatives from both major political parties spoke during the meeting, titled “Reinvigorating the U.S.-Flag Fleet and Shipbuilding Industry.” The roundtable was convened by the House Subcommittee on Coast Guard and Maritime Transportation, chaired by U.S. Rep. Daniel Webster (R-Florida).

In his opening remarks, Webster recalled the vital roles of U.S. shipbuilders and mariners during World War II. “However, the maritime industry both domestically and internationally has changed dramatically

since that time,” he said. “The closure and consolidation of shipyards across the country has left us only a handful of domestic facilities capable of producing large oceangoing vessels, while China has grown their shipbuilding capacity exponentially in the last two decades through deep government support.... As the number of United States-flagged vessels has declined, so too have the mariners needed to crew our ships. In 2017, the Maritime Administration estimated that we faced a shortfall of about 1,800 qualified licensed and unlicensed mariners to crew our sealift vessels for a prolonged period. Looking back at our history, it is vital that we find a way now to strengthen our maritime industry and ensure it can deliver the assets and trained mariners we need both in times of peace and war.”

Subcommittee Ranking Member Salud Carbajal (D-California) and Transportation and Infrastructure Committee Member Rick Larsen (D-Washington) also voiced support for maritime.

Larsen stated, “The U.S. maritime industry generates over \$150 billion in annual economic output. It sustains more than 650,000 good-paying jobs. I am proud to support the industry and its contribution to national and economic security. Unfortunately, certain sectors of the industry have experienced a decline in recent years due to unfair and heavily subsidized foreign competition....

“American shipyards and mariners are incredibly capable, and they deserve a level playing field,” Larsen continued. “To provide this, we must ensure full funding for the Maritime Security Program and the Tanker Security Program, expand and ensure full compliance with cargo preference requirements and defeat baseless attacks on the Jones Act. Further, we have to consider new ways to support the American maritime industry. Ultimately, ships will not be built and operated unless there is cargo to carry.”

Carbajal said, “We all know how valuable the maritime industry is to the economy and our national security.” He then emphasized his support for the Jones Act before adding, “We all have a stake in maintaining and growing a vibrant, diverse, and globally competitive U.S. maritime industry.” Schoeneman urged those attending the discussion to make more forceful strides in constructing a comprehensive Merchant Marine Act of 2025.

“We’re going to have to make a lot of decisions and talk about a lot of things in this room that we have steered away from for the last 20 years because they’ve been politically difficult to talk about,” he said. “That means taxes, that means appropriations, that means lots of money going to ships and shipyards and mariners. It means new ideas that we haven’t talked about in 50, 60 years.... We’ve got to talk about all of these issues because we are not going to fix what’s broken in our industry with half-measures.”

U.S. Rep. Mike Ezell (R-Mississippi) said he appreciated Schoeneman’s candor and eagerness to address the pressing maritime matters head-on, and expressed his support with moving forward with the group’s proposed solutions.

Several participants voiced concerns about potential U.S. reliance on foreign-flagged vessels to support essential operations such as military deployments. They offered a wide range of suggestions for growing the American-flag fleet and the shipboard manpower pool.

Paxton addressed the market volatility of the shipbuilding industry and suggested that continuing to enforce the Jones act, passing proposed budgets, and clarifying applicable laws will boost market surety.

Carpenter, said, “I’m here advocating for the Jones Act as the foundation of our national maritime security strategy. But I also want to really be clear: The Jones Act is necessary but it is not sufficient to solve the problems we’re talking about here, because the Jones Act is about domestic transportation. The Jones Act is about making sure that we control our supply chain – and God help us if we lose the ability to move cargo between U.S. ports.”

Johnsen encouraged the use of tax incentives for “shipping American, rather than instating mandates that force entities to do so.” Schoeneman agreed that there should be incentives, but added that cargo preference laws and potential mandates could also work to achieve these ends.

Patti emphasized assuring younger people of the stability and importance of the maritime industry so they can envision becoming a part of it, and so they’re accurately able to view maritime as a viable career option. “They need to have some greater assurance that there’s not only going to be an industry, but there’s a future for them,” Patti said.

The full hearing is linked on the subcommittee’s website and on the SIU website.

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



# Historic Ceremony Signals New SIU Jobs



Crowley Vice Chairwoman Christine Crowley (second from left) does the honors at the christening ceremony. (Photo courtesy Crowley)

With SIU members and officials in attendance, Seafarers-contracted Crowley on June 25 formally christened the *eWolf* – the first all-electric ship assist harbor tugboat in the United States.

The well-attended ceremony took place in San Diego.

“The entire event was first class,” said SIU Vice President West Coast Nick Marrone, who attended the gathering along with SIU Vice President Government Services Joe Vincenzo.

Marrone added, “There was a great presentation about the construction of this vessel and the efforts that were made to ensure compatibility. This is a first for us and it’s the first tugboat I’ve ever seen without a smokestack on it. They do have extra diesel generators on board in case extra power is needed.”

Vincenzo stated, “Of the many thanks and acknowledgments given, none were more well deserved than the recognition given to the SIU members who were present and who worked tirelessly and closely with project managers to bring this first-in-class workboat in to service. Their dedication to leveling up to the requirements of this cutting-edge, green technology and their professionalism set a new standard and make us all proud. We wish them and their families well and we applaud Crowley for the vision, tenacity and leadership that was necessary to make *eWolf* not only a reality but also the shared success that it already is.”

SIU members from the *eWolf* who attended the ceremony included Captains **Joey Gordon**, **Anthony Fisher** and **Chris Collins**, along with Engineers **Peter V. DeMaria** (father) and **Peter P. DeMaria** (son), and AB **Nico Pasquerella**.

Built by Master Boat Builders in Coden, Alabama, the 82-foot vessel delivers 70 tons of bollard pull – stronger than its conventional predecessor, Crowley reported. The tug, which has a 40-foot beam and can sail at 12 knots, also “features a fully integrated electrical package for battery energy storage by ABB with advanced technology for mariner safety. *eWolf* is supported by a new microgrid shoreside charging station that enables the tug to operate at full performance daily on electricity,” the company said in a news release.

The boat “was sized and designed to complete two ship assist jobs in the harbor with minimal to no charging required,” the company added.

Crowley Chairman and CEO Tom Crowley said at the ceremony, “The *eWolf* is a historic milestone in the maritime industry and Crowley’s legacy, and underscores our company’s commitment to serve as global sustainability leaders and innovators. The all-electric tugboat is the most technologically advanced vessel of its kind, and *eWolf* will help our customers and communities reach their decarbonization goals while delivering capabilities that strengthen our vital supply chain.”

He continued, “We congratulate the people whose tireless dedication brought the *eWolf* to fruition with our partners at the federal, state and local government, setting a new standard not just in America, but globally.”

During the event, Crowley welcomed Gustav Hein, Director of the Mid-Pacific Gateway Region for the U.S. Maritime Administration; Frank Urtasun, Port of San Diego Chairman; Jack Shu, San Diego County Air Pollution Control District Governing Board Chair and a City of La Mesa Councilmember; Diane Takvorian,



The new boat is designed to perform two ship assist jobs “with minimal to no charging required,” according to the company. (Photo courtesy Crowley)

member of the California Air Resources Board (CARB); and Council President Pro Tem Joe LaCava of San Diego. Crowley Vice Chairwoman Christine Crowley served as the sponsor to give the blessing and conduct the christening on San Diego Bay. The boat entered commercial service the same week.

“Crowley’s first-of-its-kind electric tugboat is a game changer. It checks all the boxes by providing environmental, economic, and operational benefits for our communities and maritime industry,” said Urtasun, the port chairman. “This is truly a story of teamwork and collaboration.”

“CARB is proud to partner on this historic effort that will reduce air and climate pollution. Impacted portside communities, like Barrio Logan and National City, breathe more diesel pollution than 90% of California communities and children experience up to five times more asthma hospitalizations,” said Takvorian, CARB board member. “The *eWolf* will contribute significantly to creating a healthy environment for all communities.”

“SDAPCD is proud to have provided funding for the *eWolf* project, a groundbreaking initiative aimed at transitioning from traditional diesel-powered vessels to electric propulsion systems,” said La Mesa Councilmember Shu. “The *eWolf* exemplifies how collaboration between government and private partners can drive meaningful change, contributing significantly to a cleaner, healthier environment for everyone.”

Crowley chose the *eWolf*’s name in a nod to a tugboat in the company’s initial fleet, the *Sea Wolf*, which operated more than a century ago in California.

## Seafarers Celebrate with Great Lakes Towing



SIU members and officials joined in welcoming the christening of the new Great Lakes Towing tugboat *Minnesota*. The event, which also marked the formal observance of the company’s 125 years in business, took place July 11 in Cleveland. Pictured in the larger group photo, in front of the tug, are (from left) AB/Deckhand Chris Swenk, AB/Deckhand Kevin Bem, SIU VP Bryan Powell, AB/Deckhand Russ Lempke, SIU Port Agent Todd Brdak and UIW VP Monte Burgett. In the remaining photo, Powell and Brdak join Great Lakes Towing President Joe Starck (center).





# SIU President Offers ‘Heartfelt Gratitude and Admiration’ for Mariners

## Honoring Your Commitment on the Day of the Seafarer

*Editor’s note: SIU President David Heindel wrote the following message, which is posted on the SIU website. In addition to his duties with the SIU, Heindel also serves as Chair of the Seafarers’ Section at the International Transport Workers’ Federation (ITF). The SIU is an ITF affiliate.*

Dear Sisters and Brothers,  
June 25 has been designated as a day when the world recognizes the invaluable contributions you make to humanity. On this Day of the Seafarer, I extend my heartfelt gratitude and admiration for your unwavering dedication and hard work. Today, we celebrate you – our modern-day heroes who navigate the vast oceans, ensuring the smooth flow of global trade, commerce, and national and economic security.  
Your resilience, professionalism, and sacrifice do not go unnoticed. Each voyage you undertake not

only supports the U.S. and global economies but also bridges communities and cultures, bringing the world closer together. Despite the challenges and long periods away from loved ones, you carry out your duties with remarkable commitment and skill.  
We acknowledge the unique difficulties you face, from adverse weather conditions to the ongoing challenges posed by conflicts in the Red Sea, Gulf of Aden and elsewhere. Yet, through it all, you demonstrate exceptional strength and unity. Your spirit of camaraderie and perseverance inspires us all.  
Today, we want to remind you that your efforts are deeply appreciated and valued. You are the backbone of international trade, and without you, our world would not function as smoothly as it does.  
Thank you for your incredible contributions and for keeping the world moving forward. We are profoundly grateful for your service and dedication.

Wishing you fair winds and following seas,  
David Heindel



David Heindel

## New SIU Contracts Boost Wages, Include Other Gains for Members

The union has recently finalized two new three-year agreements, which were then ratified by the membership. Each of the pacts includes wage increases and maintains or increases benefits.

### Intrepid Personnel and Provisioning

As reported by SIU Assistant Vice President Michael Russo, members in the Houston area recently ratified a new three-year agreement with Intrepid Personnel and Provisioning Inc. The contract, which covers Intrepid’s fleet of ATB’s, includes wage increases throughout the length of the agreement, while maintaining existing benefit levels, including the 2-for-1 pension contributions and the highest level of medical coverage, Core-Plus.

