

# SEAFARERS LOG

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

## ARC Reflags 2 Vessels for MSP

### Seafarers Crew Up ARC Defender, ARC Commitment

SIU members are sailing aboard two recently reflagged vessels: the *ARC Commitment* (background photo) and the *ARC Defender*. American Roll-on Roll-Off Carrier added the ships to its U.S.-flag fleet. Both vessels are operated by SIU-contracted TOTE Services. *Page 3.* (Photo courtesy ARC)



## Paul Hall Center Provides Abundance Of Practical Training

Hands-on instruction has been a staple of the SIU-affiliated school in Piney Point, Maryland, throughout the facility's nearly 55-year history. A student is pictured at the Paul Hall Center for Maritime Training and Education earlier this year, participating in an engine-department upgrading class. *Page 10.*



## Operation Deep Freeze Resumes

The SIU-crewed *Maersk Peary* and *Ocean Giant* mobilized for the resumption of Operation Deep Freeze, the normally annual resupply mission to McMurdo Station, Antarctica. Because last year's iteration was cancelled due to the pandemic, this year's deliveries are nearly double the usual amounts. The *Peary*, for example, offloaded nearly nine million gallons of fuel in early February. SIU and AMO members are pictured on deck: reclining in front, Chief Mate Trevor Fouhey and SA Lakeeba Bazemore; kneeling, Bosun Damon Zschoche, 1st Eng. Paul Styx, Recertified Steward Tony Spain, 3rd Mate Gemma Nguyen, 3rd Asst. Eng. Caleb Linder, Wiper Laith Ali, ABM Roni Castillo, 2nd Eng. Phillip Ianozi, ABW Derek Willis and QMED Lateef Sanusi; standing, Chief Cook Osmar Ramos, Capt. Everett Hatton, ABM Edward Majesky, Pumpman Rickey Yancey, 2nd Mate Samuel Este, Chief Eng. Dimitar Mitev, ABW Joshua Gail, 3rd Mate John McMonagle and ABW Marie Acosta. For a photo of the *Peary* (from a unique perspective), see *Page 2.*

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# President's Report

## Fourth Arm of Defense

At press time, much of the world seemed on edge due to a potential invasion of Ukraine by Russia.

While it goes without saying that the hope here is for a diplomatic solution, our job in the SIU is to always be ready to support our troops. The current situation involving Russia is a reminder of one reason why we need a U.S. Merchant Marine and why the SIU constantly advocates for the laws and programs that help maintain American crews and American sealift capacity.



Michael Sacco

If and when the balloon goes up (not just in this current circumstance), it's always a moment of truth for American maritime's centuries-old role as our fourth arm of defense. In those instances, while there never has been and never will be any hesitation by our mariners to answer the call, we've got to have the personnel and the ships in the first place.

This is why, when the SIU advocates for the Jones Act, cargo preference laws, the Maritime Security Program, domestic shipbuilding, and newer tools such as the Tanker Security Program and Cable Security Fleet, we're really pushing to boost national, economic and homeland security. It's no secret that our industry, like many others, faces a manpower shortage. High-ranking military officials have openly stated as much in recent years. One way to alleviate that deficiency and bring more people into the industry is by maintaining, growing or establishing policies and programs that back the U.S. Merchant Marine.

For anyone new to maritime, you may not know that in times of crisis, most U.S. military cargoes are carried by civilian-crewed ships. During Operations Enduring Freedom and Iraqi Freedom, for example, the U.S. Merchant Marine transported more than 90 percent of the materiel supporting our troops. This has been the case in virtually every conflict since our nation's founding, most prominently during World War II.

There's simply no debate about the vital importance, time-tested reliability, and ongoing need for a strong U.S. maritime industry. Collectively, we as a nation must continue taking steps to support and revitalize it.

### An Ill-Conceived Proposal

The men and women who serve aboard U.S.-flag merchant vessels answer the call not just during mobilizations for national defense but also when aid is needed for victims of natural disasters, as seen in recent years when hurricanes and earthquakes rocked Puerto Rico.

American merchant mariners are the gold standard for the world in terms of safety and training. And they always deliver – from iron ore for steel mills along the Great Lakes to food aid to hungry citizens in Africa, and from materiel for American armed forces stationed around the world to vital household goods at domestic ports.

For generations, foreign interests and their allies have tried to find ways to circumvent U.S. labor and tax laws to take good jobs away from hard-working Americans. The latest effort, announced last month, calls for the creation of a so-called open registry for the U.S. Virgin Islands (USVI). As outlined, this initiative would take away cargo from U.S.-flag vessels, crewed by American citizens, and place it on ships that do not use American crews, do not pay American taxes and do not meet American safety and labor standards.

This attempt to create a flag of convenience using the USVI is wrong and harmful to American workers.

The SIU has joined with allies from throughout maritime labor in calling upon the Biden Administration, the Congress, the Department of Defense and the Maritime Administration to reject any effort that USVI-flag vessels be treated as if they are the same as U.S.-flag, U.S.-crewed ships for any purpose or for any program. At the same time, we reiterate our commitment to work with the Biden Administration and the Congress to achieve a more robust, commercially viable U.S.-flag, U.S.-crewed fleet that will continue to protect America's economic, military and homeland security.

## Seafarers Deliver in Operation Deep Freeze



The SIU-crewed *Maersk Peary*, seen from the bridge of the U.S. Coast Guard cutter *Polar Star*, docks at McMurdo Station for the annual resupply mission known as Operation Deep Freeze. In early February, the *Peary* supplied the National Science Foundation outpost (near the South Pole) with an estimated nine million gallons of fuel to keep the research center running until resupplying again in Operation Deep Freeze 2023. (U.S. Coast Guard photo by Petty Officer 3rd Class Diolanda Caballero)

## SHBP Provides Updates on Free And Low-Cost COVID Test Kits

*Editor's note: This article is provided by the Seafarers Health and Benefits Plan. It's available on the SIU website.*

All participants in the Seafarers Health and Benefits Plan (SHBP), except Medicare-eligible pensioners, have access to free or low-cost at-home COVID-19 test kits. If you are currently eligible for benefits from the SHBP, you and each eligible member of your family are eligible for up to eight COVID-19 tests per month. Please note, these limits do not apply to PCR tests conducted by a laboratory.

This benefit is not available to SHBP pensioners who receive their prescription benefits from Retiree Rxcare.

### Tests at No Cost to You

If you get home COVID tests at an in-network pharmacy, they will be covered under your prescription benefit, and there is no cost to you. Currently, Walgreens, Kinney Drugs, Rite Aid and Walmart are the only in-network pharmacies providing this at-home COVID test kit benefit. We expect that additional pharmacies will be added to this list in the near future. Although the SHBP generally does not pay for prescriptions purchased at Walmart, we are making an exception for at-home COVID test kits only, until additional pharmacies in the Optum network offer this benefit.

You must get the test kits at the pharmacy, using your OptumRx card. The deductible does not apply to this benefit. You can also order the tests by mail order at [www.optumrx.com](http://www.optumrx.com) with no copayment or deductible.

### Other Sources of Free Tests

Each household in the U.S. is eligible to receive four free at-home COVID tests from the U.S. government. You can order these tests through the following website: [www.covidtests.gov](http://www.covidtests.gov). The tests will be mailed to your home via USPS. In addition, free test kits are being distributed at many libraries, health and community centers throughout the country. You may wish to check your local news for other sources of free test kits in your area.

### Reimbursement for Tests at \$12 Per Test

You can also purchase at-home COVID tests anywhere you wish (in a store, or from an online retailer) and the SHBP will reimburse you \$12 per individual test. There is usually more than one test per box. The deductible does not apply to this benefit. You can either request this reimbursement from OptumRx electronically at the following link (<https://covidtest.optumrx.com/covid-test-reimbursement>); or you can apply for reimbursement by mailing a form to OptumRx. The form is available on the SIU website, in the SHBP section.

The form is called OptumRx COVID-19 Test Kit Reimbursement Request Form. You may also request this form from OptumRx directly, or from the SHBP's Member Assistance Program at (800) 252-4674, Option 2, or from your local hiring hall. You'll need a receipt for your purchase to apply for reimbursement, and proof of the number of tests in the box.

### Check Expiration Dates

We suggest that you check the expiration date when you purchase at-home COVID tests. Many of these tests are only good for a short period of time. For this reason, it is best to only purchase tests that you plan to use within the next month or so.

## Updates Announced For Paul Hall Center Vaccination Requirements

Effective immediately, due to changing circumstances and the widely increased availability of COVID tests, the SIU-affiliated Paul Hall Center for Maritime Training and Education will not require booster shots in order for students (upgraders and apprentices) to attend classes.

The school still requires that students be vaccinated either with the two-shot regimen from Moderna or Pfizer, or the single dose from Johnson & Johnson.

Please note that if an incoming student hasn't received a booster, he or she must present a negative COVID test result that was received within the

48-hour period prior to the Friday before arrival at the school. If the student will be on campus longer than a week, he or she must take a rapid COVID test once a week. Those students should bring a sufficient amount of their own rapid test kits to last for the duration of their respective stays. (This testing will not be required of any student who has received a booster, nor will it be required of anyone who's ineligible for a booster.)

Please direct questions to the school's admissions department: (301) 994-0010 (option 2), [admissions@seafarers.org](mailto:admissions@seafarers.org)

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



# ARC Adds New Tonnage to MSP Fleet

Seafarers are sailing aboard two modern vessels that recently reflagged under the Stars and Stripes.

American Roll-On Roll-Off Carrier (ARC) added the *ARC Commitment* and *ARC Defender* to its U.S.-flag fleet. The ships hoisted the American flag during separate proceedings with the U.S. Coast Guard in Jacksonville, Florida, in December 2021 and January 2022. Both ships are operated by SIU-contracted TOTE Services for ARC.

The vessels are enrolled in the U.S. Maritime Security Program (MSP), one of the staples of the U.S. Merchant Marine and a key component of the nation's sealift capability.

"The SIU applauds ARC for its ongoing dedication to our industry, including our mariners," said SIU Vice President Contracts George Tricker. "As always, I am 100 percent confident in the Seafarers who are currently sailing aboard the *Defender* and the *Commitment*, as well as those who will sail aboard them in the future."

In announcing the flag-ins, ARC said the two ships "are among the most capable and militarily useful vessels in the U.S.-flag

commercial fleet, able to carry tracked and wheeled vehicles, helicopters, and other high and heavy project cargoes."

Built in 2011, the *ARC Commitment* is 747 feet long. The *ARC Defender*, meanwhile, was constructed in 2008. The ship is 656 feet long.

"These tremendously capable and flexible U.S.-flag assets stand ready to support America's national defense and economic security through trade, and further strengthen ARC's position as the leading U.S.-flag Ro-Ro carrier" said ARC President and CEO Eric Ebeling. He added that the company has re-flagged seven vessels into the MSP fleet (and U.S. registry) since 2016.

Among the first SIU members to sail aboard the *ARC Commitment* are Bosun **Anthony Newbill**, ABs **Yassid Laboriel Lalin** and **Kenneth Townsend**, OSs **Jashawn Dixon** and **Nicholas Keating**, Oilers **John Albritton**, **Jalen Denson** and **Seth Schrader**, Steward/Baker **Reshawn Solomon**, Chief Cook **Ricardo Petilo** and SA **Samone Alston**.

The *Defender's* first crew included Bosun **Bobby Brown**, ABs **Jon Mark Newman**, **Michael Otwell** and **Carlos Williams**, OSs **Michael Reardon** and **Orlando Rosa Agu-**



The former *Tomar* now sails under the U.S. flag as the *ARC Defender*.

**irre**, Oilers **Nicholas Chiappini** and **Ghadir Sarkis**, Steward/Baker **Torrika Devine**, Chief Cook **Sherron Decoteau** and SA **Joe Rogers**.

Established in 1996, the MSP ensures that the Defense Department has access to a fleet of militarily useful, U.S.-crewed, U.S.-flag vessels in times of war or national emergency.

Companies whose ships are enrolled in the program also make sure their infrastructure is available. In return, the federal government provides an annual stipend through the MSP. Experts have estimated it would cost the government billions of dollars to replicate what the MSP (and its related Voluntary Intermodal Sealift Agreement) provides.

## Unions Slam Proposed USVI Open Registry

### Joint Statement Makes Claim That Recommended Scheme is Riddled With Pitfalls

The SIU and other maritime labor organizations wasted no time blasting a proposed open registry in the U.S. Virgin Islands (USVI).

Even before a sparsely attended media event had begun Feb. 1 in the nation's capital to announce the proposal, American maritime labor circulated a joint statement making clear the scheme's pitfalls. (Despite some online news reports, the USVI's open register is a proposal, not a done deal.) The message came from the SIU; the Seafarers-affiliated American Maritime Officers; the Marine Engineers' Beneficial Association; the International Organization of Masters, Mates and Pilots; the Sailors' Union of the Pacific; the Marine Firemen's Union; the Maritime Trades Department, AFL-CIO; and the Transportation Trades Department, AFL-CIO.

Collectively, those organizations said that on behalf of U.S. mariners "who have proudly and without fail served our country since its founding, we oppose in the strongest possible terms the (proposed) creation of an open registry in the Virgin Islands, a territory of the United States. Open regis-

tries exist so that shipowners can increase their profits by avoiding the same rules, regulations, tax obligations and manning requirements that attach to a national flag fleet. This latest effort is nothing more than an exercise in labor arbitrage designed to generate registry fees and to enrich foreign shipowners at the expense of American workers and America's national interests."

