JUNE 2023 VOLUME 85, NO. 6

# SEAFARERS-ILOG

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

# Seafarers, Apprentices Featured in Maritime Day Ceremony



The SIU came through with a typically strong turnout for this year's National Maritime Day ceremony in the nation's capital. In addition to union officials and Paul Hall Center apprentices attending (and participating in) the event, a half-dozen SIU members were featured in a well-received video shown to the in-person and online audiences. Pictured immediately after the ceremony at DOT Headquarters are (from left) SIU Asst. VP Pat Vandegrift, FMC Chairman Daniel Maffei, DOT Under Secretary of Transportation for Policy Carlos Monje, USTRANSCOM Commanding Officer Gen. Jacqueline Van Ovost, SIU Exec. VP Augie Tellez, USCG Rear Adm. Wayne Arguin, Maritime Administrator Ann Phillips, SIU Secretary-Treasurer Tom Orzechowski and Acting Deputy Maritime Administrator Tamekia Flack. Also pictured are members of Paul Hall Center Apprentice Class 894. Pages 3-4.



Captains preparing their vessels before dawn for the tournament. Event coverage and additional photos appear on pages 12-14.

## President's Report

#### **Focusing on Manpower**

The SIU is far from alone in working to boost our nation's merchant mariner pool. This sentiment proved obvious during a recent hearing in the U.S. House of Representatives and throughout an industry panel that convened at U.S. Department of Transportation headquarters later in the month, on National Maritime Day.



**David Heindel** 

At the time of writing this column, I was scheduled to participate in the panel, and the SIU weighed in at the hearing via joint testimony with other maritime labor organizations. The fact that people from so many segments of the industry, and from the military, congress and the administration recognize the seriousness of this issue is essential to solving the problem.

It's an enormously important topic, which is why I've touched on it in this space every month. And while there's a lot of work ahead, I'm optimistic that our union will continue being part of the solution. Check out our coverage of the hearing elsewhere in this edition for more information, and in the meantime, I'm happy to report that our

ramped-up recruiting efforts are starting to pay off. We've got several months' worth of apprentice classes filled and we're pursuing creative ways to attract credentialed mariners.

The best examples for a being a merchant mariner come from you, our members. You can play a vital role in making sure well-trained, well-paid American mariners continue to sail the high seas. Spread the word and please encourage prospective Seafarers to visit the halls and check out our online offerings. This is not only important for the nation's security, but it also assures qualified Seafarers are available when you need a relief.

No one denies that there's a lot of red tape in maritime, which is something we're working to improve. But the U.S. Merchant Marine remains a unique and rewarding career path, while the SIU offers industryleading benefits and solid contracts. Put those components together and I think we've got a lot to offer. We will continue doing so as we spread the message online, in print and in person.

#### **More Progress**

After many months of work, the extensive refurbishment of the Norfolk hiring hall is almost finished. Keep an eye on our website (and our Facebook page, for those so inclined) for an open invitation to a ceremonial reopening in the very near future.

We hit a few speedbumps along the way (inevitable, given the scope of the project), but the hall is looking good and I'm very confident that Seafarers, retirees and their families will be pleased with it.

Speaking of gains, the Seafarers Health and Benefits Plan recently announced new benefits for eligible SIU dependents. Those benefits pertain to mental health and to substance use disorder, two areas that are taking on more and more prominence in our society. My hope is that these benefits will help improve lives and perhaps even prevent tragedies.

Details are contained in a participant letter that was mailed in mid-May, and we've also got an article about them elsewhere in this edition. Kudos to everyone who helped make these benefits a reality.

#### **Hats Off to WWII Mariners**

In addition to being saluted at various National Maritime Day ceremonies across the country, the U.S. Merchant Marine of World War II was scheduled to be recognized during Memorial Day gatherings in the nation's capital (after this edition went to press). Several mariners and their respective caretakers were lined up to participate in a parade, lay a wreath at the Tomb of the Unknown Soldier, and more.

For anyone unfamiliar with the heroism of World War II mariners – including thousands of SIU members – it is a history worth learning. Quite simply, and without any overstatement, the Allies would not have won the war without the incredible bravery, dedication and sacrifices of our

It's always gratifying when they are acknowledged, and their prominent inclusion on Memorial Day in D.C. is most appropriate.

# Kentucky Backs Jones Act

Kentucky state legislators recently came together across party lines to pass a resolution in support of the Jones Act, America's freight cabotage law

Governor Andy Beshear signed the new resolution, which affirms the Commonwealth of Kentucky's support for the Jones Act and emphasizes the importance of the law's impact, both to the state and to the United States as a whole.

House Concurrent Resolution 5 passed by a vote of 93-0 in the state house in mid-February and by 35-1 in the state senate in mid-March. Sponsors of the new resolution underscored the improvements that a strengthened domestic maritime industry will make to both Kentucky's economy and to national security.