Notably, the union added Juneteenth as a holiday in the contract, and also ensured extra pay during any training courses a member might take at the union’s affiliated maritime school in Piney Point, Maryland. Additionally, this new contract implemented a Seafarers Money Purchase Plan (SMPP) increase in the second and third year covered by the agreement, all without taking any cuts to the previous contract.

The contract was negotiated by SIU Gulf Coast Vice President Dean Corgey, Russo, Port Agent Joe Zavala and Patrolman J.B. Niday. The delegates were Captain **August "Gus" Cramer**, Engineer **Christopher Scherhauser**, Mate **Lindsey Austin** and Unlicensed Delegate **Shane Cawley**.

The SIU recently secured a new three-year contract with Argent Marine, which went into effect on July 1. The agreement, negotiated by SIU Vice President Contracts George Tricker, includes wage increases all three years, and increases contributions made to the Seafarers Vacation Plan starting on July 1, 2025.

The contract covers three vessels: the *SLNC York*, *SLNC Severn*, and the replacement for the *SLNC Magothy*.



AB Tankerman Luis Martinez (left) and Chief Mate Timothy Swinehart pose for a photo with their favorite publication during the contract ratification.



ATB Courage

## SIU Family Member Wins Union Plus Scholarship

Union Plus recently awarded \$200,000 in scholarships to 209 students representing 42 unions, including one winner from the Seafarers International Union. This year’s group of scholarship recipients includes university, college, and trade or technical school students from 33 states, the District of Columbia, and one Canadian province.

The SIU winner is Rafael Valentin Firme of Ewa Beach, Hawaii. Firme, whose father, ACU **Roberto Firme**, started sailing with the SIU in 1989, has been awarded a \$2,000 scholarship.

“This year’s Union Plus Scholarship award winners are as inspirational as ever,” Union Plus President Mitch Stevens said. “We sincerely appreciate them sharing their incredible personal accomplishments and plans with us. We wish them all continued success, and we are proud to support their education.”

Applications already are being accepted for the 2025 scholarship program. More information is available on the Union Plus website ([unionplus.org](http://unionplus.org)).



# Wilmington Patrolman Sunga Passes Away

The SIU is mourning the unexpected passing of Patrolman Jesse Sunga Jr., who died on July 4, at age 36. He passed away in his sleep, apparently from natural causes.

Sunga, who was known by those close to him as “JayR,” resided in Baldwin Park, California, and was based at the hiring hall in Wilmington. He is survived by his 8-year-old son, Noah; his parents, Reyma and Jessy Sunga Sr. (an instructor at the SIU-affiliated school in Piney Point, Maryland); and his siblings Mark and Tiffany.

Sunga graduated from Sierra Vista High School. He later completed the apprentice program at the Paul Hall Center for Maritime Training and Education in 2008 and subsequently sailed on the *USNS Impeccable*. He worked on several vessels year after year, mainly sailing as an AB and occasionally a GUDE. He sailed out of Wilmington for his entire career, until he was hired as a patrolman for the port in 2019.

“Having Jesse on our team was an honor. His dedication, kindness, and positive spirit toward our membership was truly inspiring to all of us. He made a significant impact not only on our organization but also on everyone he encountered,” SIU President David Heindel said of Sunga.

“He was a hardworking, faithful employee. His presence and his work contributions were essential to our operations here at the port,” said SIU Vice President West Coast Nick Marrone. “He was a pleasant and wonderful person. The patience and kindness he demonstrated towards the membership and to his coworkers across the country was remarkable. We will always remember him and keep him in our thoughts. Everyone here at the port sends his family our sincerest condolences.”

Jeff Turkus, retired Wilmington port agent (who oversaw and mentored Sunga as a patrolman), had only good things to say about his colleague. “All of the shippers and crew knew him because he sailed for a long time before he became a patrolman. He was a good person and a hard worker. Everyone liked him,” Turkus said.

Gerret Jarman, current Wilmington port agent, worked with Sunga since he arrived on the West Coast a few years ago. Their first experience working together was in 2011, when both sailed aboard the same vessel.

“He was a good shipmate,” Jarman recalled. “He always had a positive attitude, was reliable, and was a genuinely kind person. As a patrolman, he would always go above and beyond for members.”

After news of his passing spread, many of the members he knew sent their condolences. The SIU’s main Facebook page in particular was flooded with hundreds of messages expressing sadness, support and respect.

“The outpouring of love and support from members has been great to see,” Jarman said.

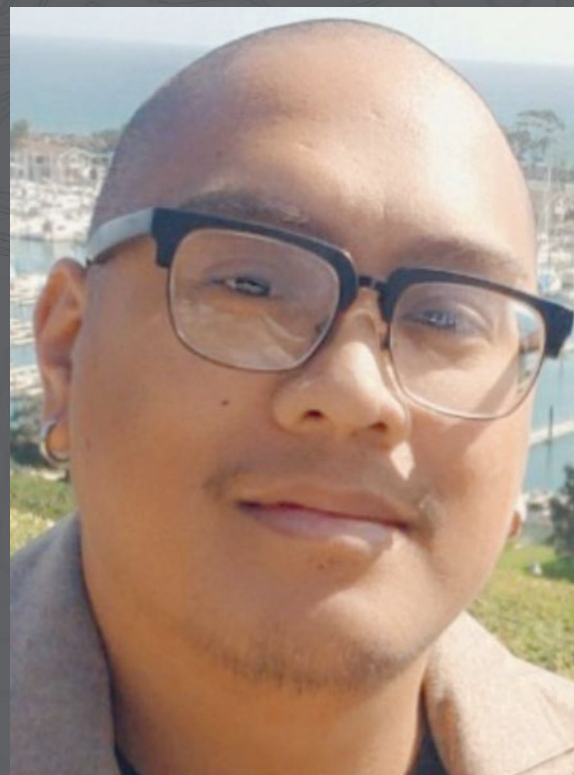
Wilmington Safety Director Gordon Godel worked alongside Sunga for the past six years, including time spent servicing vessels and recruiting. Godel remembers him as “a good, family-oriented guy. He took a job as a patrolman because he wanted to be home with his family,” he said.

Godel fondly recalled many conversations with Sunga about their families and especially their kids. A doting father, Sunga often would share his growing son’s milestone moments.

As Jarman recalled, “If Jesse had something going on with his son, he’d share photos with the work group chat.”

Sunga’s visitation and funeral service were scheduled to take place in late July, after this edition went to press, at Forest Lawn Covina Hills Memory Chapel in Covina, California. A memorial gathering also was planned for the Wilmington hall on the day of the monthly membership meeting.

A GoFundMe fundraiser in Sunga’s honor has been organized to support his family, cover funeral expenses and provide financial support for his young son.



Jesse Sunga Jr.



Patrolman Jesse Sunga Jr. (right) and his son, Noah, take a selfie during a family day at Noah’s school earlier this year.



Pictured at the Wilmington hall in 2022 are (from left) Patrolman Jesse Sunga Jr., Recertified Bosun Amed Mihakel (receiving his first pension check), and Port Agent Gerret Jarman.

## NMC Issues Notices Regarding Credentials, Medical Certificates

*Editor’s note: The U.S. Coast Guard’s National Maritime Center (NMC) recently issued the following two, separate notices. Both notifications are posted on the agency’s website and on the SIU website.*

### Updated Merchant Mariner Credentials

On March 1, 2024, the U.S. Coast Guard began issuing Merchant Mariner Credentials (MMCs) in a new single-sheet format. This new mariner credential replaced the legacy passport-style red book and associated endorsement labels.

Based on processing observations and customer feedback, the stock used for the new MMC is being upgraded to one that is significantly more tear resistant. All other appearance and security features remain the same. The new MMC remains formatted on 8.5” x 11” waterproof and tear-resistant synthetic stock and is far more durable than the previous paper licenses or passport-style books issued in years past. To learn more about the new MMC, visit the National Maritime Center (NMC) website.

The updated MMC document will be issued for all approved applications, to include credential endorsements, beginning July 8, 2024.

To validate a new MMC, use the Coast Guard’s credential verification tool at MMLD Credential Verification ([uscg.mil](https://uscg.mil)). For a document search, select “MMC” as the document type and enter the document number. On the new MMC, the document number can be found on the red cover section beneath the corresponding barcode and will have the prefix “Z”.

If you have any questions, contact the NMC Customer Service Center by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil) or calling 1-888-IASKNMC (427-5662).

### Merchant Mariner Medical Certificate Application Backlog

The National Maritime Center (NMC) is currently experiencing a backlog of medical certificate applications. The NMC recommends you submit your application 90 days in advance of your current medical certificate’s expiration. NMC processing times are currently close to 30 days for COMPLETE applications but may be longer for incomplete applications.

Processing times at the NMC have grown due to large e-mail volume. Sending multiple e-mails for individual pages of the application or sending the same information multiple times only causes delays in processing for other mariners and will significantly delay the processing of your information. For example, during the week of 10-14 June, 2024, approximately 25 percent of all e-mails processed were duplicate medical certificate applications (CG-719K).

You can help us improve processing times by adhering to the following guidelines:

- Review your application to ensure it is COMPLETE prior to submission. Please review our website to avoid common medical certificate application errors.
- Check your medical certificate expiration date and apply 90 days before it expires.

- E-mail medical certificate applications (CG-719K or K/E) directly to [MEDAIP@uscg.mil](mailto:MEDAIP@uscg.mil). (Other submission options include sending to an REC, fax or U.S. mail, but these options are not processed as quickly as direct submission to [MEDAIP@uscg.mil](mailto:MEDAIP@uscg.mil).)

- Enter the e-mail subject line in the following format: LAST NAME\_FIRST NAME\_MARINER REFERENCE NUMBER.

- Name your PDF file in the following format: LAST NAME\_FIRST NAME\_REFERENCE NUMBER.

- Medical certificate applications (CG-719K) should be submitted as one PDF.

- JPEG and other formats are not accepted.

- Do not send drug test results with your medical certificate applications (CG-719K). Drug testing results should be sent with your MMC application to [MMCAplications@uscg.mil](mailto:MMCAplications@uscg.mil).

- If necessary, e-mail medical-related documentation other than medical certificate applications (i.e., additional information) to [NMCMedicalClerks@uscg.mil](mailto:NMCMedicalClerks@uscg.mil).

As a reminder, only COMPLETE medical applications are accepted for processing. Incomplete applications are returned to the mariner for correction and must be resubmitted, which delays the processing of your medical certificate application.

Please note that it is the individual mariner’s responsibility to submit his or her USCG physical to [MEDAIP@uscg.mil](mailto:MEDAIP@uscg.mil) on their own behalf, with any required supporting documentation.



# Report of the Constitutional Committee

We, the undersigned Constitutional Committee, were elected at a Special Meeting held in Piney Point on June 24, 2024, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied proposed Constitutional Amendments contained in Resolutions submitted by our Executive Board.

With the exception of one minor proposed amendment, these Resolutions, containing the proposed amendments, prior to their submission to us, were adopted by a majority vote of the membership. The provisions of these Resolutions, including their “WHEREAS” clauses, are contained in this report so that all members have available to them their full text for review and study at the same time that they read this, our Report and Recommendations.