They continued, "The proposed U.S. Virgin Islands flag of convenience open registry will not benefit the United States nor America's maritime industry, any more than any other second or open registry benefits a national flag country. In fact, the establishment and growth of second registries by other industrialized nations has done little more than decimate their national flag fleets to the point that they are no longer able to provide the requisite military security and logistical support to their flag nations."

The unions and AFL-CIO departments said the proposal to allow for the operation of vessels with foreign mariners under a United States open registry "is an af-

front to the American mariners who have always put themselves in harm's way whenever called upon by our nation. Their service, most recently recognized by Congress with the awarding of a Congressional Gold Medal to World War II American merchant mariners, demonstrates a clear and unwavering commitment on the part of American merchant mariners to supply and support American troops deployed around the world, with no regard for their own safety. American mariners believe that our servicemen and women and their families deserve no less."

More than one observer expressed puzzlement at the pro-open-registry faction's suggestion that such a system would benefit American security. The joint statement noted, "The military security of the United States will not be strengthened by relying on foreign-owned and foreign-crewed vessels. The safety of American troops deployed overseas and the success of their mission must not be put in jeopardy by a reliance on a flag of convenience open registry scheme that utilizes foreign crewed

vessels to deliver what our servicemen and women need to do their job in our behalf.

"Finally, if the supply chain crisis has taught us anything it is that we, as a country, must begin to reverse the dangerous reliance we have on foreign sources for goods and for shipping services," the statement concluded. "Increasing America's dependence on foreign-owned and foreign-manned vessels will exacerbate the current situation and will not somehow magically enhance America's maritime posture. We call upon the Department of Defense, the Maritime Administration, the Biden Administration and the Congress to reject any suggestion that United States Virgin Islands-flag vessels be treated as if they are U.S.-flag and U.S.-crewed vessels for any purpose or for any program. At the same time, we reiterate our commitment to work with the Administration and Congress to achieve a more robust, commercially viable U.S.-flag, U.S.-crewed fleet that will continue to protect America's economic, military and homeland security."

## Rep. Kahele Applauds Horizon Reliance Crew

A member of congress recently hit the deck to salute the Seafarers-crewed *Horizon Reliance*.

On Feb. 1, U.S. Rep. Kaiali'i Kahele (D-Hawaii) gave a speech on the floor of the House of Representatives about a rescue performed by the ship's crew. He named all three shipboard unions involved, including the SIU.

"Madam Speaker, I rise today to honor the men and women of the crew of the U.S.-flag commercial ship *Horizon Reliance*, sailing out of Honolulu and operated by third-generation, family-owned Pasha Hawaii," Kahele said. "On the evening of November 6, 2020 – over 1,000 miles northeast of O'ahu – a private turbo-prop plane with two individuals on board was en route from California to Honolulu before suffering an engine casualty. As a pilot myself – with thousands of hours logged in both military and com-

mercial passenger aircraft – believe me when I say that this is the worst possible scenario in aviation: to be in the middle of the ocean, 1,000 miles from the closest land, in the middle of the night when your one and only engine fails."

The congressman continued, "As water rapidly filled the cabin, the two pilots managed to escape the aircraft, clambering into their life raft and called the Honolulu Coast Guard Search and Rescue center via satellite phone. "With 8-10-foot seas and 30-knot winds on scene, the Coast Guard realized the gravity of the situation and quickly dispatched a mayday alert calling out for volunteer commercial ships to lend aid, as the distance from shore prevented a search-and-rescue helicopter operation. Due to the hazardous conditions, the first ship to arrive on scene was unable to rescue the desperately heaving life

raft, but was able to remain on scene rendering a glimmer of hope for the crash survivors."

The *Horizon Reliance* arrived soon thereafter and "expertly commenced a small-boat operation to retrieve the survivors," Kahele said. "Cautiously maneuvering the vessel under arduous conditions, the men and women of the *Horizon Reliance* – union members of the Masters, Mates and Pilots; Marine Engineers' Beneficial Association; and Seafarers International Unions – recovered the pilots aboard the vessel and brought them to safety."

He concluded, "I cannot overstate how truly close this incident came to tragedy; the lives of these two aircraft crash survivors, their families and friends were forever changed due to the actions of the crew of the *Horizon Reliance* that fateful evening. It speaks even more to the dedication and devotion to duty of the mariners of the U.S. merchant fleet – the brave men and women who carry goods across the globe in support of the U.S. military, as well as humanitarian food-aid, research cargo to Antarctica and countless other missions in support of our country."



U.S. Rep. Kaiali'i Kahele (D-Hawaii)

The *Horizon Reliance* also received accolades last year during the annual Admiral of the Ocean Sea event in New York, conducted by the United Seamen's Service.





Lifelong Seafarer John Natoli supported the maritime industry in many ways, including through participation at Maritime Trades Department gatherings. In photo above, he's at far left, with SIU VP Atlantic Coast Joseph Soresi (center) and labor relations stalwart Tony Naccarato in 2015. The photo at right, taken in the early 2000s, includes (from left) SIU VP Contracts George Tricker, Natoli, SIU Executive VP Augie Tellez and the late SIU Chief Bosun Tommy Soresi.



## Union Mourns Passing of Chief Bosun Natoli

When John Natoli first sailed with the SIU – in 1964, as a messman aboard Waterman's *City of Alma* – he probably couldn't have imagined he'd continue his career with the union for nearly six decades.

Natoli sailed in both the deck and steward departments, on ships operated by Rye Marine, Intercontinental Bulk Corp., Sea-Land, Saphire Steamship Lines, Alcoa Steamship, and Marine Carriers Corps. He came ashore in 1971 and started a long run working on the shore gang in Elizabeth, New Jersey. From 2011 to 2021, he served as chief bosun on that shore gang.

Following a brief illness, Natoli passed away Jan. 25 in a Florida hospital. He was 79.

"John was unique," said SIU Executive Vice President Augie Tellez, a close and longtime friend. "He was a Brooklyn street kid that got his slice of the American Dream because of the SIU. He never forgot that, and it made him a staunch SIU man who always looked out for the little guy."

Tellez added, "John was a true and loyal friend. If he was your friend, he always had your back. To me, he was family, and I'll miss him terribly every day."

SIU Vice President Joseph Soresi knew Natoli "my entire life," and worked for him on the shore gang in the early 1990s.

"I have so many great memories of John, they'd be too long to share," Soresi said. "He was a hard worker but he also had a great sense of humor and could make the most boring situation seem fun. He cared deeply about the union and about his fellow members, and he definitely will be missed."

SIU pensioner **John Cain**, who worked for many years as a lead bosun, commended Natoli for his effectiveness on the job.

"He was good to me and good for the shore gang," Cain stated. "I knew him since 1984, when I came ashore from the ships. His word was good and he always looked out for the members. He knew how to handle the company and how to get along with

the other people on the shore gang. John really was an icon in that job. He was also a good family man; he would always talk about his family."

Longtime labor relations official Tony Naccarato said he considered Natoli more than a friend.

"He was my brother," Naccarato said. "His tragic, untimely passing is a loss to the entire industry and to all who loved him. John was a family man, and a committed union worker who was loved and respected by all his peers for his many years of service."

He added, "John also loved to enjoy himself, with his family and friends, during his leisure time. He had a terrific sense of humor, and his detailed, enthusiastic stories always lifted your spirits when you spoke to him. He loved good food and cooking. I remember him calling my wife, Mary, more than once to get a recipe for Puerto Rican steak and onions. Getting it 'right' was very

important to him."

Naccarato said he and Natoli spoke at the beginning of the year and made plans for a family get-together.

"He was telling me about how much he loved his condo and that he would help me find a rental at his condominium next year," Naccarato recalled. "He was very excited that we would spend time together."

He concluded, "The best nights were us celebrating Christmas at Tavern on the Green in Central Park, and then taking a horse and buggy ride. It was an annual event with our families that we looked forward to all year long. A small piece of trivia: John's mother's maiden name was Naccarato, although we were not related. John will always be remembered by everyone that knew him, especially by those who were privileged to get to know him well."

A graveside service took place Feb. 2 at Riverside Memorial Park in Tequesta, Florida.

## COVID Booster Shots Provide Substantial Protection, CDC Says

The effectiveness of booster shots wanes somewhat after four months but still provides substantial protection against hospitalization, a new study shows.

The study, released by the Centers for Disease Control and Prevention (CDC) last month, found that booster shot effectiveness against hospitalization with the omicron variant was 91 percent after two months, but waned to 78 percent after four months.

Protection against emergency department or urgent care visits declined from 87 percent to 66 percent after four months. It was just 31 percent after at least five months, though the study cautioned that finding was "imprecise because few data were available."

Vaccine effectiveness was always higher after three doses than after two, so people are still urged to get a booster shot.

The finding of some waning immunity could inform discussions of the possible need for additional shots.



## Port Agent Turkus Retires

Longtime SIU Port Agent Jeff Turkus summarized his career with the union in a short but appreciative sentence: "It's been a long run and it's been a great run."

Turkus, most recently the union's port agent in Wilmington, California (since 2008), retired at the end of January. He capped a career that began in 1978 and included many years of sailing (deck department) and a five-year stint as the union's port agent in Guam, along with work at the Wilmington hall.

SIU Vice President West Coast Nick Marrone stated, "It has been a real pleasure to work with Jeff for nearly 20 years. Jeff has remained steadfast in his commitment to represent this membership, from his days sailing as bosun and then carrying out port-agent duties in Guam and Wilmington. Jeff was a seafarer through and through, from his Navy days and then into the U.S. Merchant Marine."

Marrone added, "Jeff was very sincere when representing his fellow mariners and always remembered his origins. He carried himself as a working man's man and that is what made him popular with the membership he served. I wish Jeff a very enjoyable retirement."

Gerret Jarman, Turkus' successor as Wilmington port agent, said, "Jeff has been a great mentor. He shared a lot of useful information and knowledge. He knows the area and has run this hall really well for a long time. I appreciate his help and wish him all the best."

Though he ended up spending much of his adult life in the maritime industry, Turkus almost chose a different path. He was an accomplished high school baseball player – good enough to earn a scholarship offer from Arizona State. The speedy, strong-armed center fielder strongly considered accept-

ing it, but instead joined the Navy, where he served from 1973-77.

After receiving an honorable discharge, he unwound for a while – and then, by chance, he learned about the SIU in 1978.

"I was in Class 250B in Piney Point (Maryland) a few months later," Turkus recalled. "I had a great time there and then shipped out."

While the work itself agreed with him, Turkus found that it wasn't always easy to land a job.

"Particularly in the early to mid-1980s, it was difficult to ship," he said. "All the A-seniority guys were grabbing the jobs. I took a break for a while and became a plumber, but got antsy and came back in 1990 and went back out to sea."

He continued sailing for a dozen years, then accepted an opportunity to work as a patrolman in Wilmington. Approximately a year later, he became the port agent in Guam.

The relocation provided an unanticipated benefit: Turkus met his future wife during his Guam years. They married in 2008, and have a nine-year-old daughter.

Reflecting on his work history, Turkus candidly said he occasionally second-guesses passing up the baseball scholarship – but he considers his time with the union, both at sea and ashore, as completely fulfilling. He is equally open about growing up poor, which he said made him value the opportunities he found with the SIU.

"I want to make sure that the union knows I appreciate them giving me the ability to have a career, raise a family, buy a house. I appreciate the SIU 100 percent and always will. The SIU benefits are awesome," Turkus said.



Jeff Turkus

Asked what he enjoyed most about sailing, he replied, "Just the camaraderie back then. I mostly worked tankers, and enjoyed the travel. I spent a lot of time in Alaska but also saw Korea and Japan. Plus, the kind of money we were making – especially having just gotten out of the Navy – made for a lot of fun."

Regarding his time as a port agent, Turkus said he liked "fixing things, helping our members and making life a lot easier for them. I was one of them, so we communicated well. And regardless of the task, my father always told me to do the job to the best of your ability. If you don't like it, keep your mouth shut and go do something else. I very much enjoyed it and that's why I stuck around."

Nevertheless, Turkus said that, at age 67, he's ready to "relax, enjoy time with my family and get back in shape again." (He had shoulder surgery that has curbed his workouts.)

A California native who resides in Los Alamitos, he also plans to work with segments of the Veterans Administration to help with suicide prevention and other issues.

"It feels like the right time," he concluded.



# Report Calls for Boosts to Organized Labor

## *Pro-Union Update Includes 70 Recommendations*

The Biden Administration more than once has declared that it fully intends to be the most union- and worker-friendly executive branch in history. Its latest action towards achieving that objective came Feb. 7 when the White House released a report prepared by its Task Force on Worker Organizing and Empowerment.

A 43-page document, the report is the result of a series of task force meetings that were conducted to gather information and ideas for possible executive actions and statements. The group is chaired by Vice President Kamala Harris and vice-chaired by Secretary of Labor Marty Walsh, a longtime trade union member and leader.

The task force was created in April 2021 when President Biden – operating under the conviction that increasing worker organizing and empowerment is critical to growing the middle class, building an economy that puts workers first, and strengthening our democracy – issued Executive Order 14025. Its focus is to “assess the available tools and determine how to employ them to remove barriers to worker organizing and collective bargaining.”

