

# SEAFARERS LOG

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

## **Bisso Boatmen Ratify Contract** **3-Year Pact Features Numerous Gains**



SIU members employed by E.N. Bisso & Son recently approved a new contract that boosts wages and includes many other improvements. Negotiations took place in New Orleans in mid-November; voting concluded Nov. 23. The photo above includes members of the respective bargaining committees. Pictured from left in the Crescent City are SIU Deckhand Delegate Jacob Toler, Bisso Operations Manager Timothy Michel, Bisso President Matt Holzhalf, Bisso VP Mike Vitt, SIU Port Agent Chris Westbrook, SIU Alternate Delegate Todd Rabalais, Bisso HR Manager Ashley Sorrells, SIU Wheelman Delegate Ian Strother, Bisso CFO Casey Willis and SIU Engineer Delegate Kevin Wells. The photo at immediate right, taken in Baton Rouge, Louisiana, includes boatmen from the *Vera Bisso* along with SIU delegates and Westbrook (third from right). *Page 3.*



## **Oakland Thanksgiving Event** **Another Rousing Success**

The yearly pre-Thanksgiving feast at the hiring hall in Oakland, California, took place Nov. 22 and featured an array of U.S. congressional representatives, military personnel, company executives – and of course, Seafarers, SIU retirees and their families. Pictured at the gathering are members of the 4th Marine Division, 23rd Regiment Color Guard along with (front, from left) Chief Cook Ronald Williams, AB Paul Clow, AB Joseimo Balerite, Recertified Bosun Ritche Acuman and ACU Mohamed Wasel. Pictured from right to left in the second row are SIU Port Agent J.B. Niday, SIU VP Government Services Nicholas Celona and retired Recertified Steward George Pino, along with the color guard. *Page 5.*



## **Steward Departments Brighten Holiday at Sea**

Continuing a decades-long tradition, steward-department Seafarers made extra efforts to help ensure an enjoyable Thanksgiving for their respective shipmates throughout the fleet. Among those providing scrumptious holiday fare at sea was Recertified Steward Cleto Lindong (left in photo at immediate right) aboard the *Safmarine Ngami*. He's pictured with vessel master Capt. William Fisher. Enjoying a meal aboard the Maersk Line, Limited vessel are (from left in photo above) QMED Brandon Thornton, AB Alex Busby, SA Santiago Aquino, AB Orlando Da Cruz and QEE Matthew Yowell. *Pages 10-11.*



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# President's Report

## Big Wins for Maritime

The most recently enacted National Defense Authorization Act (NDAA) contains a number of key victories for the U.S. Merchant Marine, and I'm proud to say the SIU played an active role in helping secure many of the components.



Michael Sacco

One of the particularly noteworthy developments is the doubling of the new U.S. Tanker Security Program (TSP) from the initial 10 ships later this year to 20 in the year 2024. Not only will this mean more shipboard jobs, it also will strengthen U.S. national security by reducing potential reliance on foreign ships and crews.

In what I would describe as a "lessons learned" section, the legislation boosts Jones Act enforcement through a series of smart procedural mandates. This should help preserve American jobs while making it harder for foreign-flag interests to attempt "crisis arbitrage" – taking advantage of situations such as natural disasters just to make a buck.

The NDAA also has a lot of meat when it comes to modernizing the mariner credentialing system and reducing the current backlogs. As Seafarers know, these are critical steps that absolutely affect U.S. national, economic and homeland security.

Other elements of the bill focus on maintaining safe workplaces, making it easier for military veterans with sea time to enter our industry, and guaranteeing shore leave for our brothers and sisters in the National Oceanographic and Atmospheric Administration fleet.

Finally, the legislation includes this "Sense of Congress on Merchant Marine" that is straightforward and powerful: "It is the sense of Congress that the United States Merchant Marine is a critical part of the national infrastructure of the United States, and the men and women of the United States Merchant Marine are essential workers."

Our legislative team deserves kudos for helping advance your interests – and our rank-and-file members deserve credit, too. Your professionalism and reliability strengthen our voice on Capitol Hill (and at other levels of government). Candidly, your support of SPAD, the union's voluntary political action fund, also makes a big difference. It's vital for helping us promote and protect not just the SIU but the broader U.S. Merchant Marine.

I look forward to watching all of this play out and to helping make it happen.

### Brotherhood of the Sea

Whether you're flipping through printed pages or scrolling online, a look at pretty much any issue of the *LOG* gives readers a good idea of what we're all about.

In this edition alone, our coverage reflects the SIU securing great contracts, saving lives at sea, brightening the holidays for one another, engaging in grassroots political action, and even speaking up for mariners on the world stage.

Additionally, the class photos from our affiliated school in Piney Point, Maryland, are more than just potential keepsakes. They reflect the steady operations of a world-class training facility – one that serves as a gateway for career advancement. And, the apprentice photos show the next generation of Seafarers (who'll benefit greatly from what we're working on now). We need to make sure these young women and men continue entering our industry.

Not to be overlooked are the Seafarers Health and Benefits Plan Scholarships that are available to members and their dependents. Be sure to check on those details, apply if it's something that might help you, and encourage others to do the same.

Last but definitely not least, read the answers in our "Inquiring Seafarer" feature. (By the way, that feature has run in the *LOG* off and on for decades.) Those comments from longtime members again reflect an organization that has a lot to offer and much to be proud of.

Now, let's continue our momentum in the New Year!



Pictured at the ceremony are (from left) AMP President Ku'uhaku Park, U.S. Rep. Jenniffer González-Colón (R-Puerto Rico) and SIU Exec. VP Augie Tellez.

## AMP Salutes Rep. González-Colón

The leading U.S. domestic maritime coalition recently honored a longtime backer of the industry.

The American Maritime Partnership (AMP) on Nov. 16 presented U.S. Rep. Jenniffer González-Colón (R-Puerto Rico) with its American Maritime Champion Award. According to the coalition, "The award recognizes individuals or groups of individuals who have added to the rich heritage of the United States as a maritime nation through their professional contributions, courage, outstanding achievements, or noble qualities."

The SIU is an AMP affiliate; SIU Executive Vice President Augie Tellez represented the union at the awards ceremony.

"In her role as the Resident Commissioner of Puerto Rico, Rep. González-Colón has been an ardent supporter of the Jones Act and American Maritime as a whole," AMP noted in a news release. "She is a member of the U.S. House Transportation & Infrastructure Committee and possesses a deep understanding of the importance of a robust national maritime capacity. Rep. González-Colón is a champion of the Puerto Rican people on the issues that matter most to the Island."

"I am honored to have been selected for this award, finding myself in the company of many distinguished congressional leaders," said González-Colón. "We all share a common goal of defending American industry and jobs and the preservation of

our security of supply. Our economy moves based on what we can export and import; the maritime industry is the main artery of our supply chain and inserts our products in the market. The American shipping industry has served Puerto Rico for over a century, developing infrastructure, employees, fleets, specialized equipment, and systems, and continuing to improve them, which assists the recovery of Puerto Rico with the presence of a regular route system. We have seen how having direct, reliable, and expeditious service lifts up our economy. The current effort in the modernization of the fleet is critical for the reliability of service and drives an investment in the American shipbuilding in which many Puerto Rican workers are part of the team in the mainland, as well as creating and sustaining port and shipping jobs in Puerto Rico in support of our export and import industries."

"Representative González-Colón has been a steadfast leader in her commitment to the people she serves, including the men and women of American maritime in Puerto Rico," said AMP President Ku'uhaku Park. "She understands not only the importance of a reliable, on-time American supply chain to and from Puerto Rico, as was seen during the pandemic and supply-chain disruption, but also the larger significance of ensuring national security through a strong shipbuilding and merchant mariner capacity."

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

## Union Assists Maritime Ally in Important Drive



USE YOUR VOICES!  
AMERICAN MARITIME VOICES

Quickly becoming the Nation's home for Americans who want to use their voice to fight for a strong American Maritime future! American Maritime Voices was established to help convene, educate and inspire thousands of VOICES – including yours – to help keep American Maritime strong.

The SIU is assisting with a (free) membership drive for American Maritime Voices, which is affiliated with the coalition American Maritime Partnership. Individuals are encouraged to sign up online. This is a grassroots effort to stand up for the Jones Act.



Deckhand Ryan Bryce (left) discusses the new contract with bargaining committee members Ian Strother (center) and Jacob Toler.

SIU boatmen are pictured Nov. 23 outside the company's fleet office in New Orleans. SIU Port Agent Chris Westbrook is at center in photo above, and fourth from right in the photo below.

## Bisso Boatmen Ratify Three-Year Contract

SIU members employed by E.N. Bisso & Son unanimously have ratified a three-year contract featuring substantial gains.

The union represents 70 boatmen at Bisso, which is headquartered in New Orleans. They work as wheelmen, deckhands and engineers aboard a fleet of 14 tugs, providing ship docking and offshore towing services.

Negotiations took place Nov. 15-17 in New Orleans. Ratification began immediately thereafter and concluded Nov. 23.

The SIU negotiating committee consisted of Port Agent Chris Westbrook, Engineer Delegate **Kevin Wells**, Wheelman Delegate **Ian Strother**, Deckhand Delegate **Jacob Toler** and alternate Delegate **Todd Rabalais**.

"We had a lot of experience on the committee, along with some newer guys," Westbrook said. "The company, to their credit, stepped up and negotiated a package that reflects the current labor market. They recognize the value of their employees. I think the contract is a tremendous retention and attraction tool, and it's a win-win for both sides."

Wells stated, "All in all, the negotiations were pretty tough, but in the end, both sides came to an agreement. After going out and speaking with the guys, everybody was very pleased. Personally, I was pleased with the company's willingness to work with us."

He added that the annual wages increases

are the largest he's seen in his 35-year tenure with Bisso.

"That's the highlight to me and I think it's the same for the rest of the guys," Wells said.

Strother, a nine-year employee, served as a bargaining-team member for the first time and said he found the process "interesting. At times we were joking, and at other times it was very stressful. I'm very happy with the

way it turned out.

"We tried to get the best agreement possible for our co-workers," he added. "We didn't necessarily get everything we wanted, but we did really well."

In addition to calling for yearly wage increases, the contract also boosts base pay; includes an immediate cost-of-living bonus for all ratings; and features a longevity bonus for

employees who've been with the company for at least 30 years.