Whereas, the Executive Board of this Union met on January 31, 2024 for the purpose of discussing potential amendments to the constitution of this Union; and

Whereas, after lengthy discussions, the Board members unanimously decided that since the constitution of this union has not been amended since 2013 and, that over the last ten years, there have been many changes in the industry, the labor movement, and this union which, in their opinion, warrant constitutional amendments,

The Executive Board resolved to present the following potential amendments to the membership for their action.

1. To make our union’s constitution more inclusive, amend all places in the document where the current word used is linked to one gender such as “he” to “he or she”.

2. In a further effort to make the constitution more current and inclusive, replace the words “crimps and finks” with “manning agents” and add additional classifications to the existing list in the statement of principles against which discrimination will not be tolerated. The list would be amended to include: sexual orientation, national origin, disability and age.

3. Amend Article III, section 3 (e) to make it easier for members to stay in good standing if they are unable to timely pay dues while on an American flag vessel anywhere in the world and Amend Article III by adding a section 3 (f) to indicate that any member on check-off through an employer or the Seafarers Vacation Plan would automatically be in good standing.

4. Amend Article III, Section 1 to make it clear that probationary members enjoy certain rights of membership but not all the rights enjoyed by full book members. Your committee believes and is recommending that there is no need to amend this section of the constitution as the Union’s consistent practice has always been that probationary book members have the right to express themselves at membership meetings but do not have the right to vote at such meetings with the exception of contract ratifications.

5. Amend Article V, Section 1 (a). As there has not been an increase in dues since 2006, and to enable the union to continue servicing the membership at the level they have come to expect, raise the dues \$25/quarter effective the second quarter of 2025 and then raise it an additional \$25/quarter on January 1, 2027.

6. Amend Article V, Section 2 for the same reasons as the proposed dues increase by raising the initiation fee paid by new members joining after January 1, 2025,

by \$500 and amend Article V section 2 to increase the service fee for the issuance of a full book by \$15.00

7. Amend Article VI, Section 4 to make it easier for members to have their rights restored after retiring their books by paying one-quarter dues each year that the book is in retirement during the quarter when their book was retired.

8. Amend Article VIII. In a further effort to expand services for the Union’s membership and to help ensure that the union’s diversity and educational goals are met, add two new Vice President positions: a Vice President of Diversity, Equity & Inclusion, and a Vice President of Training and Education along with corresponding assistant Vice President positions and allow the new officers to serve as delegates to the union’s parent organization in accordance with the constitutional guidelines.

9. Amend Article X, Section 1 (j) to change the word “shall” to “may” in the constitutional section pertaining to the filling of union officer and representative positions by providing the president with sufficient time to properly fill a vacant office.

10. Amend Article X, Sections 5, 6, 8, 9, and 12 to make the titles of three existing Vice Presidents’ positions more in line with their actual work and the territory they serve by placing the Caribbean region under the Gulf Coast; remove the words “Southern Region and inland waters” from the territory of the Great Lakes Vice President and remove the words “fishing industries” from the responsibilities of the Government Services Vice President.

11. Amend Article X, Section 12. In keeping with current times, formally allow the executive board to hold meetings virtually to save costs when it is efficient to do so.

12. Amend Article XIII, Section 1 (g) to help individuals who wish to run for union office and are on a vessel during the period of nominations by allowing them to use an email address and to allow the credentials committee the right to reach out via email or expedited mail if it needs to reach a member with any questions.

13. Amend Article XIII, Section 2 (c) to clarify that any appeals to an action of the credentials committee need to be filed in time for such appeal to be acted upon by the membership at the regular membership meeting following the committee’s election and prior to the issuance of its report.

14. Amend Article XIII, Section 3 (a). In a further effort to engage the membership in union elections and proceedings, expand the voting period by one month to provide more time for members to vote (October through December) which would also entail moving the nominating period and the election and service of the credentials committee back one month to July of the election year.

15. Amend Article XII, Section 1 (c) by including vessels in ROS status among the types of vessels for which sixty-five (65) days of seetime is required rather than one hundred (100) days of seetime between January 1 and the time of nomination during an election year. This was suggested due to the possibility of starting the voting period in October which would entail moving the nominating period back by one month. Your committee acknowledges that this particular proposed amendment was not presented to the membership

during the June membership meetings; however, we are recommending that it be included with all the other proposed amendments to help ensure that members who work on ROS vessels who wish to run for union office will be able to do so, assuming they satisfy all other eligibility requirements.

16. Amend Article XIII, Section 3 (a). In accordance with the wishes of the membership as expressed at membership meetings, make permanent the provision to allow ballots to be brought to vessels, subject to guidelines set by the executive board.

17. Amend Article XIII, Section 3 (a). Considering the proposal to expand the voting period by a month and bringing ballots to vessels, remove Saturday voting at union halls.

18. Amend Article XIII, Section 3 (e) to make it easier for members to vote absentee if incapacitated by illness or injury.

19. Amend Article XIII, Section 4 (b) to increase the tallying committee from 20 to 28 members due to the addition of four new constitutional ports and raise the committee’s quorum from 10 to 14 members.

20. Again, due to the addition of four new constitutional ports, increase the number of elected port agents by 4: 1 for Norfolk, 1 for Jacksonville, 1 for Long Beach, and 1 for Tacoma.

21. Amend Article XXIII to add the four new constitutional ports to the regular membership meeting schedule and move the date when the Algonac meeting is held to the Thursday in the week following its current meeting date.

22. Amend Article XVII. In keeping with current times, codify the Union’s ability to use social media to communicate with its members.

23. Allow the constitution to be amended to take care of non-substantive housekeeping, grammatical and spelling errors throughout the document; such as changing the word “contract” to “collective bargaining agreement”, changing the words “under an incapacity” to “incapacitated”, changing “in behalf” to “on behalf”, etc.

Be it resolved that, if approved by a majority vote of the membership, the foregoing proposed amendments, with the exception of number 4, be placed on the ballot along with the election of officers for use during the upcoming election.

We further recommend, if it is reasonably possible, that a copy of our Committee’s Report containing the proposed Resolutions and membership action taken to date, be printed in the Seafarers LOG, August 2024 issue, so that the membership will be kept abreast as to all facts and actions taken as of this time. In addition, we recommend that copies of such LOG issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of November and December 2024.

Your Constitutional Committee wishes to thank the Union, its officers, representatives, members, and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolutions will serve the needs of the Union and the membership.

DATE: June 26, 2024  
Fraternally submitted,  
Constitutional Committee

## 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 requesting

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.





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### August & September Membership Meetings

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

*Piney Point change due to holiday observance*

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

	Dispatchers' Report for Deep Sea									
"Total Registered" and "Total Shipped" data is cumulative from June 14 - July 15, 2024. "Registered on the Beach" data is as of July 16, 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	16	11	2	14	7	1	10	20	11	2
Anchorage	1	3	3	1	2	3	3	2	4	0
Baltimore	2	1	2	3	0	2	3	2	1	0
Fort Lauderdale	20	8	4	14	7	2	9	32	17	3
Guam	3	2	1	3	2	2	0	2	2	2
Harvey	6	5	2	4	1	2	0	10	7	4
Honolulu	7	1	1	5	1	0	1	11	2	1
Houston	23	22	12	12	15	7	14	50	32	11
Jacksonville	21	21	7	16	14	8	15	46	35	6
Jersey City	16	5	4	12	4	1	4	35	4	6
Joliet	2	1	1	2	1	0	3	3	2	2
Mobile	7	4	3	7	3	2	3	11	3	2
Norfolk	13	11	8	9	10	5	2	24	22	12
Oakland	14	1	0	6	1	1	5	17	2	2
Philadelphia	5	3	0	3	3	0	1	2	0	0
Piney Point	2	4	1	1	3	1	3	1	3	0
Puerto Rico	7	3	2	3	4	3	2	12	2	0
Tacoma	18	6	1	12	7	0	4	26	8	3
St. Louis	0	1	1	0	3	0	0	0	1	1
Wilmington	21	7	3	15	4	2	4	48	11	5
TOTAL	204	120	58	142	92	42	86	354	169	62
Engine Department										
Algonac	6	3	3	2	0	1	1	6	4	1
Anchorage	0	0	0	0	1	0	0	1	0	1
Baltimore	4	1	0	3	1	0	2	4	1	0
Fort Lauderdale	5	3	2	4	0	1	4	13	6	2
Guam	1	0	1	1	1	1	0	0	0	1
Harvey	0	1	1	1	1	1	1	3	6	1
Honolulu	5	1	1	5	1	0	0	8	4	2
Houston	14	11	1	7	6	0	4	19	12	7
Jacksonville	16	18	3	15	11	1	6	27	18	5
Jersey City	6	10	2	2	4	1	3	11	9	1
Joliet	0	1	0	1	1	0	2	0	0	0
Mobile	4	1	0	0	1	1	2	5	2	0
Norfolk	9	13	7	12	14	6	7	13	11	8
Oakland	3	1	1	4	1	0	0	8	1	3
Philadelphia	1	0	0	2	0	0	1	2	1	2
Piney Point	1	2	0	0	1	0	0	2	2	0
Puerto Rico	5	0	0	4	0	1	4	10	1	0
Tacoma	6	5	1	6	5	1	3	13	7	0
St. Louis	1	1	1	0	1	0	0	2	0	1
Wilmington	6	2	3	11	2	1	1	14	4	4
TOTAL	93	74	27	80	52	16	41	161	89	39
Steward Department										
Algonac	6	0	0	1	1	0	0	5	0	1
Anchorage	0	4	0	0	3	0	1	0	1	1
Baltimore	1	0	0	1	0	0	0	0	0	1
Fort Lauderdale	6	3	3	5	1	2	3	9	6	1
Guam	1	2	0	2	2	0	0	0	1	0
Harvey	4	5	1	3	3	0	3	3	7	1
Honolulu	1	3	0	4	1	0	2	9	4	1
Houston	8	3	3	5	1	2	4	24	7	4
Jacksonville	19	18	4	11	10	8	11	34	27	5
Jersey City	6	1	1	7	0	1	3	8	2	2
Joliet	0	0	0	0	0	0	0	1	0	2
Mobile	1	1	0	1	0	0	0	2	2	0
Norfolk	11	16	4	8	15	3	10	18	16	9
Oakland	13	4	1	6	3	0	3	19	8	2
Philadelphia	1	2	0	0	1	0	0	3	1	0
Piney Point	0	2	0	1	3	0	1	2	1	0
Puerto Rico	8	3	0	2	5	0	2	8	7	3
Tacoma	10	3	0	7	3	0	3	13	4	2
St. Louis	1	2	0	2	0	0	0	1	2	0
Wilmington	28	7	1	10	5	3	8	30	10	1
TOTAL	125	79	18	76	57	19	54	189	106	36
Entry Department										
Algonac	1	5	15	1	3	3	3	0	8	18
Anchorage	0	0	0	0	1	0	0	0	2	0
Baltimore	0	0	4	1	1	1	1	0	0	4
Fort Lauderdale	1	5	10	0	4	9	2	1	7	11
Guam	0	0	0	0	0	0	0	0	0	0
Harvey	0	4	3	1	3	1	1	1	7	7
Honolulu	0	1	5	0	0	2	0	0	2	10
Houston	4	22	19	0	4	11	3	7	30	23
Jacksonville	0	23	62	0	22	51	4	1	42	97
Jersey City	3	10	7	1	9	8	1	2	19	22
Joliet	0	0	0	0	1	1	2	0	1	0
Mobile	0	0	1	0	1	1	1	0	0	2
Norfolk	0	9	24	0	6	27	0	1	13	39
Oakland	0	3	7	0	2	2	2	0	4	10
Philadelphia	0	1	0	0	2	0	0	0	0	0
Piney Point	0	2	7	0	2	6	3	1	1	1
Puerto Rico	0	0	0	0	0	0	0	0	1	1
Tacoma	0	3	5	0	6	2	1	4	12	5
St. Louis	0	0	0	0	0	1	0	0	0	0
Wilmington	1	13	13	2	11	8	2	0	13	13
TOTAL	10	101	182	6	78	134	26	18	162	263
GRAND TOTAL	432	374	285	304	279	211	207	722	526	400



# Annual Funding Notice For MCS Supplementary Pension Plan

## Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the “Plan”). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation (“PBGC”), a federal insurance agency. All traditional pension plans (called “defined benefit pension plans”) must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2023 and ending December 31, 2023 (“Plan Year”).