The report offers 70 recommendations that would “position the federal government as a model actor; use the federal government’s authority to support worker empowerment by providing information, improving transparency, and making sure existing pro-worker services are delivered in a timely and helpful manner; [and] use longstanding authority to leverage the federal government’s purchasing and spending power to support workers who are organizing and pro-worker employers.”

The report said, “The recommendations were developed in collaboration with the over 20 executive agencies, departments and White House offices that are members of the task force. This work has been guided, too, by workers’ voices, many of whom the Vice President and Secretary of Labor met in their travels across the country.”

Among the recommendations that could impact maritime unions is the elimination of barriers so organizers may talk with federal employees and private-sector workers of federal contractors on federal property about the benefits of joining a union. It also listed recommendations pertaining to four federal agencies, including the Defense Department, which would help ensure federal contract dollars are not spent on anti-union campaigns and that anti-union campaign activities by federal contractors are publicly disclosed.

In addition, the Military2Maritime program for men and women who are leaving the armed services to become merchant mariners would benefit from a stated recommendation to “work with the Union Veterans Council to help service members, military spouses, and veterans transition into good union jobs.” (The SIU is affiliated with the council via the Maritime Trades Department.)

“The Biden-Harris Administration delivered another victory for working people today with the release of the first report,” stated AFL-CIO President Liz Shuler. “This unprecedented report recognizes the critical role that unions play in creating a fairer economy. By taking steps to give more workers the right to organize and bargain collectively, the administration is once again demonstrating

that it is committed to using its power to support unions.”

The AFL-CIO noted the report calls for:

- Ensuring workers know organizing and bargaining rights;
- Establishing a resource center on unions and collective bargaining;
- Protecting workers who organize from illegal retaliation;
- Exposing employers’ use of anti-union consultants;
- Addressing equity across underserved communities; and
- Sharing the positive impact unions have on all workers and the U.S. economy.

Shuler said the AFL-CIO is “committed to working with the administration to implement these recommendations.” But she also called upon Congress “to pass both the Protecting the Right to Organize (PRO) Act and the Public Service Freedom to Negotiate Act, which will ensure that every worker who wants to join a union may freely do so.”

The report noted that Biden often points out “unions built the middle class and lift up workers, both union and non-union.” Given this position, the administration – at its core – believes that unions benefit everyone, according to the report, which also reminds readers that unions have fought for and helped win many aspects of American’s work lives perhaps taken for granted today, like the 40-hour work week and the weekend, as well as landmark programs like Medicare.

According to the report, unions continue their fight for higher wages, greater job security, safety and health protections, health insurance and retirement plans, and protections from discrimination and harassment for all workers. Researchers

have found that today’s union households earn up to 20% more than non-union households, with an even greater union advantage for workers with less formal education and workers of color.

Research has also shown that growing economic inequality, growing pay gaps for women and workers of color, and declining voice in our democracy for working class Americans are all caused, in part, by the declining percentage of workers represented by unions.

The National Labor Relations Act, enacted in 1935, noted that it is the policy of the United States to encourage the practice and procedure of collective bargaining, and to protect the exercise, by workers, of their full freedom of association. Unfortunately, according to the task force report, the federal government has not always done its part to turn this policy into action. In fact, in some cases government has actively undermined worker organizing, unions, and collective bargaining.

While some past administrations have taken individual actions to empower workers and strengthen their rights, the report stated that the Biden-Harris administration will be the first to take a comprehensive approach to doing so with the existing authority of the executive branch. The administration’s goal is not just to facilitate worker power through executive action; it is to model practices that can be followed by state and local governments, private sector employers and others.

Biden has directed the task force to continue its work, provide an update on actions taken, and offer further recommendations in six months.

The full report is linked on the SIU website.

## ***BLS Releases its Annual Report On U.S. Union Membership Data***

The U.S. Bureau of Labor Statistics (BLS) has released its annual report on union membership, but the findings may not tell the whole story, according to some who reviewed it.

Overall membership dropped in 2021 by approximately 241,000, meaning that around 14 million people belonged to unions. The report also found that union members, on average, earn \$10,000 more per year than their unrepresented counterparts.

The AFL-CIO, to which the SIU is affiliated, looked beyond the raw data.

“The BLS annual report on union membership makes it clear that American labor laws are unquestionably broken,” the federation said in a written statement. “While the report indicates a 0.5% drop in union membership from 2020–2021, the data is not representative of the greater union trends taking place across the country. These statistics highlight the urgent need for the passage of the Protecting the Right to Organize (PRO) Act and the Public Service Freedom to Negotiate Act.”

“In 2021, workers forcefully rejected low-wage, thankless jobs after a year of being called essential,” said AFL-CIO President Liz Shuler. “In light of the COVID-19 pandemic, it is clearer now than ever that our labor laws are designed to make joining a union as difficult as possible. Across this country, workers are organizing for a voice on the job and millions of Americans are standing in solidarity with union members on strike. If everyone who wanted to join a union was able to do so, membership would skyrocket. The PRO Act and the Public Service Freedom to Negotiate Act are how we get there.”

The Economic Policy Institute (EPI), a nonprofit, nonpartisan think tank created in 1986 to include the needs of low- and middle-income workers in economic policy discussions, also released their analysis of the data. The organization noted, “To understand what happened to unionization in 2021, it is crucial to recall what happened in 2020. In 2020, the number of union workers declined substantially as the pandemic caused massive job loss for both union and nonunion workers. However, unionization rates – the share of the workforce that is unionized – increased substantially because union workers lost fewer jobs during the first year of the pandemic than nonunion workers did. The lower job loss among the unionized workforce was due in no small part to a ‘pandemic composition’ effect – the fact that the industries that got hit hardest by the pandemic (such as leisure and hospitality) are less likely to be unionized than industries that were more sheltered from the pandemic, and this change in the composition of the workforce raised unionization rates mechanically. Put another way, jobs in less unionized industries were lost at a higher rate, so unionization rates went up.”

The EPI continued, “In 2021, that dynamic happened in reverse as jobs were added in the recovery. The ‘trampoline’ effect – the fact that the jobs that come back in a recovery tend to look pretty much like the jobs that were lost – means that the jobs that came back in 2021 were concentrated in industries (such as leisure and hospitality) that have low unionization rates. This contributed to the substantial decline in the unionization rate in 2021, undoing the 2020 increase.

In a similar vein as the AFL-CIO’s comments, the EPI also pointed out, “The share of workers who do not but would like to have a union at their workplace is far higher than the share who had union representation in 2021 (11.6%). While more recent data are unavailable, an analysis of 2017 survey data showed almost half of nonunion workers polled (48%) said they would vote to create a union in their workplace tomorrow if they could. That figure is up substantially from about one-third (32–33%) of nonunion, nonmanagerial workers asked similar questions in 1977 and 1995.”

According to the BLS report, in 2021, the union membership rate was 10.3 percent (the same in 2019). The rate is down from 10.8 percent in 2020.

In addition, nonunion workers had median weekly earnings that were 83 percent of earnings for workers who were union members (\$975 versus \$1,169), and the union membership rate of public-sector workers (33.9 percent) continued to be more than five times higher than the rate of private-sector workers (6.1 percent).

The AFL-CIO concluded by saying, “The BLS report also shows promising data for communities of color. Black workers continued to have the highest unionization rate in 2021, with 12.9% membership.... Black union workers are paid 13.7% more than their nonunionized peers. According to a 2021 Gallup poll, union approval is at its highest level in over 50 years, with 68% of Americans supporting organized labor, including 77% of young people. An MIT study found that 60 million Americans would join a labor union if they could, underscoring the need for changes to labor laws.”

### **CHS Notifies Union, Seafarers Plans Of Security Incident**

Comprehensive Health Services (CHS) has informed both the union and the Seafarers Plans that the company recently “was the target of a cyber intrusion” that may have involved current and former SIU members’ personal information.

CHS is mailing a letter to all potentially affected Seafarers. Key points from that letter include the following:

- There is no evidence that anyone’s personal information has been used inappropriately.
- As a precaution, CHS will offer free credit monitoring and identity protection services to members who receive the letter and choose to enroll.

■ CHS has taken extensive action to hold the perpetrator(s) accountable, including working with law enforcement.

■ The company has implemented corrective and preventive measures that were recommended by cybersecurity experts specifically working on this incident.

■ The records that may have been compromised are from prior to the year 2019.

Another vital excerpt from the letter points out: **“Neither CHS nor the Seafarers International Union will contact you to confirm any personally identifiable information. If you are contacted by anyone purporting to represent CHS or the Seafarers International Union and asking you for your information, do not provide it.”**

The letter goes into greater detail about the original incident, the steps taken for mitigation, and how to enroll in the complimentary individual data protection services. An enclosure with the CHS letter spells out additional steps that may be taken to further protect individual information.

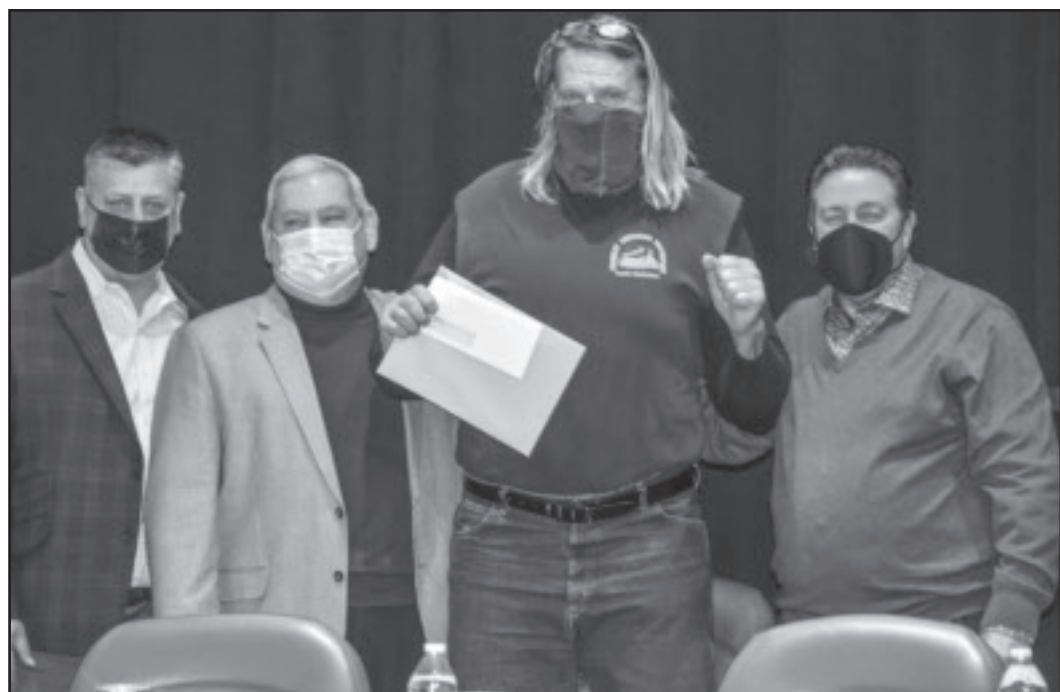
If any updates are available, they’ll be posted on the SIU website and published in the *Seafarers LOG*.



# At Sea and Ashore with the SIU



**LABOR SECRETARY VISITS NEW ORLEANS** – SIU Port Agent Chris Westbrook represented the union Feb. 7 during a workforce development town hall in the Crescent City, featuring U.S. Secretary of Labor Marty Walsh, Deputy Secretary Julie Su and U.S. Rep. Troy Carter (D-Louisiana). Westbrook is at left in the photo above with Carter, while Walsh has the microphone in the snapshot at right.



**WELCOME ASHORE IN PINEY POINT** – Longtime Seafarer Mike Fay (second from right) picked up his first pension check at the February membership meeting in Piney Point, Maryland. He started sailing with the union in 1975 (engine department) and most recently worked for Crowley at the Penn Terminal in Eddystone, Pennsylvania. Also pictured are (from left) SIU VP Atlantic Coast Joseph Soresi, SIU Executive VP Augie Tellez and SIU Secretary-Treasurer David Heindel. The son of the late SIU Executive VP John Fay, Mike also occasionally teaches at the union-affiliated Paul Hall Center, and he plans to continue doing so.

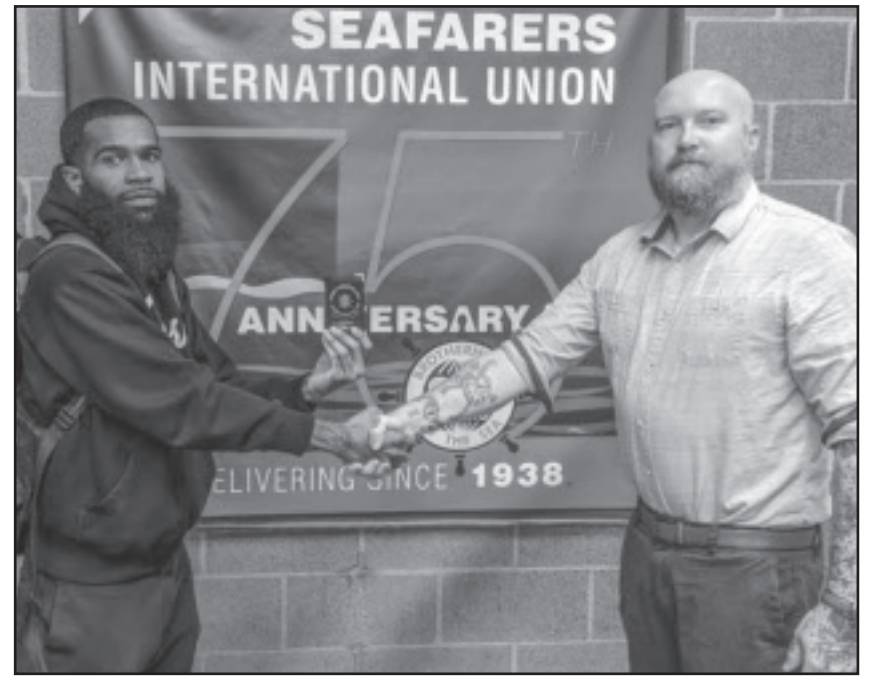


**WELCOME ASHORE FROM OLD SHIPMATES** – Recertified Bosun Ahmed Mihakel (center), whose SIU career began in 1978, recently retired. He's pictured at the Wilmington hall with former shipmates Port Agent Gerret Jarman (right) and Patrolman Jesse Sunga Jr. They sailed together in 2011 on the *Horizon Spirit* – Mihakel as bosun, Jarman and Sunga as ABs.