The pact maintains medical coverage at the top level available through the Seafarers Health and Benefits Plan (Core Plus), adds a paid holiday, expands the bereavement clause, doubles the rate for maintenance and cure, and doubles the reimbursement for personal protective equipment.



## SIU Helps in Delivery Of Mariner Message At Key United Nations Conference

The global maritime industry faces massive changes related to new fuels – and the SIU is helping make sure mariners' voices are heard throughout what undoubtedly will be a decades-long process.

Most recently, this outreach consisted of longtime SIU member **Lindsey Austin** participating in the Conference of the Parties to the United Nations Framework Convention on Climate Change – abbreviated as COP27 (it's the twenty-seventh such conference). The well-attended gathering took place Nov. 6-20 in Egypt.

"I was really proud to represent working seafarers and especially to represent the SIU," said Austin, a 10-year member currently sailing as a chief mate. "The industry's goal is to be emissions-free or neutral by 2050, so mariner retraining is needed. Not only will we need to reskill and retrain, we'll also need to attract and retain new people."

While the conference had a wide-ranging agenda, a highlight for shipboard personnel and their unions was the introduction of Maritime Just Transition Task Force. Formed by unions, vessel owners and United Nations entities, the group's mission statement underscores that its objective is "to ensure that shipping's response to the climate emergency puts seafarers and communities at the heart of the solution."

In that vein, COP27 included the unveiling of a new report commissioned by the Task Force. The research and findings pertain to mariner training and skills for decarbonized shipping.

The International Transport Workers' Federation (ITF), touching on some of the report's findings, noted, "The three emission-reduction scenarios assessed in the research

highlight an immediate need to start putting the training infrastructure in place, to ensure hundreds of thousands of the world's nearly two million seafarers are upskilled and empowered through the transition. Findings also suggest that a lack of certainty on alternative fuel options is having [undesirable] effects for seafarer training, as the global maritime community works towards a clearer decarbonization pathway in a post-fossil fuel era."

SIU Secretary-Treasurer David Heindel – who chairs both the ITF Seafarers' Section and the Maritime Just Transition Task Force and has been extensively involved in promoting mariner welfare around the globe – stated, "A Just Transition for shipping will require a commitment to safe crewing: having enough seafarers on board to allow for the safe handling of new fuels, technologies and ship designs." (Heindel announced the federation's sustainable shipping policy a year earlier.)

COP27 attendees expressed appreciation for the specific recommendations contained in the Maritime Just Transition Task Force report. Those goals include committing to global labor standards, prioritizing mariner health and safety, investing in training, supporting career pathways, addressing attrition and recruitment, and more.

Austin, who also participated in the 2021 COP meeting online, primarily took part in two of the COP27 panels. She found the experience "100 percent worthwhile. It's always nice to be around a group of people who have a common cause and are passionate about it," she stated. "People might not agree on the politics or science of climate change, but there is no question that change is coming in our industry. Now we have a plan."

She added that a comment from one of the other panelists underscored the importance of mariners participating in COP27 and in future related events. "The sentiment was that we wouldn't talk about farming without including farmers, and we shouldn't talk about the maritime industry without seafarers," Austin said. "That may sound basic but it's a good point and it reinforces the need for us to be involved."



SIU member Lindsey Austin takes notes during one of the discussions at COP27. She also addressed attendees, providing the perspective of an active mariner.



Pictured from left in the back row are Chief Steward John Greubel, AB Ed Gavagan, Bosun Charles Hill, AB Nick Carey, OMU Javier Murillo Solorzano and OMU Jose Smith. Seated (from left) are GVA Ricardo Escorcía, AB James Riley, AB Andrew Graham and Chief Cook Jose Clotter.



Chief Cook Jose Clotter (left) is pictured with the rescued migrants.

# American Phoenix Crew Rescues Migrants

SIU members sailing aboard the *American Phoenix* were in the right place at the right time, and helped to rescue a raft full of Cuban migrants adrift in the Straits of Florida on Nov. 22.

The SIU members sailing aboard the Seabulk-operated tanker included: Recertified Bosun **Charles Hill**; ABs **Nicholas Carey, Edward Gavagan, Andrew Graham, Edward Majesky** and **James Riley**; QEP **Benjamin Mathews**; OMUs **Damir Josipovic, Javier Murillo Solorzano** and **Jose Smith**; Steward Baker **John Greubel**, Chief Cook **Jose Clotter** and GVA **Ricardo Escorcía**. The officers aboard the vessel are represented by the Seafarers-affiliated American Maritime Officers.

Vessel master Capt. Thomas Liebsch reported, "At 0742 local time on November 22, while the *American Phoenix* was transiting from Port Everglades to the Southwest Pass, the 2nd Mate and lookout, AB Andrew Graham, spotted a small object approximately 3.5 nautical miles from the vessel. Upon further inspection, they could see a raft with men onboard, waving their arms and a flag."

Graham stated, "We saw an object from afar and when it got closer, I couldn't believe my eyes when I saw people trying to flag us down. I thought it was trash at first, they were being pushed into the Gulf of Mexico and had minimal supplies left. They may have had a grave outcome if we hadn't spotted their little makeshift raft."

The raft was described by the captain as a "makeshift craft, poorly constructed of plywood and Styrofoam and with an open bottom, with seven Cuban migrants onboard." After contacting the United States Coast Guard Sector Key West, the crew of the *American Phoenix* was first advised to remain in the area, and then later instructed to attempt a rescue and bring the migrants aboard.

Liebsch continued, "At 0828 local time, the USCG asked if the vessel would attempt a rescue and disembark the mi-

grants from the raft onto the ship. The Chief Mate and Bosun Charles Hill directed ABs Andrew Graham, Ed Gavagan, Eddie Majesky and Nick Carey, and QMED Benjamin Mathews to rig the accommodation and pilot ladders and prepare life rings and heaving lines. With the Captain giving rudder commands, AB James Riley carefully steered the vessel closer to the raft and the crew was able to get a sea painter over by using a line throwing appliance. Once the raft was safely alongside, all seven migrants were transferred to the ship at 1015 local time."

Clotter provided translation assistance between the crew and the migrants. He stated, "The Chief Mate asked me to help translate once they determined the men were Cuban. Upon boarding the vessel, I questioned the men to make sure they did not have any weapons, and asked if they were looking for help. They responded that they were in need of help, and that they had been out at sea for nine days."

Clotter added, "The steward department gathered some fruit and water for them, and then my wife, who was working on another ship at the time, suggested that I offer to give them some spare clothes to change into, once I shared the news with her. So I did just that – I gave them pants and shirts, and also asked the rest of the crew to join in as well, if they had anything to spare."

The captain agreed, saying, "Chief Cook Jose Clotter, GVA Ricardo Escorcía and OMU Javier Murillo Solorzano did a fantastic job of translating so the crew could better help and provide comfort for the migrants. Additional engine room personnel who provided assistance in the engine control room and on deck included OMUs Damir Josipovic and Jose Smith."

He concluded his report: "The vessel proceeded towards Key West to rendezvous with USCG Cutter *Vigorous*. QMED Mathews helped the men all properly don their lifejackets in



The raft as seen from the SIU-crewed *American Phoenix*.

preparation for the transfer to the cutter. At 1254 local time, the cutter launched a RIB (rigid inflatable boat) and the seven migrants boarded via the accommodation ladder at 1312 local time."

## VP Harris Reiterates Support



SIU VP Government Services Nicholas Celona (left) and United States Vice President Kamala Harris meet at a recent labor gathering in San Francisco. Harris is a longtime friend of the SIU. During the meeting, she underscored her ongoing support for the U.S. Merchant Marine and for workers' rights.

## Sunshine State Helps Save 9

On October 16, while transiting the Florida Straits en route from Jacksonville, Florida, to Port Arthur, Texas, the mate on watch aboard the *Sunshine State* (Intrepid Personnel and Provisioning) noticed what he thought to be an unusually small sailboat on the starboard bow. Further investigation revealed a makeshift craft overloaded with refugees making various signals indicating distress. Closer inspection revealed a home-



made, small craft consisting of plastic or foam blocks cobbled together along with a small windsurfing sail. Under advisement from the Coast Guard, the *Sunshine State* circled the craft to calm the seas until a U.S. Customs vessel arrived on scene. The SIU crew of the *Sunshine State* included Recertified Bosun Randell Porter; ABs Carlos Avila, Daniel Harris, Paul Riley and Lloyd Stock; QE3 Manolito Garcia; Steward/Baker Mamie Porter and GVA Ernesto Martinez.



U.S. Rep. Barbara Lee (D-California)



U.S. Rep. John Garamendi (D-California)



Yardena Wolf  
Chief of Staff, Office of  
U.S. Rep. Eric Swalwell (D-California)



Patriot Contract Services President Lance Bardo, SIU VP Nick Marrone

# Oakland Thanksgiving Event a Success

The yearly pre-Thanksgiving gathering at the hiring hall in Oakland, California, once again proved smooth, successful – and filling.

Locally renowned for decades, the 2022 iteration took place in its usual slot on the Tuesday before the holiday (Nov. 22). The event featured a comprehensive menu, remarks from union officials and guests, and relaxed fellowship.

Among those addressing the crowd of approximately 120 people were U.S. Rep. John Garamendi (D-California), U.S. Rep. Barbara Lee (D-California), U.S. Coast Guard Rear Adm. Andrew Sugimoto and Yardena Wolf, chief of staff for U.S. Rep. Eric Swalwell (D-California).

Guests included rank-and-file SIU members and their families, SIU re-

tirees, shipping company executives, representatives from various labor organizations, and others. Among the vessel operators represented at the traditional feast were Matson, Patriot, Pasha, Crowley and Starlight Marine.

“Our theme this year really focused on giving thanks and also on unity,” said SIU Vice President Government Services Nicholas Celona, long the driving force behind the event. “One point I emphasized is that we can disagree about policies, but we have to stay unified. We’re Americans and we’re all in this together.”

Other speakers shared those sentiments and also underscored their support for the U.S. Merchant Marine.

*Editor’s note: Thanks to Charles Farruggia for supplying the photos on this page.*



SIU VP Nicholas Celona (center) is pictured with International Union of Elevator Constructors Local 8 Business Reps Ryan Lange (left) and Greg Hardeman.



Members of the 4th Marine Division, 23rd Regiment Color Guard and retired Recertified Steward George Pino (right, holding U.S. Merchant Marine flag) help kick off the event.