## Funded Percentage

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the “funded percentage.” The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan’s funded percentage for the Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan’s assets and liabilities for the same period.

	2023	2022	2021
Valuation Date	January 1, 2023	January 1, 2022	January 1, 2021
Funded Percentage	305.37%	315.14%	310.30%
Value of Assets	\$6,473,233	\$6,554,215	\$6,449,649
Value of Liabilities	\$2,119,791	\$2,079,757	\$2,078,497

## Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are “actuarial values.” Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan’s funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan’s assets for each of the two preceding plan years.

The December 31, 2023 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2023	December 31, 2022	December 31, 2021
Fair Market Value of Assets	\$6,441,375	\$6,272,462	\$7,001,576

## Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 666. Of this number, 285 were current employees, 248 were retired and receiving benefits, and 133 were retired or no longer working for the employer and have a right to future benefits.

## Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. To preserve capital, some of the assets are invested in a general account with Prudential Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 30% of the remainder of the Plan’s assets is invested in equity securities with the balance invested in fixed income securities. Under the Plan’s investment policy, the Plan’s assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	.3%
2. U.S. Government securities	9.2%
3. Corporate debt instruments (other than employer securities):	
a. Preferred	5.8%
b. All other	
4. Corporate stocks (other than employer securities):	
a. Preferred	
b. Common	18.3%
5. Partnership/joint venture interests	
6. Real estate (other than employer real property)	
7. Loans (other than to participants)	
8. Participant loans	
9. Value of interest in common/collective trusts	.7%
10. Value of interest in pooled separate accounts	
11. Value of interest in master trust investment accounts	
12. Value of interest in 103-12 investment entities	
13. Value of interest in registered investment companies (e.g., mutual funds)	8.9%
14. Value of funds held in insurance co. general account (unallocated contracts)	56.8%
15. Employer-related investments:	
a. Employer Securities	
b. Employer real property	
16. Buildings and other property used in plan operation	
17. Other	

For information about the plan’s investment in any of the following types of investments common/collective trusts, pooled separate accounts, or 103-12 investment entities, contact Margaret Bowen, 5201 Capital Gateway Drive, Camp Springs, MD 20746-4275, (301) 899-0675.

## Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in “endangered” status if its funded percentage is less than 80 percent. A plan is in “critical” status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in “critical and declining” status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

The Plan was not in endangered, critical, or critical and declining status in the Plan Year.

If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2023, separate notification of the status has or will be provided.

## Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the “Form 5500.” These reports contain financial and other information. You may obtain an electronic copy of your Plan’s annual report by going to [www.efast.dol.gov](http://www.efast.dol.gov) and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or you may obtain a copy of the Plan’s annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under “Where To Get More Information.”

## Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan’s available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan’s financial condition improves.

For information about the plan’s investment in any of the following type of investments as described in the chart above – common/collective trusts, pooled separate accounts, master trust investment accounts, or 103-12 investment entities, contact: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Capital Gateway Drive, Camp Springs, Maryland 20746

## Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC’s multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC’s maximum guarantee, therefore, is \$35.75 per month times a participant’s years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant’s years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant’s guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant’s guaranteed monthly benefit would be \$177.50 (\$17.75 x 10). The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person’s monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan’s termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC’s website at [www.pbgc.gov/prac/multiemployer](http://www.pbgc.gov/prac/multiemployer). Please contact your employer or plan administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See “Where to Get More Information About Your Plan,” below.

## Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator at:

Margaret Bowen  
5201 Capital Gateway Drive  
Camp Springs, Maryland 20746  
301-899-0675,

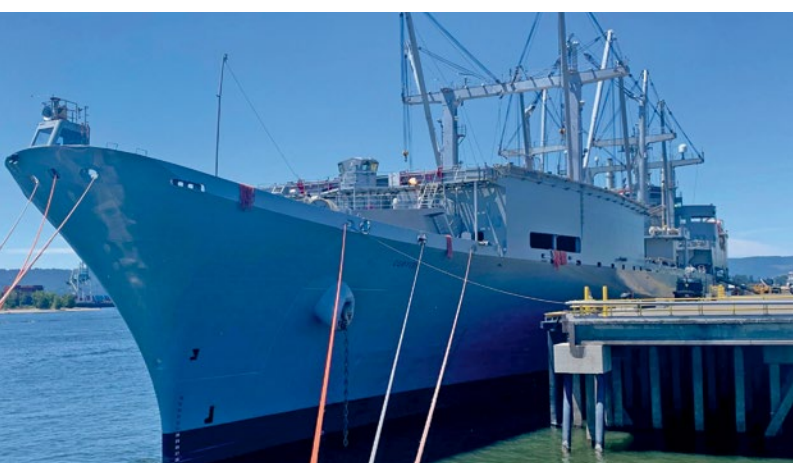
For identification purposes, the official plan number is 001 and the plan sponsor’s employer identification number or “EIN” is 51-6097856.



# At Sea & Ashore with the SIU



**ABOARD ARC DEFENDER** – Pictured from left aboard the TOTE ship in Baltimore are Safety Director Jose Argueta, OS Fausto Aranda, Bosun Jandro Ebulfredo Avila Noralez, and Steward/Baker Daniel Miller.



**PACIFIC NORTHWEST SERVICING** – The SIU-crewed *USNS Curtiss* (Crowley) is pictured in Vancouver, Washington, where Patrolman Dennison Forsman met with the crew.



**SOLIDARITY IN FLORIDA** – The SIU took part in the state AFL-CIO COPE Convention in Miami in June. Pictured at the meeting are (from left) SIU Port Agent Ashley Nelson, AFL-CIO Secretary-Treasurer Fred Remond, and SIU Asst. VP Kris Hopkins.



**REMEMBERING CHET WHEELER** – The remains of the late SIU Asst. VP Government Services Chester “Chet” Wheeler were scattered by his family during the *SS Jeremiah O'Brien*’s annual memorial cruise on the West Coast. Several of Chet’s family members attended, including his wife, Rebecca; his son (and former SIU member) Adam Hanson; granddaughters Alexandra and Annalynn; and sister Deborah Novachick. SIU Patrolwoman Kathy Chester attended on behalf of the union.



**ABOARD USNS ALGOL** – Many thanks to Recertified Bosun Ritche Acuman for this photo from the Ocean Duchess vessel (and for the IDs). Pictured up top, from left, are AB Johncarlo Garibaldi, AB Jeremy Smoot, SA Jaylin Griffin, SA Mohsen Abdullah, Oiler Jovita Carino, OS Salih Abdelrahim, 3M Ben Rush, AB Ibrahim Abubaker, OS Shamar Rhoden and QMED DW Jared Johnson. On the stairs, from top to bottom: AB Andre Nero, AB Edward Copeland. On the lower deck, from left: 3AE Edward Jones, CC Keyanna Williams, Chief Steward Kim Holliman, 2AE John Melcher, QMED Kevin Brown, Captain Raymond Davis, Chief Engineer Matt Kwiatkowski, 1AE Josh Davenport, 2AE Marcelino Cayabyab, 3AE Edward Thompson, Wiper Jameshia Roache, QMED DW Alex Canada, GUDE Rodolfo Ludovice, 3M Gavino Octaviano, Recertified Bosun Ritche Acuman and 2M Jessica Kanehl. Photo was taken recently in Beaumont, Texas.



**BACKING PRO-MARITIME CONGRESSMAN** – Seafarers turn out for a recent event supporting U.S. Rep. Adam Smith (D-Washington). Pictured from left are retired Recertified Steward Tommy Belvin, Steward/Baker Clark Williams, Recertified Bosun LBJ Tanoa, retired Recertified Steward Scott Opsahl, Steward/Baker Todd Gallagher, and Recertified Steward Erwin Renon.





# At Sea & Ashore with the SIU



**SHIPMATES ONCE AGAIN** – This Seafaring Selfie proves that what goes around, comes around. Recertified Bosun James Blitch (right) was Bosun Kyle Silva's (left) bosun on the *Horizon Producer*. Recently, Blitch came out of retirement to sail with Silva as his AB aboard the *Maersk Kansas*.



**ABOARD DANIEL K. INOUYE** – These snapshots are from a recent, very well-received cookout aboard the Matson vessel. Steward department members included Recertified Steward Fakhruddin Malahi (above, right), Chief Cook Andrea Sharpe (above, left), and ACU Nasser Alarqban.



**MILESTONE IN JERSEY CITY** – QMED Mohammed Gir (right) receives his A-seniority book. He's pictured at the hiring hall with SIU Patrolman Osvaldo Ramos.



**COAST GUARD CONGRATS** – SIU Port Agent Mario Torrey (left) and ITF Inspector Barbara Shipley (right) congratulate Capt. Peggy Britton on becoming the commander of Coast Guard Sector Virginia. The change-of-command ceremony took place in Portsmouth, Virginia, near Norfolk.



**ABOARD MAERSK ATLANTA** – Pictured from left aboard the vessel in New Jersey are Recertified Steward Glenn Williams, Chief Cook Osmar Ramos, and SA Marlon Quevedo Aquino.



**WELCOME ASHORE IN SUNSHINE STATE** – Recertified Bosun Michael Eaton (left) picks up his first pension check at the Fort Lauderdale, Florida, hall, culminating an SIU career that began in 1984. Congratulating him is SIU Asst. VP Kris Hopkins.



**ON THE RECRUITING TRAIL** – SIU Port Agent Ray Henderson (behind table in photo above, right) and Patrolman James Bast (right in remaining photo) promote the union during a transportation career fair in Rahway, New Jersey.



**READY TO SHIP OUT** – Bosun Raul Colon (center) is pictured at the San Juan hall with SIU Asst. VP Amancio Crespo (left) and Safety Director Ricky Rivera.