**WITH SIU BOATMEN** – SIU Port Agent J.B. Niday (right) is pictured with SIU boatmen and company officials from Starlight Marine after a joint labor relations committee meeting at the company's office in Oakland, California.







**WELCOME ABOARD** – AB Scott Jones (second from right), who'll be sailing with SIU-contracted Crowley Towing and Transportation, recently joined the union. He's pictured at the Oakland, California, hall with (from left) SIU Representative Kathy Chester, SIU Port Agent J.B. Niday and Administrative Assistant Dylan Rivera. Scott is holding a copy of the contract.

**A-BOOK IN WILMINGTON** – ACU Philip Valentine (left) receives his A-seniority from SIU Port Agent Gerret Jarman.

## At Sea and Ashore with the SIU



**READY TO SAIL** – After numerous trips as an AB, SIU member Kemer Rojas (right) is ready to ship out as a bosun. He's pictured at the San Juan hall with SIU Asst. VP Amancio Crespo.



**ABOARD MAHIMAH** – Pictured aboard the Matson vessel are Chief Cook Ron Williams (left) and Recertified Steward Frank Ramones. Thanks to SIU Representative Kathy Chester for the photo.



**WELCOME ASHORE IN HOUSTON** – Electrician Jack Croft (left), who's pictured outside the Houston hall with SIU Asst. VP Mike Russo, recently retired. Croft started sailing with G&H Towing in 1981 and stayed there until 2005, when he switched to the deep-sea division. He wrapped up his career aboard the *USNS Pollux*.



**READY FOR FIRST AB JOB** – Paul Hall Center graduate Jessina Fernandez reports for her first tour as an AB, aboard the *Florida* (Intrepid Personnel and Provisioning) in Hawaii.



**ABOARD ISLA BELLA** – Recertified Bosun Brian Guiry submitted these snapshots from the TOTE ship, which sails in the Jones Act trade. Pictured at the immediate right are AB Rahsean Lillard, AB Cortney Smith and Guiry, running deck crawlers. ABM Gary Boyd (far right, bottom), paints a hatch while ABW Ron McCray (far right, top), runs a needle gun. The photo above includes the bosun and Electrician Danielle Smith.







## Spotlight on Mariner Health

# Coronavirus Variants Prolong Pandemic

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

At various stages of the COVID-19 global pandemic, coronavirus variants have emerged and caused additional problems.

The delta variant is believed to have been the primary reason behind increased infection rates a little more than a year ago. Currently, the omicron variant is thought to be highly infectious and easily transmissible.

Unlike with the delta variant, omicron infections typically have been milder – but they're also four times more transmissible than delta. The incubation period for time of exposure to symptom onset also is shorter for omicron (around three days) as compared to delta (four to five days).

Omicron patients describe a scratchy or sore throat as early symptoms. They may experience a loss of taste or smell, a fever, other flu-like symptoms, muscle or body aches, headaches and abdominal issues including nausea, vomiting and diarrhea.

These same symptoms may occur with the delta variant, but they're likely to happen later in the infection process and can be more severe.

Polymerase chain reaction (PCR) testing allows identification of the viral organisms that otherwise are difficult to detect. Medical professionals consider it as the gold standard of testing; results can take four to six days.

Rapid antigen tests often are done at home, and the turnaround time is brief. However, many false negatives have been reported with this type of test. A positive test result usually is detected quickly, often during the first 10 to 15 minutes.

Testing may be done through any health department, doctor's offices, some hospitals and some pharmacies. Rapid tests can be mail-ordered.

Preventive measures haven't changed and include regular hand-washing, social distancing, wiping home and workplace surfaces with disinfectants, wearing masks, and receiving vaccines and booster shots as recommended by the U.S. Centers for Disease Control and Prevention (CDC).

Reporting on variants, the CDC recently noted, "SARS-CoV-2, the virus that causes COVID-19, is constantly changing and accumulating mutations in its genetic code over time. New variants of SARS-CoV-2 are expected to continue to emerge. Some variants will emerge and disappear, while others will emerge and continue to spread and may replace previous variants."

As of early February, there had been at least 880,000 COVID-19-related deaths in the United States. More than 75 million cases in all 50 states, U.S. territories and Washington, D.C., had been reported.

Globally, there had been more than 381 million cases and more than 5.68 million deaths confirmed. Additionally, more than 10.1 billion vaccine doses have been administered worldwide.

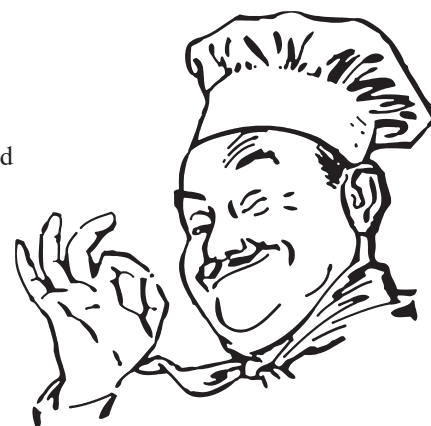
## Healthy Recipe

### Pork Carnitas Tacos

Servings: 25

#### Ingredients

8 pounds pork tenderloin, diced small  
2 1/2 teaspoons kosher salt  
1 1/4 teaspoons black pepper, ground  
1/2 cup olive oil  
2 1/2 cups yellow onion, finely chopped  
1/3 cup garlic, minced  
1/3 cup light brown sugar  
5 teaspoons oregano, ground  
5 teaspoons ancho chili powder  
2 1/2 teaspoons cumin, ground  
1 1/4 cups orange juice  
5 whole lime slices  
25 corn tortillas, 6"  
5 cups avocado, diced small  
1/2 cup cilantro, chopped  
Salt and pepper, to taste



#### Preparation

Cut up the pork tenderloin into small bite-sized pieces and season with salt and pepper; set aside.

Heat oil in a large skillet set over medium-high heat.

Add diced onions to the heated oil and cook for 2 minutes. Stir in garlic and cook for 15 seconds.

Add pork to the skillet; season with brown sugar, oregano, chili powder, and cumin. Cook, stirring frequently, for about 10 minutes, or until pork is cooked through.

Stir in orange juice; continue to stir and scrape up the browned bits from the bottom of the pan. Add lime juice and continue to cook for 2 more minutes.

Remove from heat. Taste for salt and pepper and adjust accordingly. Serve in heated tortillas with chopped avocado and cilantro.

#### Nutrition Information

Per serving (excluding unknown items): 340 Calories; 15g Fat (38.2% calories from fat); 33g Protein; 20g Carbohydrate; 3g Dietary Fiber; 94mg Cholesterol; 307mg Sodium. Exchanges: 1 Grain (Starch); 4 1/2 Lean Meat; 1/2 Vegetable; 0 Fruit; 2 Fat; 0 Other Carbohydrates.

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

# 2022 Health and Benefits Plan Scholarship Program

Scholarships totalling \$132,000 are available under the 2022 Seafarers Health and Benefits Plan Scholarship Program. The grants are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

## Seafarers Scholarships

### Three scholarships designated for active Seafarers:

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

To take advantage of these opportunities, clip, complete and mail the form below, or visit [www.seafarers.org](http://www.seafarers.org), go to the About tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet (PDF).

Although the booklet says 2021, all information is still current for the 2022 SHBP Scholarships.

## Dependents Scholarships

### Five scholarships designated for dependents:

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

*Please send me the 2022 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.*

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number (     ) .....

This application is for (circle one):                      Self                      Dependent

Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Capital Gateway Drive, Camp Springs, MD 20746

3/22



# Academies Announce New Program Aimed At Promoting Safety

Following a series of actions taken in the wake of allegations of sexual assault and sexual harassment (SASH), the U.S. Merchant Marine Academy (USMMA) – in conjunction with the U.S. Coast Guard and the Maritime Administration as well as other public maritime schools – has announced the “Every Mariner Builds a Respectful Culture” (EMBARC) program. The program aims to protect academy cadets while at sea as part of their Sea Year, and U.S.-flag vessel operators must adhere to the new EMBARC Standards, according to public announcements from the government.

“The plan we are launching represents the collective commitment of DOT, MARAD, USMMA, and the six State Maritime Academies to strengthen safety for cadets aboard commercial vessels, and to support an inclusive culture that prioritizes preventing sexual assault and harassment and supporting survivors,” said Acting Maritime Administrator Lucinda Lessley. “The plan is an initial step, and all parties are committed to continuing to review this program frequently, and to make improvements whenever needed to ensure the safety and success of cadets.”

As stated in the policy documents, “The EMBARC Standards outline policies and procedures that seek to prevent, respond to, and redress incidents of SASH and foster a safe and supportive environment. The following core tenets frame the EMBARC Standards, which call on U.S.-flag shipping companies as well as educational institutions, labor, and mariners to:

- Build and maintain a shipboard culture of inclusion and respect.
- Establish zero tolerance policies for SASH, harassment, and hostile work environment, zero tolerance for retaliation against anyone who reports assault or harassment, and proportionate responses to policy infractions.
- Eliminate the barriers that survivors, witnesses, and bystanders face in reporting SASH incidents.
- Support survivors, witnesses, and bystanders who report SASH incidents.
- Promptly address any report of behavior that is inconsistent with EMBARC Standards, using every available resource.
- Review all company and vessel policies and procedures to ensure such policies fully support a work environment in which assault, harassment, and retaliation against those who report assault or harassment is not tolerated.
- Implement SASH best practices and commit to adopting updates when such practices are promulgated by MARAD.
- Incorporate SASH prevention, response, and reporting procedures into the Company and Vessel Safety Management Systems.

According to the DOT, vessel operators will be responsible for designating a qualified person ashore to be the primary contact for all issues with SASH on a vessel, and for ensuring that any cadets aboard the vessel have met that individual, either in person or virtually. In addition to many wide-ranging policy changes, the operators must update rules and regulations concerning cadet staterooms and open-door workplaces while onboard vessels.

With the launch of the EMBARC program, the DOT also announced the anticipated lifting of the Sea Year pause. According to a related letter addressed to the Midshipmen, “Initial cadet embarkations will be on Federal vessels and training vessels. Embarkations on commercial vessels will resume as operators enroll in the EMBARC program and affirm their compliance with the program’s new safety requirements.”

The announced date to resume Sea Year embarkations was Dec. 22, 2021, but as of press time, the program had not yet been restarted.

## March & April Membership Meetings

Piney Point.....	Monday: March 7, April 4
Algonac.....	Friday: March 11, April 8
Baltimore.....	Thursday: March 10, April 7
Guam.....	Thursday: March 24, April 21
Honolulu.....	Friday: March 18, April 15
Houston.....	Monday: March 14, April 11
Jacksonville.....	Thursday: March 10, April 7
Joliet.....	Thursday: March 17, April 14
Mobile.....	Wednesday: March 16, April 13
New Orleans.....	Tuesday: March 15, April 12
Jersey City.....	Tuesday: March 8, April 5
Norfolk.....	Friday: March 11, April 8
Oakland.....	Thursday: March 17, April 14
Philadelphia.....	Wednesday: March 9, April 6
Port Everglades.....	Thursday: March 17, April 14
San Juan.....	Thursday: March 10, April 7
St. Louis.....	Friday: March 18, April 15
Tacoma.....	Friday: March 25, April 22
Wilmington.....	Monday: March 21, April 18