In photo at immediate left, U.S. Coast Guard Rear Adm. Andrew Sugimoto (right) addresses the audience as VP Nick Marrone looks on. Pictured from left (photo above) are SIU VP Nicholas Celona, Richard Carpeneti (former president of the San Francisco Housing Authority) and Larry Mazzola Jr. (president of Plumbers and Pipe Fitters Local 38).



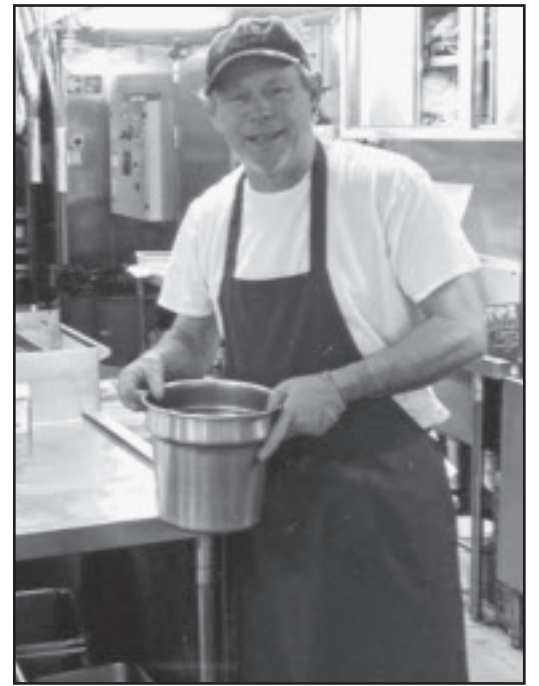
SIU Oakland Port Agent J.B. Niday (right) chats with guests from Carpenters Local 2233. Pictured from left are Arturo Rodriguez, Tim Favaloro and Francisco Martinez.



Bosun Victor Frazier (center) and his family enjoy the gathering.



Pictured from left to right are OS Levi Gorokhovsky, Bosun Santos Contreras, Chief Officer Gary Bigham, OS Destini Dunlap, OS Robert Freer, OS Ryan Heinberger and UA Carl Piercy.



Chief Cook Walter Schoppe

## Longtime Seafarer Praises Cable Ship Comrades

Bosun **Robert O'Connell** recently was moved to write to the staff of the *Seafarers LOG*, detailing his experiences while sailing aboard the cable ship *Decisive* late last year. The vessel, operated by Subcom, was tasked a cable-laying operation in the Mediterranean Sea, which lasted about 40 days.

O'Connell embraced the challenge, saying, "I caught the AB job and hadn't been on one of those cable ships in 20 years. It's an interesting operation." He joined the SIU in 1991, as part of Class 475, and sailed until 2004. He left the industry for personal reasons, but returned to sailing in 2019.

While the trip was unique in its own

way, what inspired him to catalogue the voyage was his collective interaction with the rest of the crew: "They showed great teamwork, and were able and willing to perform any task given to them."

He added, "What really stuck out to me was how the apprentices and ordinaries really stood up. They really impressed me. There was nothing they couldn't do. They worked together, stayed happy and upbeat and got the job done. And it was a long job."

O'Connell also stated that in conversations with the captain, Eric Ellsworth, the vessel master mentioned more than once how pleased he was with the work of the apprentices.

O'Connell wanted to highlight the efforts of the following crew members while he was aboard: Bosun **Santos Contreras**, Bosun's Mate **Jerry Dingal**, ABs **Suallah Osman**, **John Reid** and **Cameron Ruthlev**, OSs **Destini Dunlap**, **Robert Freer**, **Levi Gorokhovsky**, and **Darius Parker**, Chief Electrician **Casey Frederick**, MDR **Luke Mueller**, CASJ **Dominador Diaz**, OMU **Kasim Ahmed**, Chief Steward **Gregory Johnson**, Chief Cook **Walter Schoppe**, Third Cook **Virgilio Brosoto**, SA **Mahmoud Fares**, GVAs **Khaleel Boatner**, **Donato Camandang**, **Verna Dotson**, **Justo Guity**, **Ryan Heimberger**, **Ruby**

**Jones**, **Salah Mohmohd**, **Kassem Salah** and **Van Valladolid**, and Apprentices **Preston Stine** and **Carl Piercy**.

Regarding the work of Chief Cook Schoppe – who has sailed with the SIU for more than 40 years – O'Connell noted,

"The food was great. He's a real professional."

He concluded by saying, "It made me feel good that the SIU tradition of good seamanship and work ethic hasn't been lost. My hat's off to them."



Apprentice Preston Stine plays guitar during his coffee break.



AB Suallah Osman (left) and OS Levi Gorokhovsky take inventory and stow gear for the cable operations.

### Observance Includes Merchant Mariners

The U.S. Merchant Marine was included in the Pearl Harbor Remembrance Day ceremony Dec. 7 in the nation's capital. The event, hosted by Friends of the National World War II Memorial and the National Park Service, took place at the World War II Memorial. Retired Recertified Bosun Dan Marcus attended the ceremony and provided these photos. The posed photo by the wreaths includes (from left) Deputy Maritime Administrator Lucinda Lessley and Adm. Christopher W. Grady, who serves as the twelfth Vice Chairman of the Joint Chiefs of Staff.





**CHEERFUL VISIT** – AB Donald Desir (second from left) meets with personnel from the Baltimore International Seafarers Center aboard the *ARC Defender* (TOTE Services). The ladies brought gifts for the crew to brighten their time in Charm City.



**ABOARD MAERSK SARATOGA** – Bosun Kemer Rojas (left) and AB Ramon Guity are pictured aboard the Maersk Line, Limited ship in mid-November in Kuwait.



**ABOARD MAERSK DURBAN** – QMED Sammy Montana cuts a metal pipe fitting with an electric jigsaw.

## At Sea and Ashore with the SIU



**WELCOME ASHORE IN TACOMA** – Bosun Mark Hoffman (left), pictured at the hiring hall with SIU Port Agent Warren Asp, receives his first pension check. Hoffman started sailing with the union in 1987.



**WELCOME ASHORE IN PHILLY** – Recertified Steward Jeff Beasley (left) picks up his first pension check at the hiring hall following a 40-year career. His daughter, Leilani, is in the center, while SIU Port Agent Joe Baselice is at right.



**WELCOME ASHORE IN NEW ORLEANS** – Longtime SIU member and delegate Capt. Terry Murley (left), who spent his entire 44-year career at Crescent Towing, picks up his first retirement check at the hiring hall. SIU Port Agent Chris Westbrook is at right.



**HELPING AT THE HALL** – QEE Randy Slue takes a busman's holiday by volunteering at the hall in Jacksonville, Florida. "He always comes through for us," said SIU Port Agent Ashley Nelson.



**TAKING THE OATH IN OAKLAND** – Chief Cook Kirk Fisher (center in photo at left) receives his A-book at the hiring hall. He's pictured with SIU Port Agent J.B. Niday (right) and SIU Patrolman Dylan Rivera. In the larger group photo above, SA Stephen Nowell (center, with hand raised) takes the oath prior to receiving his B-book at the hall. Pictured from left are SIU Guam Port Agent Victor Sahagon, MDR Yan Paing (partially visible), Niday, Rivera, Nowell, SA Ahmed Abubaker, OS Abdelrahim Salih, and Chief Cook Ashley Graham.





**HONING SKILLS** – Mariners from the *Algo* and *Capella* are pictured following small-arms training. From left: Capt. Raymond Davis, Electrician Salah Saleh, GUDE Ruel Decrepito, Electrician Alex Canada, Recertified Bosun Artis Williams, Capt. Andrew Diamond and Recertified Bosun Ritche Acuman.

**ABOARD MAUNAWILI** – SIU Guam Port Agent Victor Sahagon (right) meets with Seafarers aboard the Matson ship. Chief Cook Carmelo Dela Cruz is at left while Recertified Steward Christopher Amigable is at center.

## At Sea and Ashore with the SIU



**ABOARD USNS MAURY** – GVA Brian Peralta (seated) is surprised with a chocolate mousse cake in celebration of his retirement from sailing. Chief Steward Rhonda Jenkins is at left while vessel master Capt. Jon Skogland is at right aboard the Ocean Shipholdings-operated vessel.



**A-BOOK IN WILMINGTON** – AB Brandon Urich (right) receives his A-seniority book. He's pictured at the hiring hall with SIU Patrolman Jesse Sunga Jr.



**A-BOOKS IN FLORIDA** – Picking up their respective A-seniority books at the Jacksonville hall are (left in photo above) QMED George Box and (left in photo below) Bosun Terry Hester. Box is pictured with SIU Safety Director Adam Bucalo, while Hester is shown with SIU Port Agent Ashley Nelson.



**FULL BOOKS IN HOUSTON** – Two Seafarers recently received their respective B-books at the Houston hall. They are AB Adolf Abbey (right in photo at right, with SIU Patrolman Clay Casteel) and AB Daniel Hanback (left in photo at left, with SIU Patrolman Kelly Krick).



**MILESTONE IN JERSEY** – AB Dennis Saggese (right in photo at immediate right) receives his A-seniority book at the hall in Jersey City, New Jersey. SIU Patrolman Jose Argueta is at left.





# SHBP Offers Scholarships For 2023

## Previously Non-Selected Applicants May Reapply if Still Eligible

The Seafarers Health and Benefits Plan (SHBP) Scholarship Program will offer eight awards totaling \$132,000 for the 2023 calendar year.

Three scholarships will be designated for Seafarers while five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to obtain a scholarship program booklet. This package contains eligibility information, procedures for applying for the scholarships and

an application form. Union members and their dependents now have three avenues through which they may obtain this booklet.

Prospective applicants may request these booklets via mail by completing and mailing the form provided. Booklets may also be obtained by visiting any SIU hall. Finally, applicants may obtain the booklet online by visiting [www.seafarers.org](http://www.seafarers.org), go to the Benefits menu, open the "Core Plus and Core Benefits" section, scroll to "Applications and Forms," and select Scholarship Application. Although the booklet says 2021, all information is still current for the 2023 SHBP Scholarships.

Once the scholarship booklet has been received, applicants should check the eligibility criteria. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2023.