# At Sea & Ashore with the SIU



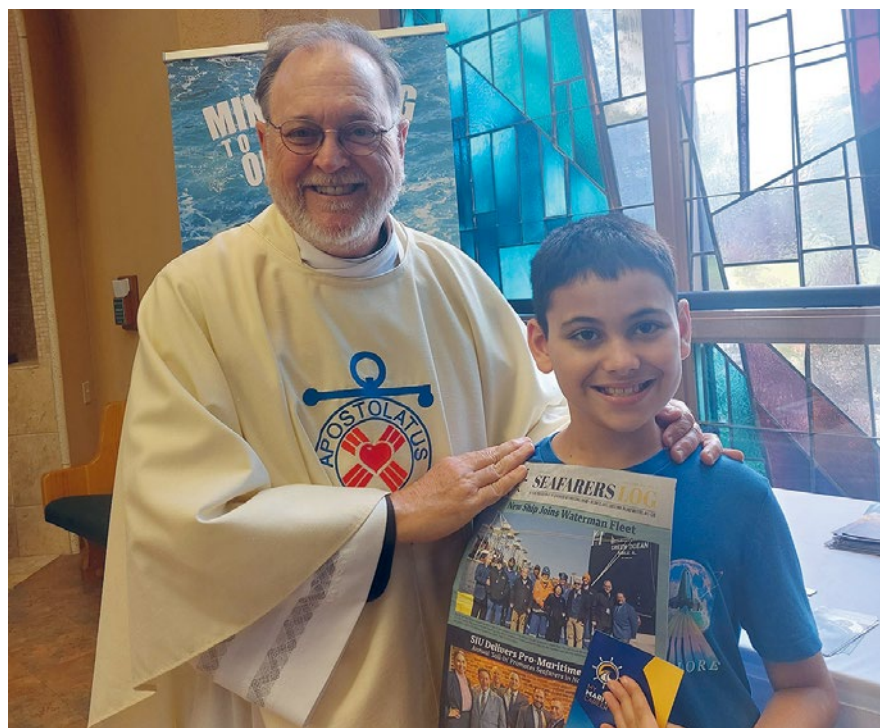
**WITH SIU CIVMARS** – Pictured at left are crew members aboard the *USNS William McLean*, while at right, OS Deondre Granby Epps is ready to move cargo on the *USNS Arctic*. Thanks to SIU Asst. VP Sam Spain for both photos.



**FAMILY MILESTONE** – Captain (and SIU hawsepiper) Christopher Kalinowski (left) and his son, AB Christian Kalinowski (center) are pictured at the Baltimore hall just before sailing together on the *Maersk Denver*. Congratulating them on the occasion is Safety Director Jose Argueta.



**CONGRATS IN PINEY** – Chief Cook Brittany Steward (right) receives her full book at the hiring hall in Piney Point, Maryland. Congratulating her is SIU Port Agent Chad Partridge.



**OUTREACH IN LONE STAR STATE** – “Sea Sunday” was observed at all the masses at St. Francis Catholic Church in Orange, Texas, on July 14. Attendees also had a chance to stop at a table featuring information about training opportunities at the SIU-affiliated Paul Hall Center; Texas A&M; and the USMMA. In this snapshot, SIU member Fr. Sinclair Oubre welcomes future mariner Skylar Ezell.



**ABOARD TAINO** – Safety Director Ricky Rivera recently conducted a safety meeting with members aboard the Intrepid Personnel and Provisioning ship in San Juan. Pictured after the meeting (and showing their respective books as an indication of eagerness to participate in the upcoming union election) are (from left) ABM Erick Toledo, ABM Victor Cortes, Bosun Joel Gonzalez, Rivera, Electrician Carlos Parrilla, Chief Cook Jonathan Perez, and Steward/Baker Jacob Parrilla.



**ABOARD USNS RED CLOUD** – These snapshots are from the Independence Day feast on the Patriot-operated vessel. The smaller of the posed group photos includes (from left) Chief Cook Robert Greenwood, Recertified Steward Dennis Dizon, and SA Ebrahim Al Saqladis.





# 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

### AHMED ABOLELA

Brother Ahmed Abolela, 65, joined the union in 2005, initially sailing aboard the *Green Point*. He worked in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Abolela most recently shipped on the *Bay State* and makes his home in Spring, Texas.



### GABRIEL BELLO

Brother Gabriel Bello, 67, started sailing with the SIU in 1999 and first worked on the *Independence*. He shipped in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Bello last sailed on the *Cape Henry*. He resides in Waipahu, Hawaii.



### ERNEST CARLOS

Brother Ernest Carlos, 65, became a member of the union in 2002 when he sailed aboard the *Cape Taylor*. A steward department member, he upgraded at the Piney Point school on several occasions. Brother Carlos's last vessel was the *Santorini*. He lives in Englewood, New Jersey.



### WILLIAM DUKES

Brother William Dukes, 69, signed on with the SIU in 1999. He first sailed aboard the *USNS Bellatrix* and worked in the deck department. Brother Dukes upgraded at the Paul Hall Center on multiple occasions. He last shipped on the *Presque Isle* and is a resident of Wellston, Michigan.



### MICHAEL EATON

Brother Michael Eaton, 64, joined the Seafarers International Union in 1984 and first sailed aboard the *Gemini*. He upgraded at the Piney Point school on numerous occasions and sailed in the deck department. Brother Eaton most recently shipped aboard the *Innovation* and settled in Meritt Island, Florida.



### AMBROSE GABRIEL

Brother Ambrose Gabriel, 65, embarked on his career with the SIU in 1980 when he sailed on the *Mariner*. He shipped in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Gabriel concluded his career aboard the *American Pride* and lives in New Orleans.

### GENE GALLOSA

Brother Gene Gallosa, 67, signed on with the union in 2012, initially sailing aboard the *Pride of America*. He worked in the engine department and upgraded at the union-affiliated Piney Point School on multiple occasions. Brother Gallosa most recently shipped on the *Stephen W. Pless* and is a resident of Jacksonville, Florida.



### KEVIN GATLING

Brother Kevin Gatling, 65, started sailing with the SIU in 1986 when he shipped on the *Anders*. He sailed in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Gatling's final vessel was the *Green Lake*. He makes his home in Seattle.



### WINDEL GENTLE

Brother Windel Gentle, 66, began his career with the Seafarers International Union in 2001. A deck department member, he first sailed aboard the *Chilbar*. Brother Gentle upgraded at the Paul Hall Center on multiple occasions and last shipped on the *Maersk Seletar*. He is a Boston resident.



### RENATO GOVICO

Brother Renato Govico, 64, began sailing with the Seafarers in 1991 and first worked aboard the *Independence*. He upgraded on multiple occasions at the Piney Point school and shipped in the deck department. Brother Govico most recently sailed on the *Overseas Boston* and makes his home in Waipahu, Hawaii.



### RAY JOHNS

Brother Ray Johns, 66, began sailing with the Seafarers in 1997. He sailed in the deck department and first shipped on the *Allegiance*. Brother Johns upgraded his skills at the Piney Point school on multiple occasions. He most recently sailed on the *Seabulk Challenge* and lives in Wilmington, Delaware.



### LOUIS JOHNSON

Brother Louis Johnson, 65, joined the union in 2001 and first sailed aboard the *Cape Horn*. He was a member of the steward department and upgraded at the Paul Hall Center on several occasions. Brother Johnson last shipped on the *Cape Kennedy*. He resides in New Orleans.



### DANIEL KAYSER

Brother Daniel Kayser, 65, donned the SIU colors in 1978 when he sailed aboard the *Bayamon*. He upgraded on multiple occasions at the Piney Point school and worked in the deck department. Brother Kayser concluded his career aboard the *Gemini*. He resides in Baguio City, Philippines.



### MARIO LACAYO

Brother Mario Lacayo, 65, became an SIU member in 1995. He was a steward department member and upgraded on multiple occasions at the Paul Hall Center. Brother Lacayo's first vessel was the *Independence*; his last, the *American Liberty*. He makes his home in Houston.

### DWANE LANDRY

Brother Dwane Landry, 65, embarked on his career with the Seafarers in 1983 when he shipped on the *Producer*. He sailed in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Landry's final vessel was the *Dewayne T Williams*. He resides in Fairburn, Georgia.



### ROY RHODES

Brother Roy Rhodes, 62, started sailing with the union in 1987, initially shipping with Red Circle Transport. He sailed in the deck department and concluded his career aboard the *Maersk Tennessee*. Brother Rhodes lives in Houma, Louisiana.



### SEAN RICHARD

Brother Sean Richard, 64, joined the union in 1992 when he sailed with Delta Queen Steamboat Company. He upgraded at the Piney Point school on numerous occasions and worked in the steward department. Brother Richard's final vessel was the *Cape Kennedy*. He makes his home in New Orleans.



### GERALD SHIRLEY

Brother Gerald Shirley, 65, signed on with the SIU in 1981 when he sailed on the *Newark*. He shipped in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Shirley's final vessel was the *Tacoma*. He resides in Renton, Washington.



### CHARLES SIMMONS

Brother Charles Simmons, 65, began sailing with the Seafarers in 1986. A deck department member, he first sailed aboard the *USNS Assurance*. Brother Simmons upgraded at the Piney Point school on multiple occasions. He concluded his career aboard the *Liberty Star* and settled in Drury, Missouri.



### JOHN SMILARI

Brother John Smilari, 65, started sailing with the union in 1977, initially working aboard Marlin Steamship's *Mary*. He sailed in the deck department and upgraded on numerous occasions at the Piney Point school. Brother Smilari last shipped on the *Overseas Harriette* and makes his home in Kalispell, Montana.



### PETER SOLIS

Brother Peter Solis, 65, joined the SIU in 2007 and first shipped on the *Cleveland*. He worked in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Solis most recently shipped on the *USNS Mary Sears*. He resides in National City, California.





### PATRICIA SULLIVAN

Sister Patricia Sullivan, 66, embarked on her career with the Seafarers in 2005. A steward department member, she first sailed aboard the *Freedom*. Sister Sullivan upgraded at the Piney Point school on several occasions and concluded her career working with Keystone Ocean Services. She calls Longmont, Colorado, home.



### JULIUS UDAN

Brother Julius Udan, 59, became a member of the union in 1985. He initially sailed on the *USNS Triumph* and worked in the deck department. Brother Udan upgraded at the Paul Hall Center on multiple occasions. He most recently shipped on the *Horizon Enterprise* and lives in Waipahu, Hawaii.



### LUIS VASQUEZ

Brother Luis Vasquez, 65, joined the Seafarers International Union in 2001 and first sailed aboard the *USNS Pathfinder*. He worked in both the deck and engine departments and upgraded on multiple occasions at the Piney Point school. Brother Vasquez concluded his career aboard the *National Glory*. He resides in Salem, Massachusetts.



### RENE VAZQUEZ GOMEZ

Brother Rene Vazquez Gomez, 65, donned the SIU colors in 1979. He first sailed aboard the *Long Lines* and was an engine department member. Brother Vazquez Gomez upgraded his skills at the Piney Point school on numerous occasions and last shipped aboard the *Harry Martin*. Brother Vazquez Gomez lives in Palm Coast, Florida.