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

## Dispatchers’ Report for Deep Sea

“Total Registered” and “Total Shipped” data is cumulative from Jan. 14 - Feb.15. “Registered on the Beach” data is as of Feb.15.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups			All Groups				All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	23	3	2	9	2	0	4	31	5	3
Anchorage	2	3	0	0	2	0	1	2	4	0
Baltimore	5	2	0	1	0	0	1	6	2	0
Fort Lauderdale	24	6	5	16	8	1	4	41	20	6
Guam	1	0	0	3	0	0	1	3	1	0
Harvey	10	7	2	10	3	2	4	17	7	3
Honolulu	6	4	0	7	1	0	2	6	6	0
Houston	28	12	9	33	19	3	12	58	23	13
Jacksonville	46	29	9	19	23	2	17	61	38	9
Jersey City	39	13	4	19	7	3	9	47	18	7
Joliet	1	5	0	1	2	0	0	3	4	0
Mobile	9	2	1	5	3	2	1	9	6	3
Norfolk	24	18	4	11	14	2	9	29	16	5
Oakland	10	6	2	7	3	1	1	20	5	2
Philadelphia	1	3	2	1	0	1	0	3	5	1
Piney Point	1	3	0	2	2	0	1	1	3	0
Puerto Rico	6	3	1	5	3	0	3	14	2	0
Tacoma	8	6	3	14	7	2	5	22	5	5
St. Louis	3	1	0	0	0	0	0	7	2	1
Wilmington	33	15	1	18	6	0	8	54	17	3
TOTALS	280	141	45	181	105	19	83	434	189	61
Engine Department										
Algonac	5	1	0	2	0	0	0	7	3	0
Anchorage	0	1	0	0	0	0	0	1	1	0
Baltimore	2	1	0	1	1	0	2	2	0	0
Fort Lauderdale	3	2	0	8	5	0	4	9	5	0
Guam	0	1	0	1	1	0	0	0	0	0
Harvey	2	1	2	2	5	1	4	2	2	1
Honolulu	1	3	0	2	1	0	1	5	6	1
Houston	19	12	2	14	7	2	4	20	14	1
Jacksonville	19	11	4	18	8	0	8	26	19	5
Jersey City	10	5	0	8	5	0	4	10	8	1
Joliet	1	0	0	0	1	0	0	2	0	2
Mobile	3	1	0	2	1	0	1	6	3	0
Norfolk	8	10	6	7	6	3	2	9	12	4
Oakland	6	6	1	3	3	0	2	10	10	2
Philadelphia	2	1	0	0	0	0	0	3	2	0
Piney Point	2	3	1	0	3	0	1	3	3	1
Puerto Rico	5	6	0	2	2	0	2	7	4	0
Tacoma	7	4	2	6	8	1	6	16	4	0
St. Louis	5	1	1	1	1	0	1	5	2	1
Wilmington	11	7	1	4	6	1	5	24	10	1
TOTALS	111	77	20	81	64	8	47	167	108	20
Steward Department										
Algonac	5	2	0	0	1	0	0	7	1	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	0	1	1	0	2	0	0
Fort Lauderdale	11	6	2	9	5	1	5	10	7	1
Guam	2	0	1	0	1	0	0	2	2	1
Harvey	5	0	0	3	0	0	0	6	0	0
Honolulu	5	1	0	6	2	0	3	7	2	0
Houston	15	8	0	15	7	2	6	25	6	0
Jacksonville	19	22	2	11	6	2	11	29	25	2
Jersey City	13	4	0	5	3	0	3	19	8	0
Joliet	0	0	0	0	0	0	0	3	0	1
Mobile	5	2	0	2	4	0	1	9	2	0
Norfolk	19	12	0	8	10	0	5	28	12	2
Oakland	12	6	1	6	5	1	2	22	6	1
Philadelphia	1	1	1	3	1	0	2	1	1	1
Piney Point	2	1	4	1	0	3	4	4	2	1
Puerto Rico	2	7	0	1	6	0	2	5	2	2
Tacoma	7	3	1	12	4	0	4	12	6	1
St. Louis	1	1	0	1	0	0	0	1	1	0
Wilmington	13	5	1	11	5	0	8	31	8	1
TOTALS	137	81	14	94	61	10	56	223	91	14
Entry Department										
Algonac	1	10	7	1	2	1	1	0	16	8
Anchorage	0	4	2	0	2	2	2	1	4	1
Baltimore	0	1	1	0	0	2	0	0	1	1
Fort Lauderdale	0	2	3	0	2	4	3	0	4	4
Guam	0	1	0	0	0	1	0	0	1	1
Harvey	1	2	0	1	3	1	0	0	1	0
Honolulu	0	3	2	0	2	7	0	0	7	6
Houston	3	11	10	0	9	7	3	7	14	18
Jacksonville	0	27	59	1	11	27	8	3	36	77
Jersey City	0	13	19	1	10	10	5	1	16	22
Joliet	0	1	2	0	0	0	0	0	1	2
Mobile	0	0	2	0	0	1	0	1	0	2
Norfolk	0	11	20	0	9	14	2	0	14	24
Oakland	0	7	6	0	5	3	3	0	13	5
Philadelphia	0	0	1	0	0	1	0	0	0	0
Piney Point	0	1	16	0	1	14	4	0	0	12
Puerto Rico	0	1	1	0	0	1	1	0	0	0
Tacoma	6	5	15	4	8	4	5	7	13	15
St. Louis	0	0	1	0	0	1	1	1	0	1
Wilmington	1	8	8	2	12	4	7	2	19	10
TOTALS	12	108	175	10	76	105	45	23	160	209
Grand Total:	540	407	254	366	306	142	231	847	548	304





## Hands-On Training: A Piney Point Staple

People in search of pathways for rewarding careers as mariners need look no further than the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland.

An ultramodern vocational school, the PHC opened as a bare-bones facility in 1967. Since those modest beginnings, the maritime training and education hub has enjoyed more than a half-century of steady growth and has developed into a cutting-edge school with wide-ranging curriculums for entry-level students and for experienced mariners.

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

in the upgrading coursework for experienced Seafarers.

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

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

The photos on this page show a small sample of practical coursework that is offered in Piney Point. Complete information about the school is available in the Paul Hall Center section of the SIU website. To access it, go to [www.seafarers.org](http://www.seafarers.org) click on the Training and Careers tab, then navigate to Paul Hall Center.





# NMC Offers Application Pointers

The U.S. Coast Guard's National Maritime Center issued the following announcement on Jan. 24. It's also available on the SIU website.

## Top Five Awaiting Information Reasons for Merchant Mariner Credential Applications in 2021

The National Maritime Center (NMC) receives more than 50,000 applications annually from mariners applying for Merchant Mariner Credentials (MMCs). On average, more than 50 percent of those applications are incomplete or missing information, which cause delays in processing and frustration for mariners.

A total of 66,796 awaiting information (AI) reasons were issued in 2021 for MMC applications. Many MMC applications have multiple AI reasons. The five most common reasons a mariner will receive an AI letter are:

## Certificates and Documents are Missing or Incorrect

■ Missing training/qualification certificates: Most commonly proof of required training was missing. The most common certificates missing were First Aid/CPR, Firefighting, and Radar Certificates. Also, many certificates did not have the Coast Guard course approval number on them, which is required. Other documentation often missing includes a copy of the TWIC, Evidence of Suitability, Round Trip documentation, and STCW Assessments.

■ Missing proof of citizenship: Passport, Alien Registration Card, or Permanent Residence Card was not provided.

■ Unacceptable certificates or documents: Most commonly these certificates or documents are outdated, unreadable, or missing signatures.

■ Suspended or revoked driver's licenses: If the applicant's driver's license is suspended or revoked, the NMC will look at all National Driver Registry records.

## Incomplete/Incorrect Application

■ Signature and date problems: The application often is missing the mariners' signature or the date put on the application is date of birth

rather than date signed.

■ Checkboxes on application not completed: Most common errors are missing National Driver Registry consent, missing best methods of contact, and missing type of credential requested. These boxes must be checked by the applicant.

■ Oath not taken or missing signatures: Section 4 of the application contains the oath and certifications by the mariner applicant. Section 5 must contain the applicant's signature and date signed. Also, for applicants seeking their first MMC, the oath must be taken and certified by an individual authorized to administer the oath.

■ Application unclear regarding which credential is sought: Documentation provided does not match what the application says or description of endorsements desired is not a listed endorsement in 46 CFR. Applicants must specify what endorsements they want to be evaluated for.

## Sea Service Documentation/Recency of Service

■ Sea Service Letters: The employers have not signed, dated, or identified the waters operated upon. Also, applicants are commonly missing service time or do not meet the requirements for the credential requested.

■ Small Vessel Sea Service form: The form often has the incorrect addition of hours/days, or proof of vessel ownership is not provided.

■ Tankerman: Proof of Transfers/Service/Recency: Documentation submitted does not meet the requirements for amount of time, correct position, or dates performed.

■ Rating Forming Part of an Engineering Watch (RFPEW) and Rating Forming Part of a Navigational Watch (RFPNW) Service while in Training: Applicants are missing seagoing service that includes training and experience associated with engine room or navigational watchkeeping functions under the supervision of an engineer officer, or, for Navigational, a master, mate, or qualified STCW deck rating.

■ Tonnage/Horsepower: Applicants are missing evidence of meeting the tonnage and horsepower requirements in order to

qualify for certain credentials.

## Fees

■ Fees not paid or incorrect: Issuance fees must be paid in order for a credential to be issued and evaluation fees must be paid in order for an application to be reviewed. Other common problems include the Military-to-Mariner fee waiver request not completed properly, the total paid is less than required, insufficient funds provided, improperly written checks, and no tax ID number on business checks.

## Drug Tests

■ Missing drug screen from the application package: A drug test is required for all transactions except endorsements, documents of continuity, duplicates, and STCW certificates.

■ Incomplete documentation: Examples include missing collection date, missing Medical Review Officer Information, and an unsigned drug test result/random drug screen program letter.

■ Incorrect drug screen used: The drug screen must be a Department of Transportation five-panel drug test from a Substance Abuse and Mental Health Services Administration accredited lab.

■ Drug screen too old: It must be within 6 months of the date of the application.

## What can you do to prevent delays in issuance?

Apply at least 90 days in advance. Remember, for renewals you can apply up to 8 months early with no change between your expiration and renewal dates.

Use the Regional Exam Centers and Monitoring Units to review your application before submission. They are available for appointments in person or over the phone.

Use the tools and resources on the NMC website. The application acceptance checklist and evaluator checklists are valuable tools.

For general questions, contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil or calling 1-888-IASKNMC (427-5662).

# State Department Posts Update, On Passport Services for Mariners

The U.S. Department of State posted the following news item earlier this year. Please keep an eye on their website (<https://www.state.gov/>) and on the SIU site for the latest developments.

## Updated Notice To Mariners With International Voyages

To better serve mariners during this time we are updating our temporary provisions. These provisions are subject to change once operations are on a more normal footing.

Instructions for Urgent Assistance with Applying for a Passport:

## Qualifications

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at <https://travel.state.gov/content/travel/en/passports/have-passport/renew.html>); and
- Have a current passport that is expired or expiring in 7 months or less.

## Application and Mailing Instructions

- Applicants must submit the following:
- DS-82 application completed, signed, and dated;
  - Passport photograph taken within the past six months;
  - Current passport;
  - Copy of Merchant Mariner Credential (MCC), front and back.
  - A check or money order in the amount of \$208.32 made payable to U.S. Department of State if applying for a passport book only. If applying for both the passport book and card, the total fee is \$238.32. This amount includes the passport fee, expedite fee, and 1-2-day delivery fee (for information regarding passport fees, please visit [travel.state.gov](https://travel.state.gov)).
  - Letter from supervisor on company letterhead or your U.S. mariner's union.

The supervisor letter should include the following details:

- Applicant's full name;
- Printed name and title of applicant's supervisor or mariners' union representative;
- Supervisor's or union representative's signature; and
- Date the letter was issued.

Applications must be sent by traceable overnight delivery service to:

El Paso Passport Agency  
303 N. Oregon St., Suite 700  
El Paso, TX 79901  
Attention: Mariner Program

## Service Expectations

Completed passports will be mailed using a 1-2-day delivery service. **Please be sure the application includes a physical U.S. mailing address and not a P.O. Box.**

Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

## Requesting a Second Passport

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: <https://travel.state.gov/content/travel/en/passports/have-passport/second-passport-book.html>.

Below are the two options for applying for a second passport:

## Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must also include:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special procedures); and
- Include payment for both applications in a single check totaling \$416.64 (\$208.32 per application).

## Option 2: Requesting a Second Passport without Submitting a Current Valid Passport

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at [travel.state.gov](https://travel.state.gov). To apply at a passport acceptance facility, applicants need:

- Completed (not signed) DS-11 application;
- Passport photograph;
- Photocopy of their 10-year passport data page;
- Signed statement of need for a second passport as outlined on our website;
- Payment of \$208.32 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$18.32 for 1-2-day return delivery; and
- Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see <https://iafdb.travel.state.gov>. Please note that many passport acceptance facilities require customers to schedule an appointment ahead of their visit.

Mariners' continued understanding and patience is appreciated.

## Log-A-Rhythm



# Henry Bacon

By Ian Adrian Millar  
In memory of the gallant heroes of the S/S HENRY BACON

Sit down friend and pause a bit,  
And I'll tell you of a famous ship.  
Her crew were heroes brave and bold,  
Her story was not often told.

They were sailing back from Russian shore,

The numbing cold hard to ignore.  
Across a vast engulfing sea,  
The BACON sailed for liberty.

They left their cargo at old Murmansk,  
Those men were up to any task.  
They carried on as seamen do,  
To bring the BACON to Loch Ewe.

The Germans found them broken down,  
An ugly duckling homeward bound.  
Her crew had fought the raging sea,  
And bombing by the enemy.

Burbine, Reed, Tatosky too,  
Heroes all of World War Two.  
They did not shirk or hesitate,  
Ask them of Bosun Lammon's fate.  
Today some sleep beneath the wave,  
Aboard the ship they fought to save.  
A few came home again to sail,  
With men like these we could not fail.

(The writer is the son of a World War II mariner, a longtime advocate for securing veterans' status for those mariners, and a U.S. Coast Guard veteran.)