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these

tests no later than February 2023. Doing so will virtually assure that the results reach the evaluation committee in time for review.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

*Please send me the 2023 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: Self Dependent  
 Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan,  
 5201 Capital Gateway Drive, Camp Springs, MD 20746

1/23

### Annual Funding Notice For SIU Pacific District Pension Plan

#### Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2021 and ending July 31, 2022 (the "2021 Plan Year").

#### How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the 2021 Plan Year and each of the two preceding Plan Years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2021 Plan Year	2020 Plan Year	2019 Plan Year
Valuation Date	August 1, 2021	August 1, 2020	August 1, 2019
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$111,300,133	\$106,834,294	\$106,530,327
Value of Liabilities	\$105,199,118	\$102,467,876	\$ 99,134,084

#### Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2022 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2021 annual report filed with the Department of Labor in May 2023.

	July 31, 2022	July 31, 2021	July 31, 2020
Fair Market Value of Assets	\$110,134,839	\$119,994,941	\$101,823,920

#### Endangered, Critical, or Critical and Declining Status

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

**The Plan was not in endangered, critical, or critical and declining status in the 2021 Plan Year.**

#### Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,050. Of this number, 785 were current employees, 862 were retired and receiving benefits, and 403 were retired or no longer working for the employer and have a right to future benefits.

#### Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the 2021 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	2.9%

2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	22.2%
5. Real estate (other than employer real property):	8.5%
6. Value of interest in registered investment companies (e.g., mutual funds)	62.3%
7. Other	4.1%

#### Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to [www.efast.dol.gov](http://www.efast.dol.gov) and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2020 Plan Year and earlier plan years are available now. The annual report for the 2021 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2022. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

#### Summary of Rules Governing Insolvent Plans

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

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is **not** insolvent and is over 100% funded.

#### Benefit Payments Guaranteed by the PBGC

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

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

**Example 2:** If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

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

#### Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or "EIN" is 94-6061923.



From left, Chief Cook Robert Wright, SA Santiago Aquino and Recertified Steward Cleto Lindong stand behind some of their handiwork aboard the *Safmarine Ngami*.



Recertified Steward Ali Matari led the way in making sure fellow mariners aboard the *Maersk Hartford* were well-fed on Thanksgiving.



Pictured from left aboard the *USNS Red Cloud* are C/M Brad Lawhon, C/E Jared Ciavola, Chief Steward Dennis Dizon, SA Emily Lepley, QMED Floro Ponce, Chief Cook Alvinmar Aldana, Capt. Doug Nagy and SA Amado Angeles.



Pictured clockwise, starting at front left are Chief Cook Nicoll Rodriguez, Capt. Gabor Ujvari, Recertified Steward Fakhruddin Malahi, ACU Nasser Alarqban and Chief Engineer Tommy Stillwachs aboard the *President Wilson*.

# SIU Steward Departments Deliver Thanksgiving Feasts

Spending holidays at sea often comes with the job of being a mariner, but Seafarers and their shipmates still appreciate extra effort from the galley gangs on Thanksgiving.

Based on recent communications to the *LOG* as well as online posts, such output proved quite evident Nov. 24 aboard SIU-crewed ships. Elaborate menus became the norm on vessels including the *President Wilson* (operated by APL), *Safmarine Ngami* (Maersk Line, Limited), *USNS Red Cloud* (Patriot), *USNS Dahl* (Patriot) and many others.

Prior to press time, the union posted photos from those feasts, and the subsequent comments on the SIU Facebook

page were voluminous and enthusiastic. They included:

"There are some super-talented steward departments out there!"

"Awesome job by the steward department. That is an impressive spread."

"I wouldn't use the word effort. That is hard work!"

"WOW what an awesome spread. Looks so tasty! Happy Thanksgiving."

Similar sentiments surfaced in related emails sent to the *LOG*, including this one from *Safmarine Ngami* vessel master Capt. William Fisher: "A strong shout-out to the steward

department for an awesome job they did, as you can see in the pictures. (Recertified) Steward Cleto Lindong and Chief Cook Robert Wright and SA Santiago Aquino are some of the SIU's finest."

With another Thanksgiving having passed, SIU galley gangs have upheld a tradition that's almost as old as the union itself.

*Editor's note: The photos on these two pages were submitted on Thanksgiving and in the days immediately afterward. Additional images are posted on the union's Facebook page.*



Crew members aboard the *USNS Dahl* line up for a holiday feast.



The three photos directly above are from the *Safmarine Ngami*, as is the image that's third from left, middle row, on page 10. The two photos at immediate left are from the *President Wilson*, while the remaining two (directly next to the one of the *USNS Dahl* crew) are from the *USNS Red Cloud*.

## 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**  
 111 Mill Creek Parkway, Suite 100, Chesapeake, VA 23323  
 (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

*Editor's note: This month's question was answered by graduates of the most recent bosun recertification course in Piney Point, Maryland.*

**Question: Why did you join the SIU and why have you remained with the union?**



**Nasser Hafid**  
*Recertified Bosun*

My dad was a sailor. What made me do what I do now is, seeing my dad support a wife and eight children. That's what inspired me to join the SIU. Also, the money is good!



**Carlos Gibbons**  
*Recertified Bosun*

I joined with the hope of a better future – to put myself into a good financial position, and also because of the family time that this profession offers. I've stayed because of the many opportunities that the industry offers if you keep upgrading.



**Neftali Erasquin**  
*Recertified Bosun*

I enjoy traveling around the world and being part of a great union, the SIU. I'm proud to be a member and I definitely love the sea.



**Larry Dizon**  
*Recertified Bosun*

I joined the SIU back in 2005 and it has been a life-changing experience. I've developed skills and excelled in my chosen career. This has given my family a better life, and I plan to stay with the SIU.



**Ronald Poole Sr.**  
*Recertified Bosun*

Life in the union has been good for me and my family. I have two daughters in college and one more to go. The sky is the limit with the SIU.



**Richard Molina Blackman**  
*Recertified Bosun*

I joined the SIU in 2001 and it has been a great experience. I always wanted to be a seaman. The SIU has given me the opportunity to provide for me and my family. The SIU made me the man I am today, and I plan to retire with the union.



**James B. Hall**  
*Recertified Bosun*

After I completed four years in the Navy, I went back to the small town where I grew up, went back to school and got a job. Within a year, I really missed going to sea. I considered re-enlisting but came across the SIU website and got into the apprentice program. I've remained with it because I enjoy travel and because the lifestyle is flexible.



## Pic From The Past

In photo at right, workers in Rotterdam put the finishing touches on the stern of the *Sea-Land McLean* in 1972. SIU members crewed up the SL-7 shortly thereafter. The photo below (taken with a fisheye lens, from one of the port cranes) shows a long-range view of the ship at berth.



*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)*

**Notice/Reminder**

# Medical Department Outlines Drug Test Collection Procedures

In order to help prevent any misunderstandings that may affect your merchant mariner credential, the Seafarers Health and Benefits Plan Medical Department offers the following brief review of a few of the federal rules related to drug test collections.

■ You have up to three hours to provide an acceptable urine specimen. Do not schedule a test for a day and time if you don't have three hours available to stay at the clinic if needed.

■ The collection process usually starts when you are taken into the back to provide a sample. You cannot leave until the col-

lector says that the sample is acceptable.

■ You must follow the collector's directions. Leaving prior to providing an acceptable specimen, being unable to provide one within the three-hour timeframe without a medical explanation, or interfering with the collector constitutes a refusal to test. Refusal to test may result in action by the U.S. Coast Guard as if there had been a positive test.

In summary, pick your appointment time so you can stay as long as needed, do not interfere with the collector and, most importantly, follow the collector's instructions.

## January & February Membership Meetings

Piney Point.....	*Tuesday: January 3, Monday: February 6
Algonac.....	Friday: January 6, February 10
Baltimore.....	Thursday: January 5, February 9
Guam.....	Thursday: January 19, February 23
Honolulu.....	Friday: January 13, February 17
Houston.....	Monday: January 9, February 13
Jacksonville.....	Thursday: January 5, February 9
Joliet.....	Thursday: January 12, February 16
Mobile.....	Wednesday: January 11, February 15
New Orleans.....	Tuesday: January 10, February 14
Jersey City.....	Tuesday: January 3, February 7
Norfolk.....	Friday: January 6, February 10
Oakland.....	Thursday: January 12, February 16
Philadelphia.....	Wednesday: January 4, February 8
Port Everglades.....	Thursday: January 12, February 16
San Juan.....	Thursday: January 5, February 9
St. Louis.....	Friday: January 13, February 17
Tacoma.....	Friday: January 20, February 24
Wilmington.....	*Tuesday: January 17, *Tuesday: February 21

\*Piney Point change due to New Year's Day observance

\*Wilmington changes due to Martin Luther King Day and President's Day observances.

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

## ATTENTION SEAFARERS

**Contribute To The  
Seafarers Political  
Activities Donation**

**SPAD**

**SPAD Works For You**

# Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from November 14 - December 14. "Registered on the Beach" data is as of December 14.