## INLAND

### PETER BONDARENKO

Brother Peter Bondarenko, 67, signed on with the union in 2003. He sailed in the deck department and upgraded his skills at the Paul Hall Center in 2004. Brother Bondarenko shipped with Crowley Towing and Transportation for the duration of his career. He resides in Palm Coast, Florida.



### DAVID CARRIERE

Brother David Carriere, 62, donned the SIU colors in 1985, initially working with Higman Barge Lines. Brother Carriere was a deck department member. He continued his employment with the same company for his entire career. Brother Carriere is a resident of Lake Charles, Louisiana.



### BRUCE CRAM

Brother Bruce Cram, 66, began sailing with the Seafarers International Union in 1976. He worked in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Cram worked with G&H Towing for most of his career. He makes his home in Friendswood, Texas.



### CHARLES DONLEY

Brother Charles Donley, 57, joined the SIU in 1992, first sailing aboard the *USNS Silas Bent*. Brother Donley sailed as a chief engineer and upgraded at the Piney Point school on several occasions. He last sailed aboard the *Rocketship* and resides in Panama City, Florida.



### JEFFERY HEBERT

Brother Jeffery Hebert, 53, embarked on his career with the Seafarers in 1989. He sailed in both the deck and engine departments and was initially employed with Hvide Marine. Brother Hebert concluded his career aboard a Seabulk Towing vessel. He lives in Jasper, Texas.

### DAVID HENSON

Brother David Henson, 37, signed on with the union in 2005 when he worked with Crescent Towing and Salvage. He sailed in the deck department and continued to work for the same company for the duration of his career. Brother Henson makes his home in Covington, Louisiana.

### MARK HOSEY

Brother Mark Hosey, 72, signed on with the SIU in 2012. He sailed in the steward department, first aboard the *Alpena*. Brother Hosey continued to work on the same vessel for the duration of his career. He resides in Lake Nebagamon, Wisconsin.

### JAMES RANEY

Brother James Raney, 56, became a member of the union in 2002. He first sailed with Crowley Towing and Transportation and shipped in the deck department. Brother Raney upgraded on several occasions at the Paul Hall Center. He most recently sailed with G&H Towing and calls Cypress, Texas, home.



### LAWRENCE SARVER

Brother Lawrence Sarver, 64, began sailing with the SIU in 1988. He sailed in the deck department and worked with OLS Transport Inc for his entire career. Brother Sarver settled in Chillicothe, Illinois.

### JEAN TOUGAS

Brother Jean Tougas, 63, started his career with the SIU in 2004, working with Ameristar Casino. He was an engine department member and continued his employment with the same company for the duration of his career. Brother Tougas lives in Stuart, Florida.

### CHARLES TROUTWINE

Brother Charles Troutwine, 62, joined the Seafarers International Union in 1988 when he shipped with Bay Tankers Inc. He sailed in the deck department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Troutwine last worked on the *Dodge Island*. He resides in Slidell, Louisiana.



### KEENAN WIX

Brother Keenan Wix, 63, donned the SIU colors in 1987. An engine department member, he upgraded at the Paul Hall Center on numerous occasions. Brother Wix worked with G&H Towing for his entire career. He is a resident of Georgetown, Texas.



## Houston Hall Weathers Beryl



The hiring hall in Houston mostly got through Hurricane Beryl unscathed, save for a couple of down trees, a bent fence and a few days without power. Pitching in to get the hall reopened on July 12 are (from left) GUDE Teodocio Ruiz, Safety Director Kevin Sykes, Patrolman Kelly Krick, ITF Inspector Shwe Aung, Patrolman Kirk Pegan (don't worry, the saw is off) and Port Agent Joe Zavala.



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

Joe Vincenzo, Vice President  
Government Services

Bryan Powell,  
Vice President Lakes and Inland Waters



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## JOLIET

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## OAKLAND

1121 7th St., Oakland, CA 94607  
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## PHILADELPHIA

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## PINEY POINT

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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 upgraders at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.*

## Question: How did you get into seafaring, and why have you stayed sailing?



**Noah Hepburn**  
*Chief Cook*

My father currently sails with the SIU, so I followed in his footsteps. The SIU has provided a lot for me, such as the ability to travel, cook, and save plenty of money. It's these things which I value that makes sailing a worthwhile sacrifice.



**Dennis Freeman**  
*Wiper*

My uncle told me about the union. He is a Longshoreman, and I hadn't heard about this side of the industry. I really like what I've seen and done so far, and look forward to the future.



**Tyler Morin**  
*Wiper*

I found out about the SIU from a conversation in a bar. I was planning on going back into the military, and I met a merchant marine who told me I could serve my country in a way that's a lot safer, and with much better benefits. He was right!



**Andrew Tingle**  
*OS*

I joined because of all the places you get to see during the travel. I stayed sailing with the SIU because I make good money and earn time off – real time off. The benefits and retirement plans are great, too.



**Walter Figueroa**  
*Wiper*

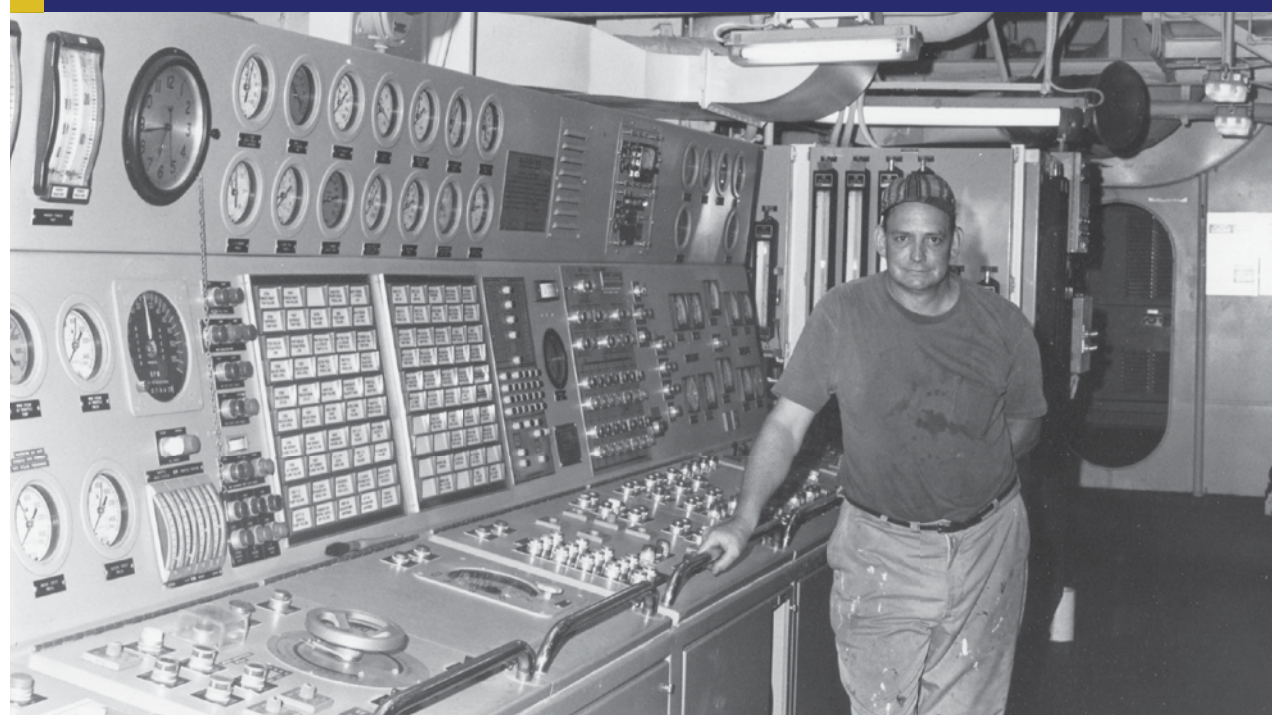
I found out about the SIU from a construction foreman in Puerto Rico, and it has since become a part of my life and my family's life. I've stayed sailing because it's helped me provide a good life for me and my family.



**Kevin Brown**  
*QMED*

I love travelling, and figured, why not get paid to see the world? I like working with my hands, and the flexible work hours and time with my family make it all worthwhile.

## Pic from the Past



Electrician Marcus Johnson, who sailed with the SIU for 33 years, is pictured aboard Waterman's *Stonewall Jackson* in 1980.



# 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

### SILVESTRE ABLAZA

Pensioner Silvestre Ablaza, 92, passed away May 2. He joined the Seafarers International Union in 1964 when he shipped on the *Alcoa Voyager*. Brother Ablaza was a deck department member. He became a pensioner in 1997 and made his home in Bossier City, Louisiana.



### MUSAID ABDULLA

Pensioner Musaid Abdulla, 76, died March 18. Sailing first aboard the *Steel Direct*, he donned the SIU colors in 1969. Brother Abdulla worked in the steward department and last shipped on the *Comet* in 2013. He went on pension the following year and settled in Fresno, California.

### MIGUEL CASTRO

Pensioner Miguel Castro, 82, passed away May 5. He signed on with the Seafarers in 1990 and sailed in all three departments. Brother Castro's first vessel was the *Stephen W. Pless*. He last sailed on the *Eugene A. Obregon* and retired in 2015. Brother Castro lived in Greenwell Springs, Louisiana.



### CHARLES FINCHER

Pensioner Charles Fincher, 87, died April 2. He embarked on his career with the SIU in 1991, initially sailing aboard the *Overseas Chicago*. Brother Fincher worked in the deck department and concluded his career aboard the *Long Lines* in 2003. He began collecting his pension in 2006 and resided in Hawaii.



### AL ISMAEL

Pensioner Al Ismael, 83, passed away April 27. He joined the union in 1966 and first shipped aboard the *Pecos*. Brother Ismael worked in the deck department. He last sailed aboard the *Thompson Pass* and became a pensioner in 1994. Brother Ismael lived in Detroit.



### NELSON POE

Pensioner Nelson Poe, 75, died April 29. He joined the Seafarers International Union in 1991. Brother Poe first shipped on the *Sealift Caribbean*. He worked in the deck department and last sailed aboard the *USNS Wright*. Brother Poe retired in 2013 and called Petersburg, West Virginia, home.



### MAHMOUD SELIM

Pensioner Mahmoud Selim, 75, passed away February 18. A deck department member, he signed on with the SIU in 1989. Brother Selim first worked on the *Falcon Princess*. He last shipped aboard the *Cyprine* and went on pension in 2013. Brother Selim made his home in Mount Vernon, New York.



### GEORGE SHAW

Pensioner George Shaw, 78, died October 12. He became a member of the Seafarers International Union in 1989. Brother Shaw first sailed aboard the *USNS Assertive*. He was a deck department member and last shipped on the *John Paul Bobo*. Brother Shaw went on pension in 2010 and lived in Pensacola, Florida.



### BRAD STEPHENSON

Brother Brad Stephenson, 67, passed away March 24. He embarked on his career with the Seafarers in 1991, initially sailing on the *Independence*. Brother Stephenson worked in the steward department, most recently aboard the *Chemical Pioneer*. He resided in Edgewater, Florida.