## Seafarers International Union Directory

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



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

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

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

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

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

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

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

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

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

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

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

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

**NORFOLK**  
115 Third St., Norfolk, VA 23510  
(757) 622-1892

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

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

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

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

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

**ST. LOUIS/ALTON**  
4581 Gravois Ave., St. Louis, MO 63116  
(314) 752-6500

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

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

## Inquiring Seafarer

This month's question was asked of students at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

**Question: What advice would you give to someone who's just entering the industry?**



**Shayanna Freeman**  
*Oiler*

Stay focused on your main goals, and be prepared to work. Mind your business, that's the main thing.



**James Jones**  
*OS*

Patience is going to win, above everything else. You're going to go through it, so put in the time, get as many endorsements as you can, and you'll do great. Only person stopping you is you.



**Godofredo Milabo**  
*Bosun*

Best advice is to stick with upgrading courses here at Piney Point. Always listen to the information that's presented at union meetings, because if you're not paying attention, that's on you.



**Reynard Gibbs**  
*Steward*

Eliminate as many distractions as you can. Be patient, remember why you started, and look forward to the outcome. Listen, stay positive, and don't be afraid to accept help.



**Luzern Hawkins**  
*Junior Engineer*

I'd tell them to upgrade, stay working and stay busy. Safety is important, and do what you're told to do. Do your job.



**Salman Alhobabi**  
*SA*

Just get it started. Start working. I brought my two brothers in after me, and that's all I had to tell them, because they saw how much my life had changed.

## Pic From The Past



This snapshot first ran in the March 4, 1949 edition of the *LOG*. A standalone item, it carried the all-caps headline, "AND WITHOUT OVERTIME, TOO," along with this caption: "SIU member Tom Connors demonstrates the work technique that brings a rosy glow to the stony hearts of Cities Service officials. The 'loyal employee' act was photographed by Gene Ceccato aboard the *Logans Fort*, a Cities Service ship."

*If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to [webmaster@seafarers.org](mailto:webmaster@seafarers.org)*



# Welcome Ashore

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



## DEEP SEA

### SOTERO BERAME

Brother Sotero Berame, 69, began sailing with the SIU in 2001. An engine department member, he first sailed aboard the *Overseas New York*. Brother Berame upgraded at the Paul Hall Center on several occasions. He most recently sailed aboard the *Cape Intrepid* and lives in Vancouver, Washington.



### EARL CASTAIN

Brother Earl Castain, 57, joined the Seafarers International Union in 1988, initially sailing with Delta Queen Steamboat Company. He upgraded at the union-affiliated Piney Point school on numerous occasions and shipped in the steward department. Brother Castain's final vessel was the *Overseas Los Angeles*. He is a resident of Lexington Park, Maryland.



### JULIO CILIEZAR

Brother Julio Ciliezar, 71, signed on with the SIU in 1998, first sailing aboard the *Global Mariner*. He shipped in the steward department and upgraded at the Paul Hall Center in 2000. Brother Ciliezar last sailed on the *Ocean Gladiator* and resides in Miramar, Florida.



### ARMANDO CORTEZ

Brother Armando Cortez, 66, became a member of the Seafarers International Union in 2005. He worked in the engine department and upgraded at the Piney Point school within his first year of membership. Brother Cortez sailed aboard the *Pride of America* for the duration of his career. He is a Las Vegas resident.



### ROLLIN CRUMP

Brother Rollin Crump, 68, embarked on his career with the Seafarers in 2003, initially sailing on the *Bonny*. He was



a member of the engine department and upgraded often at the Paul Hall Center. Brother Crump last shipped on the *Alaskan Navigator* and makes his home in Ward Cove, Alaska.

### THOMAS GINGERICH

Brother Thomas Gingerich, 62, signed on with the union in 1989, initially shipping on the *Independence*. He sailed in the steward department and upgraded at the Piney Point school on multiple occasions. Brother Gingerich last shipped aboard the *Florida*. He lives in Sparks, Nevada.



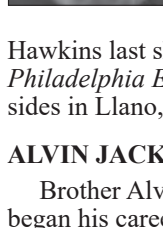
### PETER GLENNON

Brother Peter Glennon, 65, started sailing with the union in 1978, initially shipping on the *Overseas Ulla*. A deck department member, Brother Glennon upgraded at the Paul Hall Center on numerous occasions. He concluded his career aboard the *Voyager* and lives in Mechanicsville, Maryland.



### DAVID HAWKINS

Brother David Hawkins, 71, joined the union in 1990 and first sailed aboard the *Del Valle*. He sailed in the deck department and upgraded often at the union-affiliated Piney Point school. Brother Hawkins last shipped on the *Philadelphia Express* and resides in Llano, Texas.



### ALVIN JACKSON

Brother Alvin Jackson, 66, began his career with the SIU in 1989. A deck department member, he initially sailed aboard the *Empire State II*. Brother Jackson upgraded at the Paul Hall Center on several occasions. He concluded his career aboard the *Maersk Chicago* and makes his home in East Orange, New Jersey.



### WILLIAM KELLEY

Brother William Kelley, 65, embarked on his career with the SIU in 1995 when he sailed with Delta Queen Steamboat Company. He shipped in the engine department and up-



graded at the Piney Point school on multiple occasions. Brother Kelley concluded his career on the *Matej Kocak* and settled in Senatobia, Mississippi.

### DANIEL LAMBERT

Brother Daniel Lambert, 68, became a member of the Seafarers International Union in 1980. He initially sailed aboard the *Manhattan* and worked in the engine department. Brother Lambert's final vessel was the *Stuyvesant*. He calls La Center, Washington, home.

### MARC MARCUS

Brother Marc Marcus, 70, started his career with the Seafarers in 1971 and first sailed aboard the *Halcyon Panther*. He sailed in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Marcus last shipped aboard the *Sunshine State*. He makes his home in Jacksonville, Florida.



### OLORUNTOLA OBILANA

Brother Oloruntola Obilana, 66, signed on with the SIU in 2001. He initially shipped aboard the *St. Louis Express* and was a deck department member. Brother Obilana upgraded at the Piney Point school on multiple occasions. He most recently sailed on the *Delaware Express* and resides in Sugarland, Texas.



### EMMA PORTER

Sister Emma Porter, 65, donned the SIU colors in 2001. She first sailed on the *Cape Domingo* and worked in both the deck and engine departments. Sister Porter upgraded often at the Paul Hall Center. She concluded her career aboard the *Cape Douglas* and is a resident of Ridgeville, South Carolina.



### NEONITO SODUSTA

Brother Neonito Sodusta, 64, joined the Seafarers in 1994 when he shipped aboard the *Independence*. He was a member of the deck department and upgraded at the Piney Point school on multiple occasions. Brother Sodusta most recently sailed



aboard the *USNS Fisher* and resides in Las Vegas.

### TIMOTHY STAGG

Brother Timothy Stagg, 64, signed on with the union in 1976, initially sailing aboard the *USNS Potomac*. He sailed in the engine department and upgraded on several occasions at the Paul Hall Center. Brother Stagg last shipped on the *John Paul Bobo* and settled in Virginia Beach, Virginia.

### ONA WHITAMORE

Sister Ona Whitamore, 70, became a member of the Seafarers International Union in 2005 when she sailed aboard the *Green Point*. She worked in the deck department and concluded her career aboard the *Dewayne T. Williams*. Sister Whitamore makes her home in Manchester, New Hampshire.



### ROBERT WILCOX

Brother Robert Wilcox, 63, embarked on his career with the SIU in 1990, initially sailing on the *USNS Bellatrix*. He was a member of the steward department and upgraded at the Piney Point school on numerous occasions. Brother Wilcox most recently shipped on the *Isla Bella* and makes his home in Niceville, Florida.



## GREAT LAKES

### JAMES TANNER

Brother James Tanner, 65, signed on with the SIU in 1974. He initially shipped aboard the *J.B. Ford* and sailed in both the deck and steward departments. Brother Tanner upgraded at the Piney Point school in 1987. He last sailed on the *JAW Iglehart* and resides in Alpena, Michigan.



## INLAND

### JERRY JENKINS

Brother Jerry Jenkins, 65, donned the SIU colors in 1979. A deck department member, he first shipped aboard the *Point Julie*. Brother Jenkins concluded his career working for Crowley Towing and Transportation. He is a resident of Rialto, California.

### NILS JERNSTROM

Brother Nils Jernstrom, 67,

embarked on his career with the Seafarers in 1997 when he shipped with American Marine Corporation. He was a member of the deck department and upgraded at the Piney Point school in 2001. Brother Jernstrom remained with the same company for the duration of his career. He resides in San Pedro, California.



### JEFFREY PARKIN

Brother Jeffrey Parkin, 65, signed on with the union in 1973. A deck department member, he initially sailed aboard the *Overseas Ulla*. Brother Parkin upgraded on multiple occasions at the Paul Hall Center. He was last employed by Moran Towing of Philadelphia and settled in Bellmawr, New Jersey.

### RANDY ROGERS

Brother Randy Rogers, 62, joined the Seafarers International Union in 1976 when he sailed with G&H Towing. He was a member of the engine department and upgraded at the Piney Point school in 1981. Brother Rogers concluded his career with Moran Towing of Texas and lives in Livingston, Texas.

### JERRY VANDERBURG

Brother Jerry Vanderburg, 62, started sailing with the Seafarers in 1982. He sailed in both the deck and engine departments and worked for G&H Towing for the duration of his career. Brother Vanderburg resides in Aransas Pass, Texas.



### DALE WILSON

Brother Dale Wilson, 64, signed on with the union in 1983, initially working for Tampa Bay Pilots. He sailed in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Wilson's final vessel was the *Gulf Reliance*. He makes his home in Tampa, Florida.





# Final Departures



## DEEP SEA

### SOFRONIO ADENIC

Pensioner Sofronio Adenic, 91, died November 26. He joined the Seafarers International Union in 1988 and first shipped on the *Independence*. Brother Adenic sailed in the deck department and concluded his career aboard the *USNS Invincible*. He became a pensioner in 2001 and settled in Kansas City, Missouri.



### MIKE BUBAKER

Pensioner Mike Bubaker, 79, passed away November 20. He began his career with the Seafarers in 1979 when he sailed aboard the *Inger*. Brother Bubaker was a steward department member. He last sailed on the *Great Land* before retiring in 2008. Brother Bubaker resided in Dearborn, Michigan.



### WILLIAM BUNCH

Pensioner William Bunch, 73, died October 31. He joined the SIU in 1991, initially shipping aboard the *Bonny*. Brother Bunch was a member of the steward department and last sailed aboard the *USNS Pili-laau*. He became a pensioner in 2013 and settled in Fredericksburg, Virginia.



### STANLEY CASTRO

Pensioner Stanley Castro, 67, passed away November 13. He signed on with the Seafarers International Union in 1992. An engine department member, Brother Castro first sailed on the *Independence*. He concluded his career aboard the *Gem State* in 2014 and went on pension in 2019. Brother Castro made his home in Tacoma, Washington.



### RICHARD CASUGA

Pensioner Richard Casuga, 81, died November 5. He joined the SIU in 1963 and first sailed with States Steamship. Brother Casuga was a steward department member. He last sailed on the *Defender* before becoming a pensioner in 2002. Brother Casuga called Hayward, California, home.



## HERBERT DANIELS

Pensioner Herbert Daniels, 74, has passed away. He joined the union in 1998 when he was employed by Moran Towing of Texas. Brother Daniels sailed in both the deck and engine departments and most recently shipped aboard the *Achiever*. He went on pension in 2013 and was a resident of Louisville, Kentucky.



## ALBERT GUTIERREZ

Pensioner Albert Gutierrez, 70, died December 31. He donned the SIU colors in 1978 and first sailed aboard the *Borinquen*. An engine department member, Brother Gutierrez last shipped on the *Horizon Challenger*. He retired in 2012 and made his home in Houston.



## JAMES JACKSON

Pensioner James Jackson, 75, passed away December 18. He signed on with the union in 1963, first sailing aboard the *Margaret Brown*. Brother Jackson shipped in the steward department and most recently sailed aboard the *Atlantic Forest*. He began collecting his pension in 2014 and resided in New Orleans.



## AGUILIO LLORENTE

Pensioner Aguilio Llorente, 89, died October 21. He began shipping with the Seafarers International Union in 1989, initially sailing with Crowley Towing & Transportation. Brother Llorente worked in both the deck and engine departments. He last sailed on the *El Morro* and went on pension in 2007. Brother Llorente resided in Tampa, Florida.



## FRANK MICHALSKI

Brother Frank Michalski, 70, passed away November 27. He donned the SIU colors in 2001 and first shipped on the *Maersk Alaska*. Brother Michalski was a member of the engine department. He last sailed aboard the *USNS Roy M. Wheat* and lived in Kansas City, Kansas.



## CHARLES RHYNES

Pensioner Charles Rhynes, 86, died December 18. He joined the union in 1987 when he sailed on the *Baldomero Lopez*. Brother Rhynes shipped in the deck department and concluded his career on the *William R. Button*. He retired in 2003 and made his home in Forsyth, Missouri.



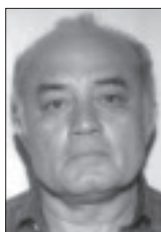
## WINTON RICH

Pensioner Winton Rich, 72, passed away September 30. He signed on with the SIU in 1990 and first shipped on the *USNS Bellatrix*. A deck department member, Brother Rich most recently sailed on the *Pride of America*. He went on pension in 2019 and settled in Houston.



## JOSE RIVERA

Pensioner Jose Rivera, 88, died December 22. He started sailing with the Seafarers in 1953 and was a member of the engine department. Brother Rivera's first vessel was the *Salem Maritime*; his last, the *Golden Monarch*. He retired in 1990 and was a Puerto Rico resident.