Port	Total Registered			Total Shipped			Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	17	5	6	22	1	2	5	16	8	3
Anchorage	0	5	0	0	2	0	1	0	3	1
Baltimore	1	0	0	2	2	0	4	1	0	0
Fort Lauderdale	21	12	2	10	6	3	11	30	17	5
Guam	0	0	0	0	0	0	0	4	0	1
Harvey	8	8	0	9	5	0	6	12	10	2
Honolulu	6	2	0	4	1	0	1	10	6	0
Houston	43	19	6	23	7	2	14	48	23	6
Jacksonville	29	27	6	25	19	3	12	41	36	5
Jersey City	21	8	1	15	8	5	12	41	14	2
Joliet	2	2	2	3	1	1	0	2	3	0
Mobile	3	3	1	4	1	0	3	6	7	2
Norfolk	20	7	6	16	5	5	8	23	11	2
Oakland	12	3	2	5	1	0	4	14	3	1
Philadelphia	3	0	0	1	0	0	0	3	2	0
Piney Point	1	5	0	0	4	0	0	3	2	0
Puerto Rico	4	1	2	2	1	1	2	8	5	2
Tacoma	17	6	0	11	2	0	4	24	14	5
St. Louis	0	1	2	1	1	1	1	1	1	0
Wilmington	22	7	4	15	5	2	11	39	11	2
<b>TOTALS</b>	<b>230</b>	<b>121</b>	<b>40</b>	<b>168</b>	<b>72</b>	<b>25</b>	<b>99</b>	<b>326</b>	<b>176</b>	<b>39</b>

Port	Total Registered			Total Shipped			Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Engine Department</b>										
Algonac	4	1	0	5	0	1	1	4	0	1
Anchorage	1	0	1	1	0	0	0	1	0	1
Baltimore	1	1	0	1	2	0	2	1	1	0
Fort Lauderdale	5	5	0	6	3	1	7	10	6	1
Guam	0	2	1	1	0	1	0	1	3	0
Harvey	4	3	2	0	3	1	3	6	1	1
Honolulu	7	5	1	7	3	1	2	8	9	1
Houston	15	8	0	11	8	1	10	18	6	0
Jacksonville	19	12	3	14	12	2	8	27	16	3
Jersey City	7	5	0	7	1	1	1	9	6	0
Joliet	0	1	0	0	3	0	1	1	0	0
Mobile	3	4	1	1	4	2	1	2	3	0
Norfolk	9	12	4	11	11	3	6	10	8	3
Oakland	8	3	0	4	2	0	3	10	5	1
Philadelphia	0	0	0	1	1	0	1	4	0	0
Piney Point	3	5	0	1	1	0	1	3	3	0
Puerto Rico	6	3	0	2	1	0	3	10	5	0
Tacoma	8	2	3	3	1	2	2	17	5	2
St. Louis	4	2	0	0	2	0	3	7	2	1
Wilmington	7	5	0	12	1	1	5	15	10	4
<b>TOTALS</b>	<b>111</b>	<b>79</b>	<b>16</b>	<b>88</b>	<b>59</b>	<b>17</b>	<b>60</b>	<b>164</b>	<b>89</b>	<b>19</b>

Port	Total Registered			Total Shipped			Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Steward Department</b>										
Algonac	3	0	0	3	1	0	3	5	1	0
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	1	0	0	0	0	0	0	1	0	0
Fort Lauderdale	4	2	1	4	6	0	4	15	7	1
Guam	1	1	0	1	1	0	0	0	1	0
Harvey	3	1	1	2	1	0	1	5	1	1
Honolulu	8	0	0	4	2	0	3	8	1	1
Houston	17	4	0	8	2	0	7	19	11	1
Jacksonville	24	16	2	12	13	0	9	31	20	4
Jersey City	5	2	0	8	3	1	4	9	7	2
Joliet	1	0	0	0	0	0	0	1	0	0
Mobile	2	4	0	1	1	0	2	4	6	0
Norfolk	24	16	3	8	18	2	8	23	7	5
Oakland	8	5	1	5	3	1	3	14	5	1
Philadelphia	1	1	0	0	0	0	0	2	3	0
Piney Point	3	3	2	0	2	1	1	3	3	2
Puerto Rico	5	6	1	3	2	1	5	7	7	3
Tacoma	11	1	0	8	1	0	4	11	1	0
St. Louis	0	3	0	0	1	0	0	2	2	0
Wilmington	17	6	0	14	8	0	10	26	8	3
<b>TOTALS</b>	<b>138</b>	<b>72</b>	<b>11</b>	<b>81</b>	<b>66</b>	<b>6</b>	<b>64</b>	<b>186</b>	<b>92</b>	<b>24</b>

Port	Total Registered			Total Shipped			Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Entry Department</b>										
Algonac	2	8	10	0	6	4	4	4	7	10
Anchorage	0	3	2	1	3	1	0	0	3	2
Baltimore	0	1	1	0	0	2	0	0	0	3
Fort Lauderdale	1	2	1	0	2	2	0	1	4	4
Guam	1	1	1	0	0	1	0	1	1	1
Harvey	1	5	1	1	2	1	0	2	3	5
Honolulu	2	0	1	0	2	2	1	2	3	3
Houston	2	14	15	1	7	5	3	3	18	25
Jacksonville	1	32	54	2	23	30	9	2	29	101
Jersey City	0	13	15	0	6	7	4	2	20	20
Joliet	0	1	1	0	1	0	0	0	0	2
Mobile	0	0	0	0	0	0	0	1	1	0
Norfolk	0	11	16	0	10	13	5	0	11	20
Oakland	1	4	4	1	5	2	2	2	5	6
Philadelphia	0	0	0	0	0	0	0	0	0	2
Piney Point	0	7	15	0	4	10	4	0	3	12
Puerto Rico	0	0	2	0	0	1	0	0	0	1
Tacoma	1	7	8	0	8	4	2	3	18	9
St. Louis	0	2	1	0	1	0	0	0	2	2
Wilmington	3	10	3	1	8	4	1	4	23	10
<b>TOTALS</b>	<b>15</b>	<b>121</b>	<b>151</b>	<b>7</b>	<b>88</b>	<b>89</b>	<b>35</b>	<b>27</b>	<b>151</b>	<b>238</b>
<b>GRAND TOTAL:</b>	<b>494</b>	<b>393</b>	<b>218</b>	<b>344</b>	<b>285</b>	<b>137</b>	<b>258</b>	<b>703</b>	<b>508</b>	<b>320</b>

# 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.

**MAERSK OHIO** (Maersk Line, Limited), August 28 – Chairman **James Joyce**, Secretary **Donna Hickman**, Educational Director **Monroe Monseur**. Educational director reminded crew to upgrade at the union-affiliated Piney Point school and to apply for TWIC renewal online. Members requested new mattresses and fridge for crew mess room.

**MAERSK COLUMBUS** (Maersk Line, Limited), September 18 – Chairman **Sanjay Gupta**, Secretary **Stephan Osovitz**, Educational Director **Jeffrey Hamer**, Deck Delegate **James Moody**, Engine Delegate **Arthur Bailey**, Steward Delegate **Christopher King**. Chairman reminded crew to keep rooms clean and to stay on top of documents. Educational director urged members to upgrade at the Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported. Crew requested new washer and dryer as well as a new coffee maker. Vote of thanks given to steward department for a job well done.

**MAERSK SELETAR** (Maersk Line, Limited), September 24 – Chairman **Cleofe Castro**, Secretary **Anthony Harrell**, Deck Delegate **Samuel Pedrosa**, Engine Delegate **Ruben Haynes**. Payoff scheduled for September 27. Chairman discussed ship fund. Educational director advised members to upgrade at the Piney Point school. No beefs or disputed OT reported. Cooktop grill in galley to be replaced. Members requested clarification regarding weekend overtime. Steward department was thanked for a job well done. Crew was reminded to keep rooms clean. Members requested annual physicals and increased dental and vision benefits.

**MAERSK KINLOSS** (Maersk Line, Limited), October 2 – Secre-

tary **Caesar Mercado** Educational Director **Tijani Rashid**, Deck Delegate **John Wrae**. Members were reminded about flu shots and keeping documents current. No beefs or disputed OT reported. Crew requested new mattresses, unlimited Wi-Fi access on board, fans in each room and additional benefits. Next port: Charleston, South Carolina.

**MAERSK OHIO** (Maersk Line, Limited), October 7 – Educational Director **Carlos Mohler Vega**, Steward Delegate **Andrea Hargrove**. Chairman reiterated importance of leaving clean rooms for reliefs. Secretary recommended members upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Educational director urged crew to stay on top of documents. No beefs or disputed OT reported.

**MAERSK DETROIT** (Maersk Line, Limited), October 16 – Chairman **Ali Alhamyari**, Secretary **Sajid Foster**. Educational director advised crew to go to Piney Point and upgrade. Crew looking into getting new DVD players and TVs. No beefs or disputed OT reported. Crew requested new gym equipment and better Wi-Fi service. Members voiced concerns regarding new contract.

**SEABULK PRIDE** (Eco-Tankers Crew Management), October 27 – Chairman **Brian Gauntt**, Secretary **Jasmine Garrett**. Crew met with union representative and reviewed the latest communications. Educational director reminded members to continue to upgrade and to keep documents up to date. No beefs or disputed OT reported. Crew discussed health insurance coverage and provided several suggestions to enhance medical benefits for union members and their families. Steward

## Recruiting in City of Brotherly Love



SIU Philadelphia Safety Director Andre MacCray (facing camera) is pictured at a recent job fair, spreading the word about the SIU and its affiliated school in Piney Point, Maryland.

department was commended for a job well done. Crew was encouraged to submit content to *Seafarers LOG* office. Next port: Port Everglades, Florida.

**ISLA BELLA** (TOTE Services), October 30 – Chairman **John Cedeno**, Secretary **Armon Bailey**, Educational Director **Hector Ginel**, Deck Delegate **Junior Augustin**, Steward Delegate **Adalberto Colon Rosa**. Chairman reminded crew to verify credentials with patrolman when registering at the hall. He asked everyone to keep up the good work and to stay safe. Educational director advised members to attend upgrading courses at the union-affiliated Piney Point school. He instructed everyone to apply at least 30 days in advance. No beefs or disputed OT reported.

Crew was asked to use outside ladder well since steward department just stripped and waxed inside ladder well. Crew requested 401k contributions to be matched and for mental health coverage for spouses. Members suggested providing tour of duties for all who complete their assigned tours.

**MATSON TACOMA** (Horizon Lines), October 30 – Chairman **Christopher Pompel**, Secretary **Justo Reyes**, Deck Delegate **Michael Salatto**, Engine Delegate **Brandon Tanton**, Steward Delegate **Christopher Hopkins**. Chairman discussed new agreement details and Seafarers Appeals Board action regarding length of jobs. He encouraged members to carefully watch documents and physicals.

Educational director urged crew to upgrade at the Paul Hall Center as soon as possible. No beefs or disputed OT reported. Crew requested Starlink internet for all ships, one job call a day and Wi-Fi access at halls. Next port: Anchorage, Alaska.

**MAERSK PITTSBURGH** (Maersk Line, Limited), November 13 – Chairman **Domingo Leon**, Secretary **Memo Elfeky**, Educational Director **Jan Morawski**, Deck Delegate **Suyapa Smith**, Steward Delegate **Malcolm Holmes**. Chairman reported a great trip as did other union members. No beefs or disputed OT reported. Crew is in need of better internet connection as they are often without. Members asked for increases in vacation days and increases in dental care.

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

# Welcome Ashore

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



## DEEP SEA

### BRUCE CHILDERS

Brother Bruce Childers, 65, started his career with the union in 1988. He first shipped with Mariner Towing and was a deck department member. Brother Childers upgraded at the Paul Hall Center on multiple occasions. He last sailed aboard the *Discovery* and makes his home in Panama City, Florida.