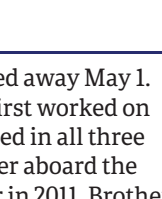
### NORBERTO VERA

Pensioner Norberto Vera, 78, died April 30. He began his career with the Seafarers in 1988. Brother Vera first shipped on the *Overseas Arctic* and was a member of the deck department. He last sailed aboard the *St. Louis Express*, before retiring in 2018. Brother Vera was a Houston resident.



### THARVON WALKER

Pensioner Tharvon Walker, 83, passed away May 1. He joined the Seafarers in 1973 and first worked on the *A&J Dr May*. Brother Walker sailed in all three departments. He concluded his career aboard the *USNS Altair* and became a pensioner in 2011. Brother Walker made his home in Virginia Beach, Virginia.



## GREAT LAKES

### THOMAS CHABOT

Pensioner Thomas Chabot, 69, died May 11. He donned the SIU colors in 1973 and initially sailed aboard the *Paul H. Townsend*. Brother Chabot shipped in the deck department and last sailed aboard the *Charles E. Wilson* in 1997. He went on pension in 2020 and resided in Lachine, Michigan.



### ROBERT SAID

Pensioner Robert Said, 77, passed away February 25. He signed on with the union in 1989 when he shipped aboard the *Southdown Challenger*. Brother Said worked in the deck department. He last sailed aboard the *Alpena* and went on pension in 2011. Brother Said lived in Coldwater, Michigan.



## INLAND

### FRED CAFFEE

Pensioner Fred Caffee, 72, died March 31. He joined the SIU in 1980 when he worked with Mariner Towing. Brother Caffee was a member of the deck department. He continued to work for the same company for the duration of his career. Brother Caffee began collecting his pension in 2013. He resided in Greensburg, Indiana.



### DOUGLAS CRAWFORD

Pensioner Douglas Crawford, 66, passed away May 4. He became a member of the Seafarers International Union in 1981 when he worked with Moran Towing of Texas. Brother Crawford was a deck department member. He most recently sailed with OSG Ship Management before retiring earlier this year. Brother Crawford lived in Westerly, Rhode Island.



### DENNIS McDONALD

Pensioner Dennis McDonald, 91, died May 1. He began sailing with the SIU in 1966. Brother McDonald worked in the engine department and was employed by G&H Towing for the duration of his career. He started collecting his pension in 1996 and called Village Mills, Texas, home.



### ELMER MILLER

Pensioner Elmer Miller, 98, passed away April 22. He donned the union colors in 1961. Brother Miller shipped in the deck department and worked with Moran Towing of Virginia for the duration of his career. He retired in 1987 and was a resident of Virginia Beach, Virginia.

### LYN SEARS

Pensioner Lyn Sears, 85, died April 27. He joined the SIU in 1959 when he sailed on the *Arizpa*. Brother Sears sailed in the engine department. He was last employed with G&H Towing and became a pensioner in 1997. Brother Sears made his home in Victoria, Texas.



## NMU

### JOSEPH FRISINO

Pensioner Joseph Frisino, 70, passed away January 25. Brother Frisino worked in the deck department and last sailed with Woods Hole Shipping. He became a pensioner in 2019 and settled in Holyoke, Massachusetts.

### LAWRENCE PAUL

Pensioner Lawrence Paul, 89, died April 26. Brother Paul shipped as a steward department member. He last sailed on the *Sue Lykes* and became a pensioner in 1996. Brother Paul was a New Orleans resident. Westbank Riverboat Services until 2010.



# Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted. Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**HUDSON EXPRESS** (Marine Personnel & Provisioning), January 28 – Chairman **Ricardo Guevara**, Secretary **Graeme Dy**, Educational Director **Tyria Mills**, Deck Delegate **Jonathan Eitz**. Chairman discussed rules pertaining to entry-level mariners and some regulations that apply to sea time for C-books. Secretary reported event-free voyage. No beefs or disputed OT reported. Members discussed Wi-Fi connectivity.

**AMERICAN PHOENIX** (Phoenix Crew Management), April 2 – Chairman **Charles Hill**, Secretary **Jack McElveen**, Deck Delegate **Yafet Antah**, Engine Delegate **William Aebi**, Steward Delegate **Joshua Lee**. Chairman advised crew to take care of physicals for the NMC and the union. Members asked for contract to be reviewed. Secretary explained the benefits of having a second cook on board. No beefs or disputed OT reported. Crew is calling for the contract to be revised overall, including medical and dental benefits. Members asked for an increase to food budget and for vacation pay to match working time. They discussed possible safety concerns related to going ashore to procure items in between stores.

**GARDEN STATE** (Intrepid Personnel & Provisioning), May 31 – Chairman **Carlos Arauz**, Secretary **Nicoll**

**Quinones-Rodriguez**, Educational Director **Alexander Capellan Almonte**, Engine Delegate **Anjwar Brooks**, Steward Delegate **Stacy Fuller**. Chairman reminded crew to check their documents for expiration. Secretary and educational director encouraged members to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Crew requested TVs for apprentices. They extended a vote of thanks to galley gang.

**ALASKAN NAVIGATOR** (Alaska Tanker Company, LLC), June 10 – Chairman **Adel Ahmed**, Secretary **Albert Sison**, Educational Director **Dequan Rivera**, Deck Delegate **Bonifacio Fortes**, Engine Delegate **Anne Scott**, Steward Delegate **Nasr Almusab**. All issues, clarifications and concerns have been resolved, per chairman. Crew expressed their condolences for the passing of Vice President Nicholas Celona and the passing of Recertified Bosun **Carlos Loureiro**. Chairman discussed the July 1 wage increase and advised crew to update their shipping documents. Secretary thanked everyone for good housekeeping. He gave crew a friendly reminder to follow the ship's posted meal hours and to follow sanitary practices when going through the meal line and dining

area. Educational director recommended members upgrade their skills at the Piney Point school. No beefs or disputed OT reported. Crew motioned to increase steward department's extra-meal compensation and to boost per-day compensation when an extra person is aboard. Some members said their rooms were too cold and reported issues with trying to adjust the temperature. Crew requested new pillows, more company-issued coveralls that include extra-small and petite-size options, penalty-pay for DEU for cleaning grease traps and 20 for 30 vacation. Members would like retirement age to be 62 and to decrease to 30 days of employment to qualify for vacation (rather than 80). They asked for steward assistant pay scale to be on par with entry-level positions in deck and engine departments. Crew gave special thanks to steward department for providing excellent, well-balanced meals and good service. Next port: Port Angeles, Washington.

**HORIZON ANCHORAGE** (Horizon Lines, LLC), June 16– Chairman **Shawn Strand**, Secretary **Amanda Suncin**, Educational Director **David Watkins**, Deck Delegate **David Weeks**, Engine Delegate **Bryan Wells**, Steward Delegate **Barbara McDonald**. Chairman praised crew for doing a good job

on staying safe. Secretary encouraged members to stay on top of documents. Educational director recommended members upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew requested \$300 allowance for safety shoe reimbursement, two-hour overtime minimum for call-outs, increased vacation benefits and a minimum of 60 days for relief. Members would like the ability to get jobs over the phone. Next port: Tacoma, Washington.

**GLOBAL SENTINEL** (Transoceanic Cable Ship Company), July 10 – Chairman **Lee Hardman**, Secretary **Jessica Dunney**, Educational Director **Mohamad Kammoun**. Chairman reviewed highlights from new contract and advised members to take care of medical certificate along with physical. Secretary reminded crew to check dryer lint traps as often as reasonably possible. Educational director encouraged members to keep upgrading their skills at the Piney Point school and to make sure all shipping documents up to date. Crew would like to see improvements to common areas such as the lounge by adding new furniture, new entertainment console, etc. to boost morale. Members thanked steward department for July 4th BBQ. Next port: Panama.

## 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 Seafar-

ers 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



# Paul Hall Center Upgrading Course Dates

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

Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		
Able Seafarer - Deck	September 23 November 4	October 11 November 22
Fast Rescue Boat	August 19	August 23
ENGINE DEPARTMENT UPGRADING COURSES		
Adv. Refer Containers	August 26	September 6
Junior Engineer	September 9	November 1
Machinist	August 26	September 13
Pumpman	September 16	September 20
RFPEW	August 26 September 23	September 20 October 18
Welding	August 19 September 23 October 28	September 6 October 11 November 15
FOWT	September 23	October 18
STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	August 19 September 23 November 4	September 20 October 25 December 6
ServSafe Management	August 12 September 16 October 28 December 2	August 16 September 20 November 1 December 6
Advanced Galley Ops	August 26 November 18	September 20 December 13
Chief Steward	October 7	November 1

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 November 18 December 2 December 6	August 12 August 16 September 23 September 27 October 28 November 18 December 2 December 6
Combined Basic/Adv. FF	October 7	October 11
Medical Care Provider	September 30	October 4
Government Vessels	September 9 September 30 October 7 November 4 December 9	September 13 October 4 October 11 November 8 December 13
MSC Storekeeper Basic	August 12	August 30
MSC Supply Configuration Mgmt	September 2	September 13
MSC Ship Clip	September 16	September 27
Tank Ship Familiarization - DL	August 19 August 26 September 30 October 7 October 21	August 23 August 30 October 4 October 11 October 25
Tank Ship Familiarization - LG	August 12 September 2 September 16 September 23 September 30	August 16 September 6 September 20 September 27 October 4

UPGRADING APPLICATION

Name

Address

Telephone (Home) (Cell)

Date of Birth

☐ Deep Sea Member

☐ Lakes Member

☐ Inland Waters Member

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

Social Security #

Book #

Seniority

Department

Home Port

E-mail

Endorsement(s) or License(s) now held

Are you a graduate of the SHLSS/PHC trainee program? ☐ Yes ☐ No

If yes, class # and dates attended

Have you attended any SHLSS/PHC upgrading courses? ☐ Yes ☐ No

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

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

COURSE

START DATE

DATE OF COMPLETION

LAST VESSEL:

Rating:

Date On:

Date Off:

Signature:

Date:

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

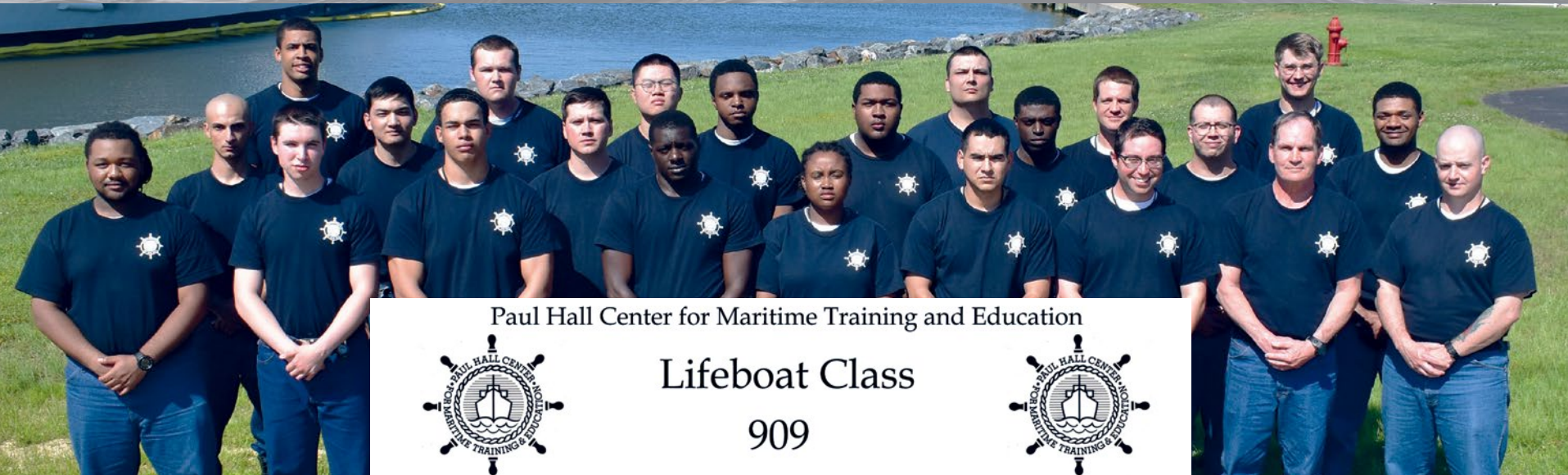
The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, or any race, nationality or sex. The school complies with applicable laws with regard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

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# Paul Hall Center Class Photos



**APPRENTICE WATER SURVIVAL CLASS #909** – Graduated May 24 (above, in alphabetical order): Nathan Angst, Kaleb Brock, Shawn Byers, Max Cronley, Torin Holly II, Nicholas Howard, Nathan Laverdure, Matthew Lee, Mayson Lyndes, Kevin McCann, Brandon Mitchell, Adam Nasser, Autum Pough, Malachi Riggs, Gabriel Rodriguez III, Robert Sims, Ezekiel Smart Jr., Taye Stapleton, Tevin Toliver, Braden White, Darryl Williams Jr., Raymond Winter and Junrong Xie.



**BASIC SAFETY (UPGRADERS)** – Graduated June 14 (above, in alphabetical order): Kyle Bergeron, Jamal Michel and Katrial Williams.



**MARINE ELECTRICIAN** – Graduated May 24: Alberto Alvarez-Gonzalez, Anson Johny, Anias Stanford and Daryl Thomas Jr. Instructors Jack Andrews (left) and Roy Graham (right) are also above.



**RFPEW (PHASE 3)** – Graduated May 31 (above, not all are pictured): Darwin Alvarez-Lopez, Ricky Anderson, Isaiah Balicha, David Chatoff, Brenda Gonzalez Potash, Joshua Higdon, Tyler Morin, Jyheir Thompson and Xavion Young-Key.



**RFPNW (PHASE 1)** – Graduated May 24: Eric Amy, Monica Burney, Armando Contreras, Julian Cortes Aviles, William Folzenlogen, Armontre Manning, Steven Pham, Sandy Quezada and Alexander Sandoval.



**GOVERNMENT VESSELS** – Graduated June 14 (above, in alphabetical order): Floyd Bellamy Jr., Aevon Branch, Thomas Cyrus Jr., Dominic Freeman, Alfred Hoggard Jr., Laura Hollar, Jackie Jones III, Shakaylah Miller, Antwon Norris, Navonte Pritchard, Jaden Radcliff, Munasser Sallan, Laterrah Slater, Alex Temetang Dongmo, Gregory Toolles, Sierra Wallace, Adrian Williams and Toinette Williams.



# Paul Hall Center Class Photos



**ABLE SEAFARER DECK** – Graduated May 24 (above, in alphabetical order): Coleman Brewer, Jacob Burns, Richard Calderon, Stephen Chatten, Tevon Edwards, Ayman Elahi Jr., Isaiah Godette, Chase Greenawalt, Darlenzo Hines Jr., Tajh Horton, Ransom Lani Butac Kauwe, Caleb Miller, Tyrell Mitchell, Alex Needham, Jovanny Otero Negron, Blake Seele, Jack Selberg and James Walker (Not all are pictured). Instructor Michael Coulbourne is at the front left.



**RFPNW (PHASE 3)** – Graduated May 24 (above, in alphabetical order): Brandon Brent, Eden Dulin, Madison Kruer, Clint Langford Jr., Onyx Lyons, Juan Murray, Dominic Pena and Orlando Quirantes.



**TANK SHIP FAMILIARIZATION (LG)** – Graduated May 31 (above, not all are pictured): Lawrence Akromah, Harlan Alonzo, Jamal Boyette, Dedrick Carpenter Jr., Laura Davies, Walter Figueroa, Dennis Freeman Jr., Diamond Jackson, Tony King Jr., A'lize Lassiter, Kenyatta Mabine, Alexis Martinez, Marcos Medina-Vargas, Mario Odom Jr., Denise Parker, Anthony Ramos Villafane, Frederick Rivers III, Simeon Roberts, Yacoub Shack, Anias Stanford, Andrew Tingle, Francisco Valle and Emma Wang.



**TANK SHIP FAMILIARIZATION (LG)** – Graduated June 7 (above, not all are pictured): Darwin Alvarez-Lopez, Ricky Anderson, Isaiah Balicha, Brandon Brent, Darryl Brown Jr., Kevin Brown, Larry Calixto, David Chatoff, Brandy Clemons, Eden Dulin, Wilbur Edwards, Brenda Gonzalez Potash, Joshua Higdon, Madison Kruer, Clint Langford Jr., Onyx Lyons, Tyler Morin, Juan Murray, Dominic Pena, Alex Temetang Dongmo, Jyheir Thompson and Xavion Young-Key.



**TANK SHIP FAMILIARIZATION (LG)** – Graduated June 7: Naila Kling (left) and Jackie Robert Jones III.



**TANK SHIP FAMILIARIZATION (DL)** – Graduated June 14 (above, not all are pictured): Darwin Alvarez-Lopez, Ricky Anderson, Isaiah Balicha, Brandon Brent, David Chatoff, Eden Dulin, Brenda Gonzalez Potash, Joshua Higdon, Madison Kruer, Clint Langford Jr., Onyx Lyons, Tyler Morin, Juan Murray, Dominic Pena, Jyheir Thompson and Xavion Young-Key.



# SEAFARERS LOG

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

## Seafarers ‘Paint Tacoma Beautiful’



Members put the finishing touches on this year's project.



ABs Samuel Schwimmer (left) and Leonard Soriano

For the seventeenth year, volunteers from the SIU teamed up recently to lend their time and talents to “Paint Tacoma Beautiful,” an outreach mission dedicated to repainting and repairing the exteriors of homes belonging to low-income, elderly and disabled homeowners within the city’s limits.

This year’s SIU group included AB **Len Soriano**, Chief Steward **Andrew Miller**, Recertified Steward **Michael Gramer**, QMED **Brandon Tanton**, AB **Eugene Edwards**, AB **Sam Schwimmer**, Recertified Bosun **Thomas MacGregor**, Chief Cook **Saleh Ahmed**, Port Agent Warren Asp, Patrolman Dennison Forsman and Safety Director Danielle Woodward (for a total of 11 volunteers).

“I am continuously impressed with this membership. It is so easy to find members on the beach willing to spend their brief time at home to come and volunteer their efforts [with this organization],” said Asp.

Since the organization’s inception in 1985, Paint Tacoma Beautiful volunteers throughout the area have helped to improve more than 2,200 homes in the greater Pierce County, Washington region.

Alissa Humbert, volunteer specialist for Associated Ministries, the organization behind Paint Tacoma Beautiful, says that the purpose of the program is to help build community.

“It brings volunteers and homeowners together. It’s all about city beautification. The most important part is that it helps people regain equity in their home. It keeps our city safe, and it brings people a lot of pride to be a part of this project,” she said.

“This [program] creates affordable housing by keeping people in their houses. Homeowners insurance, keeping them in their home.... It’s an important job to do,” said Humbert. “As long as homeowners need our help we’ll be there.”

This past June, the SIU volunteers for Paint Tacoma Beautiful helped to revitalize Clarita Ragsdale’s residence, revamping the exterior of her

home with a vibrant shade of blue.

Ragsdale was pleased with her renovation, sharing many compliments for the Seafarer volunteer squad. “Everything was good. The team that came to volunteer did a beautiful job. They were so kind and polite,” she said. “My neighbor likes the new color, too.”

She was pleasantly surprised that one of the volunteers, who has a wife with Filipino heritage, used the proper Tagalog honorific, “Ate” (pronounced AH-teh) to refer to her, which made her feel more at ease with the crew.

“Clarita was a nice lady, and she really appreciated our work. She made us a pot of tasty Filipino-style beans and corn bread and freshly baked banana bread,” said Gramer.

Originally, Ragsdale’s house was white, but she decided on her new color after noticing a particularly radiant shade of blue painted on a nearby school building. After seeing an ad for the volunteer organization on TV, she decided to apply. Her experience mimics that of many interested homeowners in the area who receive services from the program.

“People can apply for the program all year long, whether they would like to volunteer or be the person who will receive services,” said Jessie Thompson, community programs manager for Associated Ministries. “However, the paint season runs depending on the weather. Generally, it lasts from April to September or October but can be cut short or extend past those months if the weather allows.”

The SIU’s team accomplished quite a bit throughout the course of the renovation. Including prep and cleanup, the SIU personnel completed approximately 106 work hours pressure washing, priming and painting the exterior of Ms. Ragsdale’s home.

“It was a big job, but through teamwork we

finished painting in three days. I enjoyed it – got in some exercise too!” Gramer said.

“We have a lot of novice volunteers, people who may not have ever painted before. It’s more about the heart behind it. If you have the time and you can commit to a project whether it’s one day or multiple days, we’ll take anyone. Volunteers run this program, basically, so if they want to help, we’ll take ‘em,” said Humbert.

According to a recap from Asp, “QMED Brandon Tanton did the lion’s share of pressure washing the home. Then the rest stepped in and knocked the job out in short order. Two members in particular, AB Samuel Schwimmer and AB Leonard Soriano, were the ‘go to’ guys that tackled the harder areas. This was Sam’s first year involved, while Len is a seasoned veteran and knows this project well. With that said though, the phrase ‘many hands make light work’ rings true. Everyone’s efforts were greatly appreciated, and the homeowner was truly happy with her home.”

One other positive outcome of this experience happened by coincidence. Gramer struck up a conversation with Ms. Ragsdale’s son, who is looking to start a new career, about the kind of work he does with the SIU. “I had a chat with her son explaining who and what the Seafarers are,” Gramer said. “Perhaps he will share that with friends and neighbors.”

Taking time out for this kind of philanthropic work was a pleasant experience for everyone involved. Gramer was proud to spend some of his time ashore helping to brighten up and refresh the home of someone that needed it: “I felt very accomplished when we finished working. It’s nice to be able to do something for someone who can’t or who needs help doing something.”

“I could not have been more pleased with how this project went. There are no signs of slowing down and hopefully we’ll be at it again in 2025,” said Asp.



AB Eugene Edwards



Chief Steward Andrew Miller (right),  
Recertified Steward Michael Gramer



Recertified Bosun Thomas MacGregor



QMED Brandon Tanton