## ALVIE RUSHING

Pensioner Alvie Rushing, 91, passed away December 11. He signed on with the SIU in 1959, initially working on the *Timber Hitch*. Brother Rushing was a deck department member. He last shipped on the *Overseas Valdez* and went on pension in 1995. Brother Rushing lived in Santa Fe, Texas.



## JIM SAXTON

Pensioner Jim Saxton, 82, died December 10. He joined the union in 1969. A steward department member, he first shipped with Pacific Far East Lines. Brother Saxton last shipped on the *Defender* before retiring in 2005. He resided in Lathrop, California.



## LARRY VIOLA

Pensioner Larry Viola, 66, passed away December 20. He signed on with the Seafarers International

Union in 1973 and first sailed with Seatrain Lines. A deck department member, Brother Viola last sailed aboard the *Greendale* in 2009. He began collecting his pension in 2021 and made his home in Sayre, Oklahoma.



## GEORGE WHITING

Pensioner George Whiting, 77, died October 11. He joined the SIU in 1973 and initially sailed aboard the *Santa Magdalena*. Brother Whiting was a steward department member and concluded his career on the *Matsonia*. He became a pensioner in 2009 and settled in Las Vegas.



## BRUCE WRIGHT

Pensioner Bruce Wright, 77, passed away November 26. He embarked on his career with the Seafarers in 1961 and was an engine department member. Brother Wright first sailed aboard the *Steel Record*. He last shipped on the *Alaskan Frontier* and went on pension in 2007. Brother Wright was a resident of South San Francisco, California.



## GREAT LAKES

### RICHARD GIMPEL

Pensioner Richard Gimpel, 92, died December 8. He signed on with the SIU in 1961 when he sailed with Dunbar & Sullivan. Brother Gimpel worked in the deck department and was last employed by Great Lakes Towing. He became a pensioner in 1995 and resided in Perrysburg, Ohio.



## INLAND

### DENNIS BLACKMAN

Pensioner Dennis Blackman, 65, passed away November 30. He embarked on his career with the SIU in 2002 when he worked with Penn Maritime. Brother Blackman was a deck department member. He most recently sailed aboard the *Achievement* before retiring in 2018. Brother Blackman made his home in Thom-



asville, Georgia.

### DALTON DESLATTÉ

Pensioner Dalton Deslatte, 82, died December 24. He became a member of the Seafarers International Union in 1989 and sailed in both the deck and engine departments. Brother Deslatte sailed with Moran Towing of Texas for the duration of his career. He began collecting his pension in 2005 and resided in Port Arthur, Texas.



### DEXTER MOORE

Pensioner Dexter Moore, 81, passed away December 9. He donned the SIU colors in 1961 and initially sailed with Gulf Atlantic Transport. Brother Moore was a member of the deck department and was last employed by Allied Transportation. He became a pensioner in 1999 and settled in Pinetown, North Carolina.



### JOHN PAYNE

Pensioner John Payne, 90, died October 18. He embarked on his career with the union in 1973 when he worked for Puget Sound. Brother Payne sailed in the deck department and was last employed by Crowley Towing and Transportation. He retired in 1994 and lived in Jacksonville, Florida.



### GOLDIE THOMAS

Pensioner Goldie Thomas, 73, passed away August 29. She joined the SIU in 1995. A steward department member, Sister Thomas worked for Orgulf Transport for her entire career. She began collecting her pension in 2009 and called East Prairie, Missouri, home.

## NMU

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

NAME	AGE	DOD
Baez, Casimiro	95	12/28/2021
Chavana, Maria	84	12/21/2021
Connor, John	90	11/28/2021
Diaz, Benjamin	98	12/26/2021
Foster, Iva	88	01/17/2022
Gonzales, Joe	89	08/24/2021
Gorrer, Jessie	85	01/09/2022
Keeling, John	94	01/14/2022
Palmer, Leroy	82	01/14/2022
El Rowmeim, Eli	88	01/05/2022
Woods, Wade	96	01/13/2022



# 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.

**AMERICAN PRIDE** (Intrepid Personnel and Provisioning), October 2 – Chairman **Felsher Beasley**, Secretary **Richard Jones**, Educational Director **Charlie Wescott**, Deck Delegate **Harold Borden**, Steward Delegate **Adolfo Bermudez**. Chairman encouraged members to get vaccinated as soon as possible. Secretary reminded crew to continue following CDC guidelines. Educational director urged members to upgrade at the Piney Point school. No beefs or disputed OT reported. Members reviewed current *Seafarers LOG* and discussed questions concerning upcoming contract. Crew plans to continue working towards acquiring Wi-Fi on ships. Next port: Port Arthur, Texas.

**ALASKAN EXPLORER** (Alaska Tanker Company), October 3 – Chairman **Jose Loureiro**, Secretary **Ingra Maddox**, Educational Director **Tristan Brand**, Deck Delegate **Charles Ford**, Steward Delegate **Roberto Martinez**. Members discussed Wi-Fi capabilities that would allow crew to text at sea.

Chairman discussed UA changes at Paul Hall Center. Educational director reminded members to start renewing documents early because of potentially long wait times. No beefs or disputed OT reported. "Good food makes a happy crew."

**AMERICAN FREEDOM** (Intrepid Personnel and Provisioning), October 31 – Chairman **Joshua Mensah**, Educational Director **Felix Garcia**, Steward Delegate **Carlos Diaz**. Dryer has been fixed. Educational director recommended crew to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Members requested coffee grinders, refrigerators in each room, increases to retirement benefits and Wi-Fi access.

**AMERICAN PRIDE** (Intrepid Personnel and Provisioning), November 22 – Chairman **Felsher Beasley**, Secretary **Richard Jones**, Educational Director **William Mercer**, Deck Delegate **Vic-**

**tor Chevalier**, Steward Delegate **San-tiago Amaya**. Members reviewed old business including Wi-Fi access and discussed new jobs. Educational director reiterated importance of checking dates on documents as well as renewing ahead of time. No beefs or disputed OT reported. Crew discussed AB watch-standing at anchor and related contractual wages. Members also discussed upcoming standard agreements. New mattresses needed. Next port: Port Everglades, Florida.

**MISSOURI EXPRESS** (Marine Personnel and Provisioning), December 5 – Chairman **Jose Jimenea**, Secretary **John Stephens**, Educational Director **Jimmie Williams**, Deck Delegate **Willie Myrick**, Engine Delegate **Ernest Smith**, Steward Delegate **William White**. Members reported issues receiving cash from captain for payoff. Chairman announced payoff in Charleston, South Carolina. Educational director advised crew to attend upgrading courses at the Paul Hall

Center and to make sure documents are up to date. No beefs or disputed OT reported. Crew motioned for inclusion of 30 for 30 vacation pay in next contract. More linens, pillow cases and towels needed aboard ship. Next port: Jacksonville, Florida.

**AMERICAN PHOENIX** (Phoenix Crew Management), December 26 – Chairman **Charles Hill**, Secretary **Johnnie McGill**, Educational Director **Juan Castillo**, Deck Delegate **Ali Al Kassemi**, Steward Delegate **Hyeyoung Forrer**. Ship sailing smoothly. Stores will be at next port as reported by secretary. Educational director reminded crew to upgrade at the Piney Point school. No beefs or disputed OT reported. New refrigerators were requested where needed.

**AMERICAN LIBERTY** (Intrepid Personnel and Provisioning), January 24 – Chairman **Ryan Legario**, Secretary **Nadine Butler**, Educational Director **Frederick Williams**, Deck

Delegate **Mapalana Gamage**, Engine Delegate **Arsenio Jenkins**, Steward Delegate **Kenneth Kelly**. Chairman oversaw discussion regarding current and upcoming collective bargaining agreements. Vote of thanks given to the deck department for working hard and staying safe. Engine and steward departments were commended for jobs well done. Members were reminded of new vaccination and booster requirements to attend courses at the Piney Point school. No beefs or disputed OT reported. Crew suggested inclusion of adequate Wi-Fi access in next contract as well as increased wages and vacation benefits. Members requested a decrease in age and sea time requirements for retirement. Crew would like company-paid travel from their homes to work, rather than from union hall to airport since some members live hundreds of miles away. Members sought clarification for vision/eyeglass benefits and for prescriptions outside of home state. Next port: Marcus Hook, Pennsylvania.

## NMC Explains Why Mariners' Medical Certificates Are Delayed

*Editor's note: The U.S. Coast Guard's National Maritime Center issued the following notice on Feb. 14. It's available on the agency's website and on the SIU website.*

The National Maritime Center (NMC) receives more than 50,000 applications annually from U.S. Merchant Mariners applying for medical certificates. On average, over 10 percent of those applications are missing information, which causes delays in processing and frustration for mariners. As a reminder, the NMC previously published Common Errors Mariners Make When Submitting CG-719K (04/17), which remains valid, and will not accept incomplete medical certificate applications.

A total of 7,882 awaiting information (AI) reasons were issued in 2021 for medical certificate applications. Below are the general and specific reasons that mariners will receive an AI letter for medical certificate applications:

### General Reasons:

Top reasons include:  
■ Visual acuity does not meet regulations as listed in Merchant Mariner Medical Manual,

Commandant Instruction Manual (COMDTINST M16721.48), Chapter 5.

Additional tests not provided when there is an abnormal vision exam.

■ Conditions listed in COMDTINST M16721.48, Chapters 8, need further documentation. This requires a current written report from your treating provider documenting the current status of the condition, history of the condition, frequency and severity of symptoms, treatment plan with all medications/side effects, ability to perform all tasks as listed in Chapter 8, and prognosis for performing safety sensitive merchant mariner duties.

■ Common conditions needing further documentation are:

- Diabetes
- Sleep Apnea
- Substance Abuse
- Heart Condition
- Seizure Disorder.

### Specific Reasons:

NOTE: All section and page information in this section is referring to form CG-719K.

■ Required tests are incompletely documented

on Page 7.

■ Medications/Conditions are not explained or commented on Page 5.

■ Response not provided for Food Handler Certification (Section II, Page 3).

■ YES or NO response not provided for each condition listed (Section III (a), Page 4).

■ Incomplete details (date of onset/condition/treatment/status/limitations) of conditions identified on Page 4 (Section III (b), Page 5).

■ No response or incomplete response to medication section (Section IV, Page 6).

■ Missing height, weight, pulse rate, and/or blood pressure (Section V, Page 6).

■ NORMAL or ABNORMAL response not provided for each system/organ identified (Section V, Page 6).

■ Missing uncorrected vision (Section VI (a), Page 7).

■ Uncorrected vision tests with corrective lenses (Section VI (a), Page 7).

■ Missing field of vision (Section VI (a), Page 7).

■ Inappropriate color vision testing method, number of errors omitted, or determination not indicated (Section VI (b), Page 7).

NOTE: If color vision testing failed, to avoid processing delay, put handwritten note in this section that indicates the applicant's ability to distinguish red, green, blue, and yellow; and by which method.

■ Hearing not marked as normal, abnormal, or hearing aid required (Section VII, Page 7).

■ Missing Physical Ability Results (Section VIII, Page 8).

■ Proof of identity not checked (Section IX (a), Page 9).

■ Certification recommendations (Recommended, Not Recommended, or Needs Further Review) not checked (Section IX (b), Page 9).

■ Significant risk of sudden incapacitation (Yes, No, or Needs Further Review) not checked (Section IX (c), Page 9).

■ If entry-level – Medical condition aggravated by service at sea (Yes, No, or Needs Further Review) for entry level rating not checked (Section IX (c), Page 9).

■ Provider failed to sign/date the form and/or provide license number (Section IX (e), Page 9).

■ Missing signature of Applicant (Section X, Page 9).

Those having questions regarding completion of the CG-719K, may contact the NMC Help Desk at 1-888-IASKNMC (427-5662).

## Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 4 headquarters membership meeting to review the 2021 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

peals Board by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

this responsibility.

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

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

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

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

union headquarters.

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

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

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



# Mortgages designed for union families



**The Union Plus Mortgage Program**  
with financing from Wells Fargo Home  
Mortgage or Union Plus Mortgage  
Company provides benefits you can't get  
anywhere else, including competitive rates,  
mortgage assistance and gift awards.



**Learn more at: [unionplus.org/mortgage](https://unionplus.org/mortgage)**

Wells Fargo Home Mortgage has a services agreement with Union Privilege in which Union Privilege receives a financial benefit for providing agreed-upon services. Wells Fargo Home Mortgage encourages you to shop around to ensure you receive the services and loan terms that fit your home financing needs.

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NMLSR ID 399801

Union Plus Mortgage Company has a services agreement with Union Privilege in which Union Privilege receives a financial benefit for providing agreed upon services.