### MARK CLARK

Brother Mark Clark, 65, donned the SIU colors in 1978 when he sailed aboard the *Leo*. He upgraded at the Piney Point school on numerous occasions and was a member of the deck department. Brother Clark's final vessel was the *Mayaguez*. He lives in Long Branch, New Jersey.

### ALBAD COLON

Brother Albad Colon, 70, began sailing with the union in 2000. He worked in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Colon's first vessel was the *Patriot*; his last, the *Bay State*. He is a Houston resident.



### OWEN DUFFY

Brother Owen Duffy, 65, joined the Seafarers International Union in 1978, initially sailing aboard the *Leo*. He upgraded at the Piney Point school on several occasions and shipped in the engine department. Brother Duffy's final vessel was the *El Yunque*. He is a resident of Orlando, Florida.



### MAURICIO ELOPRE

Brother Mauricio Elope, 65, signed on with the union in 2006. A deck department member, he first sailed aboard the *Pride of Aloha*. Brother Elope upgraded at the Paul Hall Center on numerous occasions. He last shipped on the *Maersk Tennessee* and makes his home in Virginia Beach, Virginia.



### RAYMOND FERNANDEZ

Brother Raymond Fernandez, 67, became a member of the union in 1980, initially sailing aboard the *USNS Potomac*. He sailed in

both the deck and engine departments and upgraded often at the Piney Point school. Brother Fernandez most recently shipped on the *Isla Bella*. He makes his home in Jacksonville, Florida.



### CHRISTOPHER KICEY

Brother Christopher Kicey, 66, embarked on his career with the SIU in 1991 when he sailed on the *Richard G. Matthiesen*. He shipped in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Kicey's final vessel was the *Overseas Boston*. He resides in Navarre, Florida.



### MICHAEL KOVACH

Brother Michael Kovach, 65, donned the union colors in 1987 and first sailed aboard the *William R. Button*. He primarily sailed in the engine department and also worked on shore gangs. Brother Kovach upgraded at the Piney Point school on multiple occasions. He calls Matawan, New Jersey, home.



### AMADO LABORIEL

Brother Amado Laboriel, 65, signed on with the Seafarers in 2003. He sailed in all three departments. Brother Laboriel's first vessel was the *Flickertail State*; his last, the *Maersk Hartford*. He resides in Far Rockaway, New York.



### ENRICO LA MARCA

Brother Enrico La Marca, 65, began sailing with the union in 2003 when he shipped on the *Atlantic Guardian*. He upgraded at the Paul Hall Center on numerous occasions and worked in the steward department. Brother La Marca most recently sailed on the *Liberty Glory* and lives in Puerto Rico.



### RONIE LLAVE

Brother Ronie Llave, 65, joined the Seafarers International Union in 2006, initially sailing on the *Pride of Hawaii*. He worked in the deck department and upgraded at

the Piney Point school on multiple occasions. Brother Llave last shipped on the *Horizon Reliance* and calls La Mirada, California, home.



### VICTOR GIL MARIANO

Brother Victor Gil Mariano, 65, started sailing with the SIU in 1991 when he worked on the *Independence*. He shipped in the deck department, upgraded in Piney Point on multiple occasions and concluded his career aboard the *SBX*. Brother Mariano resides in Kaneohe, Hawaii.



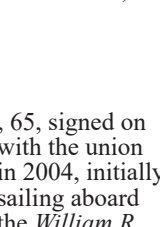
### PAUL MORAN

Brother Paul Moran, 65, joined the union in 1978. He first sailed aboard the *Connecticut* and worked in all three departments. Brother Moran's final vessel was the *Overseas New Orleans*. He makes his home in Brooklyn, New York.



### EMILIO PLACIDES

Brother Emilio Placides, 65, began his career with the Seafarers in 1996 when he shipped on the *USNS Wyman*. He upgraded at the Paul Hall Center on multiple occasions and was a member of the steward department. Brother Placides last sailed aboard the *John McDonnell* and settled in Oxnard, Virginia.



### JO POSTELL

Brother Jo Postell, 65, signed on with the union in 2004, initially sailing aboard the *William R. Button*. A deck department member, he concluded his career aboard the *Maersk Sentosa*. Brother Postell calls Moyock, North Carolina, home.



### JILL PRESCOTT

Sister Jill Prescott, 65, donned the SIU colors in 1983. She was a steward department member and first shipped on the *Taurus*. Sister Prescott upgraded at the Piney Point school on several occasions. She concluded her career aboard the *Horizon Spirit* and is a



resident of Bella Vista, Arizona.

### TOMMY RODGERS

Brother Tommy Rodgers, 65, joined the Seafarers International Union in 2007 when he shipped on the *Resolve*. He upgraded often at the Paul Hall Center and was a member of the deck department. Brother Rodgers' final vessel was the *Liberty Grace*. He makes his home in Corpus Christi, Texas.



### ROY SCOTT

Brother Roy Scott, 65, began sailing with the union in 1991. An engine department member, he first sailed aboard the *Independence*. Brother Scott upgraded at the Piney Point school in 1995. He last shipped on the *Green Bay* and settled in Pearl City, Hawaii.



### KENNETH SIMMONS

Brother Kenneth Simmons, 67, signed on with the SIU in 2001 and first sailed with Marine Personnel and Provisioning. He upgraded at the Paul Hall Center within his first year of membership and was a deck department member. Brother Simmons most recently shipped on the *Liberty Pride*. He resides in Tampa, Florida.



### ROBERT WEEKS

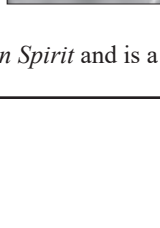
Brother Robert Weeks, 65, embarked on his career with the Seafarers in 1976 when he shipped on the *Arthur Middleton*. He upgraded at the Piney Point school on multiple occasions and sailed in all three departments. Brother Weeks' final vessel was the *El Morro*. He lives in Mobile, Alabama.



## INLAND

### EDWARD BOPP

Brother Edward Bopp, 64, joined the Seafarers International Union in 1981. He sailed in the deck department and upgraded at the Paul Hall Center within his first year of membership. Brother Bopp worked for Crescent Towing and Salvage for the duration of his career. He lives in Covington, Louisiana.



### PAUL HACKNEY

Brother Paul Hackney, 59, signed on with the Seafarers in 1989 when he sailed on the *USNS Stalwart*. A deck department member, he upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Hackney was most recently employed by Penn Maritime and makes his home in Smyrna, Georgia.



### RAYMOND KUCHARCZYK

Brother Raymond Kucharczyk, 62, joined the union in 1978, initially working with Inland Tugs. He upgraded on multiple occasions at the Paul Hall Center and shipped in the deck department. Brother Kucharczyk was last employed by McAllister Towing of Baltimore and is a Baltimore resident.



### MIRIAM MERLUZZO

Sister Miriam Merluzzo, 62, began sailing with the Seafarers in 2000. She was a steward department member and upgraded at the Piney Point school on multiple occasions. Sister Merluzzo worked with Great Lakes Dredge and Dock for her entire career. She lives in Tamworth, New Hampshire.



### WILLIAM RICHARDSON

Brother William Richardson, 62, started his career with the union in 1979 when he worked with G&H Towing. He shipped primarily in the deck department and upgraded at the Paul Hall Center in 2000. Brother Richardson last sailed with OSG Ship Management. He is a resident of Mathews, Virginia.



### DOUGLAS SCOTT

Brother Douglas Scott, 64, joined the SIU in 1994. He sailed in the deck department and upgraded at the Piney Point school in 2002. Brother Scott was employed by G&H Towing for the duration of his career. He resides in Willis, Texas.



# Final Departures



## DEEP SEA

### BRYAN DAWSON

Pensioner Bryan Dawson, 76, died December 4. He signed on with the Seafarers in 2001. An engine department member, he first shipped on the *Maersk Vermont*. Brother Dawson last sailed on the *Edward A. Carter* in 2009. He became a pensioner in 2017 and settled in Foxborough, Massachusetts.



### LOUIS DIESSO

Pensioner Louis Diesso, 71, passed away November 16. He embarked on his career with the SIU in 1982, initially sailing aboard a Delta Line ship. Brother Diesso sailed in the engine department and also worked on shore gangs. He concluded his career in Tacoma and retired in 2009. Brother Diesso called LaQuinta, California, home.



### GARETH HUNT

Pensioner Gareth Hunt, 75, died November 11. He joined the Seafarers International Union in 2003. Brother Hunt's first vessel was the *John Chapman*. He sailed in the deck department and last shipped on the *Pride of America*. Brother Hunt went on pension in 2016 and lived in Port Angeles, Washington.



### PAUL JAGGER

Brother Paul Jagger, 66, passed away July 22. He began his career with the SIU in 1983 when he shipped on the *Capricorn*. Brother Jagger sailed in the deck department, most recently aboard the *American Mariner*. He was a Las Vegas resident.



### LEOLA JOHNSON

Sister Leola Johnson, 53, died October 12. Born in Chicago, she joined the union in 2001. Sister Johnson was a steward department member and first shipped on the *Patriot*. She most recently sailed aboard the *Cape Isabel* in 2019 and resided in Jacksonville, Florida.



## JOSE MATA

Pensioner Jose Mata, 91, passed away December 2. He joined the SIU in 1963, initially sailing aboard the *Mankato Victory*. Brother Mata sailed in all three departments. He went on pension in 1995 after concluding his career on the *Green Island*. Brother Mata lived in Metairie, Louisiana.

## HENRY MORIN

Brother Henry Morin, 89, died November 1. He signed on with the union in 1990 when he sailed aboard the *USNS Triumph*. Brother Morin was a deck department member and concluded his career aboard the *Stephen W. Pless*. He made his home in Jaco, Costa Rica.



## EDWIN ORTEGA

Pensioner Edwin Ortega, 63, passed away November 19. He became a member of the SIU in 1979 when he sailed aboard the *Pisces*. Brother Ortega worked in the deck department and most recently shipped on the *Maersk Seletar*. He became a pensioner in 2019 and settled in Spring Hill, Florida.



## LAWRENCE RAZO

Pensioner Lawrence Razo, 95, died November 1. He donned the SIU colors in 1967 and worked in the steward department. Brother Razo's first vessel was the *Baylor Victory*. He last sailed on the *Navigator* before going on pension in 1994. Brother Razo resided in Stockton, California.



## JOSEPH SAXON

Pensioner Joseph Saxon, 74, passed away November 12. He signed on with the Seafarers International Union in 1964, initially sailing aboard the *Our Lady Of Peace*. Brother Saxon sailed in the engine department.



He last shipped on the *Brenton Reef* and retired in 2003. Brother Saxon lived in Mobile, Alabama.

## PAUL SU

Pensioner Paul Su, 86, died October 17. He started sailing with the union in 1989. An engine department member, Brother Su was employed with AMCV



Cruise Operations for the duration of his career. He went on pension in 2003 and resided in Taiwan.

## GREAT LAKES

### WILLIAM GILLETTE

Pensioner William Gillette, 93, passed away October 26. He joined the SIU in 1974 and first worked with Great Lakes Associates. A steward department member, Brother Gillette last sailed aboard the *Paul Thayer* in 1993. He became a pensioner the following year and settled in Reidsville, North Carolina.



## INLAND

### RONALD AINSLEY

Pensioner Ronald Ainsley, 82, died December 2. He signed on with the union in 1962 and first sailed with Allied Transportation. Brother Ainsley worked in the deck department and was last employed with Moran Towing of Virginia. He began collecting his pension in 2014 and made his home in Virginia Beach, Virginia.



### ERIK ERIKSEN

Pensioner Erik Eriksen, 85, passed away December 2. Initially working with Gulf Atlantic Transport, he joined the union in 1968. Brother Eriksen was a deck department member. He last sailed with Allied Transportation and retired in 1999. Brother Eriksen was a resident of Jacksonville, Florida.



### WILLIAM HARVELL

Pensioner William Harvell, 71, died November 27. He donned the union colors in 1989. A deck department member, Brother Harvell first worked with Interstate Oil and Transportation. He last shipped on the *Courage* and became a pensioner in 2019. Brother Harvell lived in Mollusk, Virginia.



### EARL HERMAN

Pensioner Earl Herman, 85, passed away October 25. He signed on with the Seafarers International Union in 1980 and shipped in the

engine department. Brother Herman was employed by G&H Towing for the duration of his career. He retired in 2002 and made his home in Cleveland, Texas.



### CURTIS IRELAND

Pensioner Curtis Ireland, 92, died November 23. He started sailing with the union in 1953 when he worked for Sprogue Steamship Company. Brother Ireland was a member of the deck department. He was last employed by Mariner Towing and went on pension in 1993. Brother Ireland resided in Lowland, North Carolina.

### HARALD SEVLAND

Pensioner Harald Sevlund, 85, passed away November 17. Born in Norway, he joined the SIU in 1979. Brother Sevlund was a deck department member. He worked with Crowley Towing and Transportation until his retirement in 2002.



Brother Sevlund lived in West Palm Beach, Florida.

### PAUL TULLIS

Pensioner Paul Tullis, 83, died November 18. He began sailing with the union in 1977 when he was employed by Crowley Towing and Transportation. Brother Tullis was a deck department member and last worked on the *Sugar Island* in 1983. He became a pensioner in 2004 and



settled in Flowery Branch, Georgia.

## NMU

### RAYMOND LEITE

Pensioner Raymond Leite, 80, passed away October 3. He joined the Seafarers during the SIU/NMU merger in 2001 and first sailed aboard the *Atlantic Forest*. Brother Leite sailed in the deck department. He concluded his career on the *Green Cove* before going on pension in 2004. Brother Leite was a Miami resident.

### ANDRES WATLER

Pensioner Andres Watler, 83, died December 3. A deck department member, he signed on with the union during the 2001 SIU/NMU merger. Brother Watler's first vessel was the *USNS Altair*; his last, the *Rover*. He retired in 2003 and made his home in New Orleans.



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
Beck, Douglas	85	07/06/2022
Brown, Alexander	87	11/21/2022
Castellanos, Antonia	93	01/26/2022
Cespedes, Salvador	91	09/25/2022
Dunn, Edwin	95	11/07/2022
Eldridge, Shirlee	80	12/24/2021
El Zofri, Mohamed	94	09/05/2022
Grey, Charles	90	10/15/2022
Hartstick, Edward	94	11/04/2022
Hearn, George	95	11/12/2022
Lane, Louis	98	11/07/2022
Polito, James	100	11/22/2022
Ruiz, Marcelino	92	10/29/2022

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# 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>Deck Department Upgrading Courses</b>		
Able Seafarer-Deck	February 27 April 10 June 5	March 17 April 28 June 23
Lifeboat/Water Survival	February 13 March 13 April 10 May 8	February 24 March 24 April 21 May 19
RFPNW	January 30 March 20 May 1	February 17 April 7 May 19
Fast Rescue Boat	July 17	July 21
Leadership & Management Skills	June 19	June 23
<b>Engine Department Upgrading Courses</b>		
RFPEW	January 30 May 1	February 24 May 26
FOWT	February 27 April 3	March 24 April 28
Junior Engineer Program	March 27	May 19
Marine Electrician	April 24	May 26
Marine Refer Tech	March 13	April 21
Advanced Refer Containers	April 10	April 21
Machinist	March 13	March 31
Pumpman	April 3	April 7
Welding	January 23 March 20	February 10 April 7
Engineroom Resource Management	June 12	June 16
<b>Steward Department Upgrading Courses</b>		
Certified Chief Cook	January 16 February 20 March 27 May 1	February 17 March 24 April 28 June 2

Title of Course	Start Date	Date of Completion
<b>Steward Department Upgrading Courses</b>		
Certified Chief Cook	June 5 July 10	July 7 August 11
ServSafe Management	February 13 March 20 April 24 May 29 July 3 August 7	February 17 March 24 April 28 June 2 July 7 August 11
Advanced Galley Operations	March 13 May 22	April 7 June 16
Chief Steward	February 6 April 17 June 26	March 3 May 12 July 21
<b>Safety/Open Upgrading Courses</b>		
Combined Basic/Advanced Firefighting	June 5	June 9
Basic Training	January 23 April 17	January 27 April 21
Basic Training Revalidation	January 13 January 23 January 27 February 13 February 24 March 20 March 24 April 7 April 17 April 21 May 1 May 5	January 13 January 23 January 27 February 13 February 24 March 20 March 24 April 7 April 17 April 21 May 1 May 5
Basic Training/Adv. FF Revalidation	January 30 May 15	February 3 May 19
Government Vessels	January 16 February 6 February 13 March 13 March 20 April 10 April 24 May 8 May 22 June 5	January 20 February 10 February 17 March 17 March 24 April 14 April 28 May 12 May 26 June 9
Tank Ship Familiarization DL	February 20 May 22	February 24 May 26
Tank Ship Familiarization LG	February 27 May 15	March 3 May 19

## UPGRADING APPLICATION

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

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

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

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

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

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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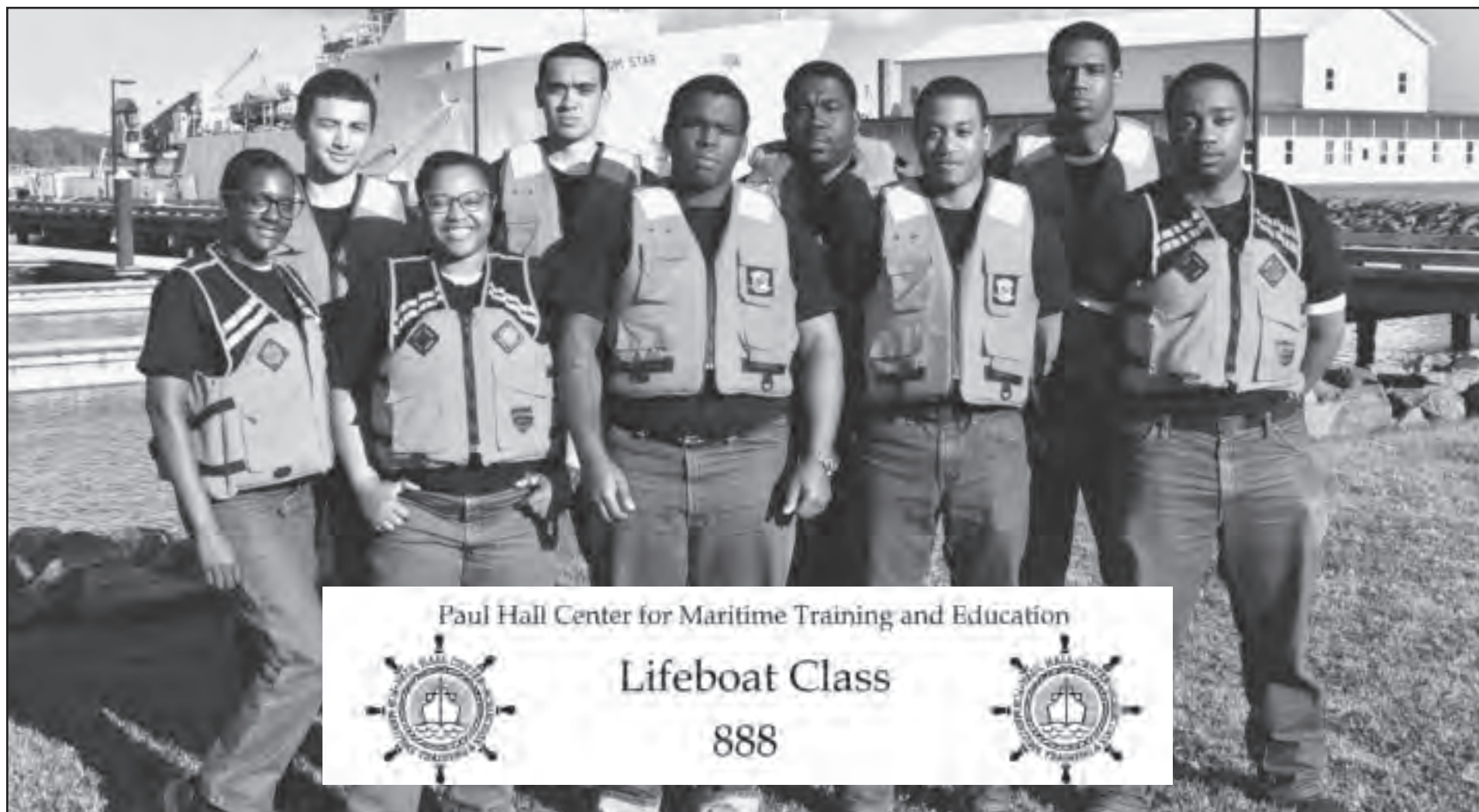
LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

The Seafarers Harry Lundeborg 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 #888** – Pictured November 4 (above, in alphabetical order): Tahjarian Campbell, Shavel Freeman, Samyra Gardner, Stephen Hoskins, Devine Lents, Ishmael McNeal, Jawuam Mixon, Tre Scott and Jermal Torney.