Union Plus Mortgage Company NMLSR 156182



SIU-MM-2-4-2022



# Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
<b>Gap Closing Courses</b>		
MSC Storekeeper Basic	May 2	May 20
MSC Ship Clip	June 6	June 17
MSC Supply Configuration Management	May 23	June 3
<b>Deck Department Upgrading Courses</b>		
Able Seafarer-Deck	April 4 May 23	April 22 June 10
Lifeboat/Water Survival	March 14 April 11 May 9 June 6	March 25 April 22 May 20 June 17
Fast Rescue Boat	June 20	June 24
RFPNW	April 25 June 27	May 13 July 15
Celestial Navigation	August 22	September 16
Leadership and Management Skills	August 8	August 12
Advanced Shiphandling	August 22	September 2
Advanced Meteorology	September 12	September 16
Advanced Stability	September 5	September 9
<b>Engine Department Upgrading Courses</b>		
RFPEW	April 25	May 20
FOWT	June 13	July 8
Junior Engineer	July 11	September 2
Marine Electrician	May 16	June 17
Marine Refer Tech	April 4	May 13
Advanced Refer Containers	July 18	July 29
Machinist	March 14	April 1
Pumpman	April 4	April 8

Title of Course	Start Date	Date of Completion
<b>Engine Department Upgrading Courses</b>		
Welding	April 25 June 6	May 13 June 24
Engineroom Resource Management	August 1	August 5
<b>Steward Department Upgrading Courses</b>		
Certified Chief Cook	March 21 April 25 May 30 July 11	April 22 May 27 July 1 August 12
Advanced Galley Operations	April 4 June 20	April 29 July 15
Chief Steward	May 9	June 3
<b>Safety/Open Upgrading Courses</b>		
Combined Basic/Advanced Firefighting	April 4	April 8
Medical Care Provider	April 11	April 15
Basic Training	April 4 June 6	April 8 June 10
Basic Training Revalidation	March 21 March 25 April 4 April 22 May 6	March 21 March 25 April 4 April 22 May 6
Government Vessels	March 14 April 11 April 25 May 9 June 13 June 27	March 18 April 15 April 29 May 13 June 17 July 1
Tank Ship-DL (PIC)	March 14	March 18
Tank Ship Familiarization DL	April 4 May 2 June 27	April 8 May 6 July 1
Tank Ship Familiarization LG	May 9 May 23	May 13 May 27

## Important Notice to all Students

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

## UPGRADING APPLICATION

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

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

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

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

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

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

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

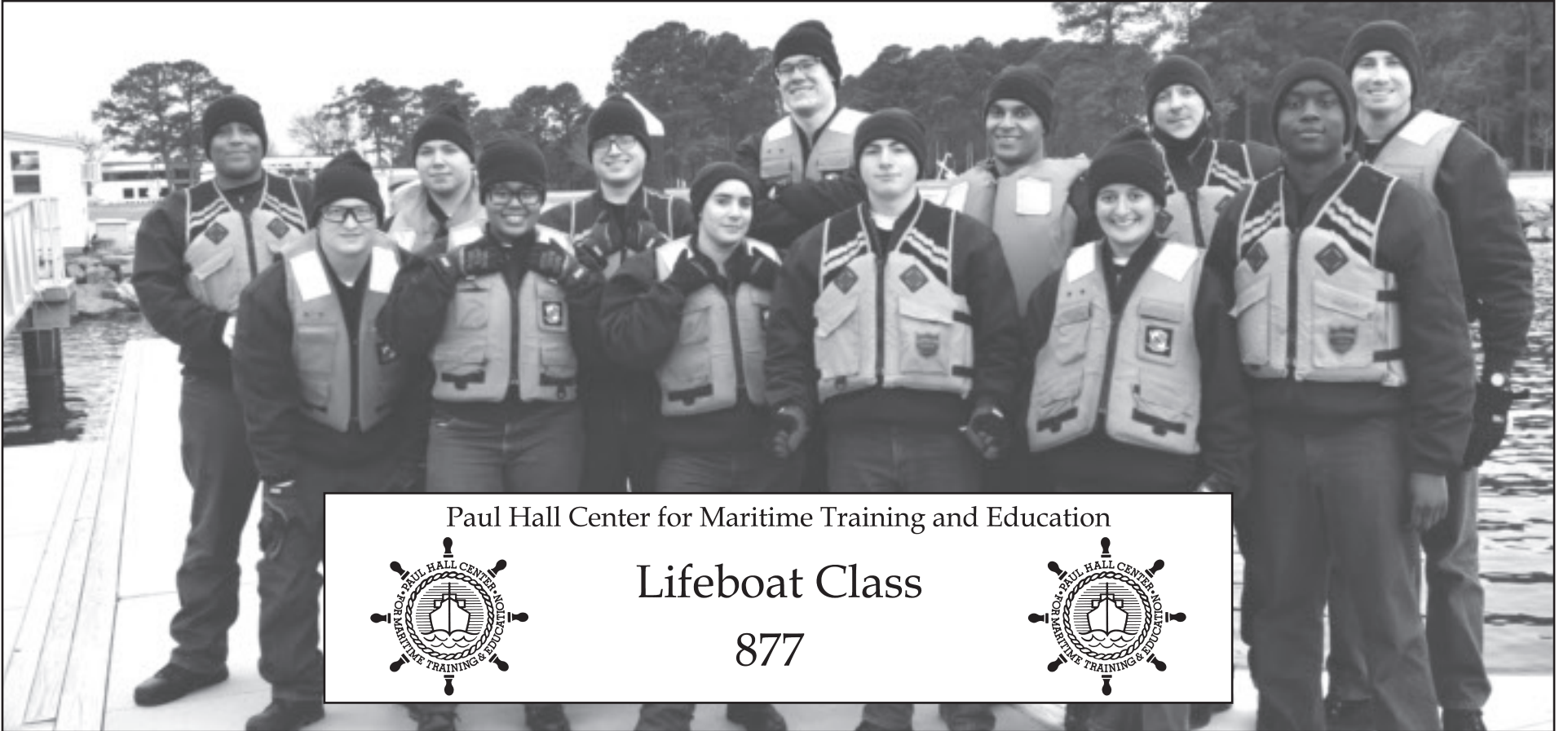
LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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



# Paul Hall Center Classes



**Apprentice Water Survival Class #877** – Graduated December 31 (above, in alphabetical order): Spencer Bailey, Jacob Burleson, Elijah Courtney, Tyler Dreschel, Robert Freer III, Juliette Mandal, Dion Martin, Joseph McCrea, Shawnique Morris, Daquan President, Stephanie Vidrio, James Walker and Landon Williams.

**Government Vessels** – Graduated January 28 (photo at right, in alphabetical order): Diana Alicea-Hughes, Kevin Barry, James Brown, Joseph Burke, Andrew Cosgrove, Alexander Hunting, Fredy Segura and Michael Tinkel.



**Government Vessels** – Graduated January 21 (above, in alphabetical order): Larry Bachelor, Tyebreyell Bray, Henry Brown, Johnnie Carswell, Randy Corey, Mohamed Abdul Rahman Gazaly, Terry Jackson, Bernard Mainor, Emmanuel De Gracia Matias, Julius Binaluyo Morala, Robert Noble, Daniel Joshua Ramos Resultan, Antoinette M. Rivera, Adrian Schubert, Joseph Smith, Julius Thomas and Mario Yancey.



# Paul Hall Center Classes



**Government Vessels (Phase 1)**  
 – Graduated January 21 (photo at left, in alphabetical order): Noah Hepburn, Maurice Kent Jr., and Walter Lewis.



**Engine room Resource Management** – Upgrader Austin Anderson (above) graduated from this class December 10.



**Water Survival** – Terence Pitts (above) completed the enhancement of his skills in this course and graduated January 28.



**Advanced Galley Operations** – Graduated December 10 (photo at left, in alphabetical order): Drushelia Finney, Reynard Gibbs, Dustin Haney, Joseph Huls and Dindo Prellagera Reforsado.

## Important Notice To All Students

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





# SEAFARERS LOG

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

**Paul Hall Center  
Class Photos  
Pages 18-19**

## Union Leaders Hail Biden's Pro-PLA Order

*Editor's note: This article was written by Mark Gruenberg of Press Associates, Inc. It has been lightly edited for style. Project labor agreements are vitally important to America's working families.*

Union officials applauded President Joe Biden's Feb. 7 executive order mandating that federally funded construction projects worth at least \$35 million must be built by workers using project labor agreements (PLA).

"Just remember, it ain't labor — it's unions" that built the country and will do so again, Biden declared to a union crowd at the Ironworkers Local 5 hall in Upper Marlboro, Maryland, not far from SIU headquarters.

Sean McGarvey, president of North America's Building Trades Unions (a labor federation), spoke for others — including Local 5 members at Biden's signing ceremony — in declaring how the president's order would improve workers' wages, working conditions and health and safety.

"Project labor agreements are often effective in preventing problems from developing" on construction sites "because they provide structure and stability to large-scale construction projects," Biden's order explains.

That's "welcome news for all workers, union and nonunion," McGarvey pointed out. "Project labor agreements address labor supply, secure workers' classification, set good wages, promote strong health and safety standards, and ensure large-scale projects are completed on time, with the highest degree of quality, efficiency, and safety."

AFL-CIO President Liz Shuler, an Electrical Worker, added in an e-mail: "President Biden's signing of an executive order requiring project labor agreements for all federal construction projects over \$35 million ensures the \$262 billion in federal construction contracting will use high-skilled union labor, create a more efficient approach to the work and will use our tax dollars to create high-quality jobs. Thanks to this agreement, 200,000 union members will make sure America's infrastructure is built."

McGarvey added PLAs not only create well-paying jobs for construction workers,

but promote local hiring, increase well-trained (union-trained) apprentices and can let "women, people of color and veterans access construction career pathways. As a result, these agreements are proven to boost local economies, address inequities and uplift marginalized communities, and achieve substantial, direct cost savings by standardizing contract terms among various crafts."

Biden's order stressed the benefits of PLAs. They "avoid disruptions on projects by using dispute-resolution processes to resolve worksite disputes and by prohibiting work stoppages, including strikes and lockouts. They secure commitment of all stakeholders on a construction site the project will proceed efficiently without unnecessary interruptions."

In return for higher wages and guaranteed due process on the job, workers and contractors get stability and quality work that lasts, the president said at the ceremony.

"I tell you who built America: the middle class," he explained. "And the people who built the middle class are organized labor: unions. Unions did it. That's not hyperbole. That's a fact. That's a straight fact."

Biden said his order will "help ensure we build a better America, we build it right, and we build it on time.... The executive order is making sure federal construction projects get completed on time and under budget, saving taxpayers money, clearing construction zones quickly, and ensuring everything the federal government signs to contract to build is built to last."

Biden's order covers not just work on roads, bridges, subways and airports, but all types of infrastructure. He specifically singled out improving U.S. ports and waterways.

Such maritime improvements, in the "hard" infrastructure law Biden signed in December, include at least two which PLAs would cover, according to a recent statement from the AFL-CIO Maritime Trades Department: a new larger Soo Lock between Lake Superior and the other Great Lakes, costing \$470 million, and \$69 million "to improve navigation and expand capacity" at the Norfolk, Virginia, harbor, where container traffic has risen 67% in 10 years.



President Biden signs an executive order calling for project labor agreements, which will all but ensure the use of union labor. Among those attending the ceremony in Upper Marlboro, Maryland, are Vice President Kamala Harris (third from left) and U.S. Secretary of Labor Marty Walsh (left). (Photo courtesy Ironworkers)

Biden's order has some limited exceptions, but even when agencies want to invoke them to avoid PLAs, a "senior official" must sign off on that decision, and justify the exception.

The allowances include projects of short duration, that use only one construction craft, that are "of compelling urgency that ... makes a project labor agreement impractical" or those where a PLA requirement would "substantially reduce the number of potential bidders so as to frustrate full and open competition."

Numerous studies have pointed out the benefits of PLAs, disclosing how those projects come in on time and often under budget. That hasn't stopped anti-worker organizations from trying to outlaw them.

PLAs "standardize working conditions across a project and ensure that all working people receive fair wages, benefits, and safe working conditions," said Painters President Jimmy Williams Jr.

"PLAs were utilized when Operating Engineers built the Grand Coulee Dam, the

interstate highway system," and space facilities, added IUOE President James Callahan. "As we embark upon building modern and more resilient infrastructure for our future, these agreements will help employ thousands of skilled tradespeople and pay wages that sustain families and lift local economies."

Biden's order "shows what the American worker has to gain by having a pro-labor president in the White House," said U.S. Rep. Donald Norcross (D-New Jersey), who is also a former president of the South Jersey Building and Construction Trades Council. "Requiring PLAs on federal construction projects will improve job quality for nearly 200,000 workers. PLAs also help ensure the responsible stewardship of tax dollars by pre-negotiating wages and benefits — meaning workers can spend more time working and less time haggling over work conditions. Additionally, workers under a PLA are more likely to have health care, a benefit that has always been important in demanding construction jobs but even more so during the pandemic."

### Aboard the CS Decisive



Thanks to vessel master Capt. Francisco Sousa (an SIU hawsepiper) for this photo from the recently reflagged SubCom vessel. Pictured with the captain (second from left) are GVA Angel Palacios, OMU Kasim Ahmed, Spicer Toby Malone, Chief Cook Pedro Maysonet, OMU Joshua Glancy, 3AE Sean Kirby, 2M John Fendl, Chief Electrician Igor Yakunkov, OMU Gregory Attawora, ET Tony Monica, 2AE Pete Barrow, ABSJ Julian Dingzon, 2AE Joe Osiak, 1AE Greg Thomas, ABSJ Raul Morales Vargas, Chief Engineer Jeff McCarthy, GVA Tremere Manning, GVA Ryeasha Powell, OMU Xyla Jimenez, 1/O Manny Reyes, 3AE Jewel McLain, 2M Jordan Scherling, 3M Greg Tronti, Bosun Emilio Abreu, Chief Mate Steve Vogler, and Coast Guard representatives Dan Mochen and Todd Michel.