**Tank Ship Familiarization DL** – Graduated October 28 (above, in alphabetical order): Ayesh Saleh Boobak Ahmed, Saif Al Tamimi, Gerald Durham, Alfred Edmond, Deon Green, Ransom Andrew KB Kauwe, Fahmi Ali Taher Saeed, Rafael Tavera-Gonzalez and Jonathan White.



**Radar/ARPA** – Graduated October 21 (above, in alphabetical order): James Blackburn III, Dominique Glover and Will Jordan.



**Junior Engineer (Engineering Plant Maintenance II)** – Graduated October 14 (above, in alphabetical order): David Argo Jr., Samuel Fagerness, Michael Jamal Garcia, Troy Hubbard Jr., Thomas Koncul, Cristian Efrain Lalin, Wayne Linnette IV, Tyler Maddox, Zeke Pasquarelli and Joesef Moses Shaibi. Class instructor Roy Graham is at the far right.



**RFPEW (Phase III)** – Graduated October 21 (above, from left): Charles Armand Bishop and Keshun Dominique Corpus. Instructor John Wiegman III is at right. Upon the completion of their training, both Bishop and Corpus plan to work in the engine departments of union-crewed vessels.

# Paul Hall Center Classes



**Government Vessels –** Graduated October 28 (photo at left, in alphabetical order): Nathan Elliott, Kirk Fisher, Aaron Helton-Cox, Terry Hester, Joseph Huls, Mohamad Mahmoud Kammoun, Alexander Miraglia, Tracy Mitchell Jr., Abdo Ahmed Saleh, Trovarius Thomas, Reynaldo Tinay and Cortney Williams.



**Marine Refer Tech –** Graduated October 28 (above, in alphabetical order): Justin Bodnar, Hector Ismael Caballero, Rustin Calame, Michael Clark, Christian Cruz, Tony Hamaguchi, Daryl Hicks, Wordell Prescott, Ahmed Omar Sharif and Sanjay Waidyarachchi. Class instructor Chirstopher Morgan is at the far right in the back row.



**RFPNW –** Upgrader Matthew Conley (above, right) recently completed his requirements in this course. The ordinary seaman graduated October 14. Pictured with him at left is his instructor Dominic Hix.



**Basic Training (Personal Safety & Social Responsibilities) –** Graduated October 14 (above, from left): Upgraders Lisa Evans and Marcus Stackpoole.



**Advanced Stability –** Graduated September 9 (above, in alphabetical order): Joseph Baird, Matthew O'Donnell, Scott Salo and Andrew Torti.

**Certified Chief Cook (Module 4) –** Graduated November 25 (photo at right, in alphabetical order): Bradley Albert, Cameron Amir Azadi, Alexis Claro, Joseph Crisante Jr., Rosetta Jackson, Krystal Mosley, Delphine Simmons, Souleymane Tamla, Joel Williams and Shana Zeidenberg.



# 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**

## SIU Year in Review: 2022

In many ways, 2022 represented a gradual return to normalcy for the SIU. With the pandemic largely in the past, the year saw new vessels, new construction, new contracts and wage reopeners, and multiple conventions with themes focused on the future.

SIU members answered the call time and time again, even amid a global labor shortage. While many union brothers and sisters upgraded their skills and earned new ratings by returning to the SIU-affiliated Paul Hall Center for Maritime Training and Education, union representatives ramped up the SIU's recruiting efforts, both in person and online.

The following is an overview of some of the year's top stories for the union, the maritime industry as a whole and the labor movement.

### New Tonnage

In January 2022, the second of two re-flagged vessels joined the U.S.-flag fleet of American Roll-On Roll-Off Carrier (ARC): the *ARC Commitment* and the *ARC Defender*. These roll-on roll-off vessels, which are both enrolled in the U.S. Maritime Security Program (MSP), "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," according to ARC.

Additionally, Crowley flagged in the tanker *Stena Polaris* while the union regained jobs aboard the tanker *Seabulk Pride* when the ship was delivered to Seabulk.

Also joining the fleet in 2022 was the *MV George III*, an LNG-fueled *Ohana-class* vessel operated by Pasha Hawaii. Additionally, more new vessels are on the way, as three new Aloha-class container-ships were ordered by Matson – to be built by union labor at Philly Shipyard. The first of those vessels is expected to be delivered in 2026.

### Conventions and Maritime News

The past year also included a mix of virtual and in-person conventions, both with the union's own events as well as those of SIU affiliates and industry partners.

The SIU-affiliated Maritime Trades Department, AFL-CIO (MTD) hosted its Quadrennial Convention in Philadelphia June 9-10. In a schedule which included speeches and presentations from various maritime and labor leaders, SIU President Michael Sacco was re-elected to serve as president of the MTD.



SIU President Michael Sacco (center) congratulates AFL-CIO President Liz Shuler (left) and AFL-CIO Secretary-Treasurer Fred Redmond moments after their respective elections to office last summer in Philadelphia. Sacco conducted the election (and himself was re-elected to the AFL-CIO Executive Council during the same convention). (Photo by Jay Mallin)

The following week, Sacco oversaw the elections of Liz Shuler as president of the AFL-CIO and Fred Redmond as the federation's secretary-treasurer. Sacco was re-elected to the AFL-CIO Executive Council during a convention that featured in-person remarks from President Biden.

The SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU) conducted a virtual convention on Sept. 20, while the SIUNA convention, with its theme "Building for the Future," took place virtually on Sept. 14. Both saw the respective executive boards reelected, with the full confidence of those in attendance.

In April, the International Longshoremen's Association (ILA) reaffiliated with the MTD, thereby becoming the 24<sup>th</sup> affiliate. Additionally, the United Seamen's Service's 53rd annual Admiral of the Ocean Sea (AOTOS) Award dinner took place Oct. 28, and honored Edward W. Aldridge, president of CMA-CGM North America and American President Lines; Harold J. Daggett, president of the ILA; and Eric P. Ebeling, president and CEO of American Roll-On Roll-Off Carrier Group. Also honored for their rescue efforts were the SIU crews from four vessels: the *USNS Yuma*, *Pacific Tracker*, *Herodote* and the *Maersk*

*Peary*.

In other maritime news, the merchant mariners who served during World War II were finally awarded the Congressional Gold Medal, in a ceremony conducted in the Capitol Building on May 18.

In July, former AFL-CIO President Richard Trumka was awarded a Posthumous Medal of Freedom, the nation's highest civilian honor.

The sanctity of the Jones Act was violated in September, when a onetime waiver was granted to a BP Petroleum tanker to sell their cargo in Puerto Rico in the wake of a hurricane. In a joint statement from U.S. maritime unions (including the SIU), the groups pointed out, "This waiver was unnecessary. U.S.-flagged vessels and foreign-flagged vessels carrying legal cargoes of fuel, either from American ports or from foreign ports, had safely discharged their cargoes in Puerto Rico after the storm. American ships were available. American crews were available. But none of that mattered, because the political optics of a ship waiting to bring fuel to the island apparently matters more than a century of bedrock American law."

This waiver situation was used as fuel for political advocates and allies to attach specific language to the National Defense

Authorization Act of 2023, which is expected to pass as of the writing of this article. That language tightened up the Jones Act waiver process, restricting who is authorized to grant such waivers, and other codified changes. The NDAA also included many outright gains for the maritime industry, which will be covered in detail in the February issue of the *Seafarers LOG*.

### Contracts

The contracts department of the SIU was busy in 2022, working out the standard freightship and tanker agreements, which were overwhelmingly ratified by the membership. The five-year pacts increase wages, maintain benefits, help ensure ship-board internet access, and preserve every SIU job.

Those were far from the only contracts in the news in 2022. New pacts also were reached (or existing ones were extended) with TOTE, Key Lakes, Port City Marine Services, E.N. Bisso & Son, Chesapeake Crewing, Intrepid Personnel and Provisioning, American Petroleum Tankers, Liberty Maritime, Maersk, Seabulk, Marine Personnel and Provisioning, Waterman Steamship, and Subcom.

### Rescues

There were quite a few instances of rescues at sea in 2022, in which SIU members went above and beyond to save lives. Full recaps of each rescue are available on our website (and in the pages of the *Seafarers LOG*), but notable examples include: *MT Pennsylvania* in April; the *Endurance* in June; the NY Waterway tugboats *John Stevens* and *Garden State* in July; the *Pacific Tracker* in July; the *Maersk Tennessee* in July; the Centerline Logistics-operated tugboats *Richardson Sea* and *Chabria Sea* in July; NY Waterway ferry *Abraham Lincoln* in August; the *National Glory* in October; the *Alliance Fairfax* in October; the *Sunshine State* in October; and the *American Phoenix* in November.

### Progress, Grassroots Action

Various construction projects and curriculum enhancements took place throughout the year at the Paul Hall Center, a staple for many Seafarers. The school offers the most U.S. Coast Guard-approved courses of any maritime institution in the nation. Those classes include ones for entry-level students and upgraders.

A massive renovation at the hiring hall in Norfolk, Virginia, got underway and has continued in the new year, with an expected completion date likely in the second quarter.

Meanwhile, Election Day saw strong performances by SIU-backed candidates. The vast majority of those running for House or Senate seats with support from the union's voluntary political action fund won their respective races.

Throughout the year, the union actively advocated for laws and programs that keep the U.S. Merchant Marine afloat, including the Jones Act, cargo preference, the Maritime Security Program, the new Tanker Security Program and more.

### Final Departures

Finally, a few leaders in the maritime community crossed the final bar in 2022, including: Saltechuk Co-Founder Stan Barer, former Transportation Secretary Norman Mineta, Alaska Congressman and maritime advocate Don Young, former U.S. Maritime Administrator Vice Admiral (ret.) Albert Herberger, and longtime SIU Chief Bosun John Natoli.



Seafarers - including those pictured above, with SIU Mobile Port Agent Jimmy White (right) - approved new, five-year standard freightship and tanker agreements last year.