The Jones Act has aided U.S.

national, economic and homeland security for more than a century. The law requires that cargo moving between domestic ports is carried aboard vessels that are crewed. built, flagged and owned American.

Kentucky's 1,600-mile network of navigable waterways includes access to both the Mississippi and Ohio rivers, making it a critical hub for the nation's marine transportation system, the resolution states.

Additionally, the Commonwealth of Kentucky is home to 20,730 maritime jobs supported by the Jones Act, the fifth-highest per capita in the United States. According to the new resolution, these jobs generate \$1.25 billion for workers and create accessible pathways to high-paying careers that do not require advanced formal education or the acquisition of exorbitant student

The more than 40,000-vessel Jones Act fleet supports more than 650,000 family-wage jobs across the nation and generates more than \$154 billion in economic output, as well as providing an estimated \$5.1 billion to Kentucky's own economy.

Moreover, the resolution points out that the United States' ability to project and deploy forces globally, and supply and maintain military installations domestically also depends on the civilian fleet of the Jones Act vessels and mariners.

The passage of House Concurrent Resolution 5 comes on the heels of the COVID-19 pandemic, which demonstrated the importance of maintaining strong, resilient domestic industries and transportation

# **AFL-CIO Releases Job Safety Report**

released its 32nd annual report, "Death on the Job: The Toll of Neglect," a national and state-bystate profile of worker safety and health. Key findings from the report point to a troubling rise in worker deaths, particularly among Black and Latino workers, and illustrate the urgency of funding and support needed for critical job safety oversight and enforcement, the federation noted.

The report shows the fatality rate for Black workers grew from 3.5 to 4.0 per 100,000 workers and more than 650 died on the job, the highest number in nearly two decades. Latino workers have the greatest risk of dying on the job, with a fatality rate at 4.5 per 100,000 workers that has grown by 13% over the past decade. There was also a slight uptick in deaths for Latino workers in 2021, and the overwhelming majority who died were immigrants.

"Every American should be alarmed and outraged by the tragic data unearthed in this report," said AFL-CIO President Liz Shuler. "It is unconscionable that in the wealthiest nation in the world, Black and Latino workers are facing the highest on-the-job fatality rates in nearly two decades. This report is more than a wake-up call, it is a call to action. No one should have to risk their lives for their livelihoods. There is no corporate cost-benefit analysis that should put human life and worker safety on the wrong side of the ledger."

Shuler added, "This report isn't just about data points, it is about people. Every worker who died on the job represents another empty seat at a family's kitchen table. Every worker accounted for in this report is a person who just went to work one day and never came home. It is our solemn responsibility to these workers to do everything in our power to honor their memories by making America's workplaces safer – because that's what unions do. It is our history, it is our responsibility and it is our cause to always put workers and their safety first."

This year's report also reveals that in 2021: 343 workers died each day from hazardous working conditions; 5,190 workers were killed on the job in the United States; an estimated 120,000 workers died from occupational diseases; the job fatality rate increased to 3.6 per 100,000 workers; employers reported nearly 3.2 million work-related injuries and illnesses; the true impact of COVID-19 infections due to work-

place exposures is unknown. Limited data show that more than 1.5 million nursing home workers have been infected with COVID-19 and more than 3,000 have died; and, underreporting is widespread - the true toll of work-related injuries and illnesses is 5.4 million to 8.1 million each year in private industry.

The report, which includes data on the worker fatality rate in all 50 states as well as the most affected industries, also lays out recommendations for strengthening federal agencies tasked with enforcing worker safety. In 2021, there were 1,871 inspectors – 900 at the federal level and 971 at the state – for the more than 10.8 million workplaces under the Occupational Safety and Health Act's jurisdiction. That equates to the federal Occupational Safety and Health Administration (OSHA) having the ability to inspect every workplace once every 190 years and just \$3.99 in OSHA's budget to protect each worker. Penalties for employer violations also remain too low to be a deterrent, and fewer than 130 worker deaths have been criminally prosecuted since 1970, according to the federa-

The full report is linked on the SIU and AFL-CIO websites.

#### **TRANSCOM Leader Visits Seafarers**



The Seafarers-crewed USNS Watkins (Patriot) recently hosted Gen. Jacqueline Van Ovost (second from left), commanding officer of the U.S. Transportation Command. Pictured from left are Chief Steward Bill Moran, Gen. Van Ovost, Chief Cook Shafreda Thigpen and SA Juan Norales.

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

# Gen. Van Ovost: 'Merchant Mariners are Patriots'

## DOT National Maritime Day Ceremony Underscores Industry's Importance



Gen. Jacqueline Van Ovost Commander, USTRANSCOM



Daniel B. Maffei FMC Chairman

The United States has been well-served by its merchant marine for centuries, and must maintain a strong American-flag fleet with U.S. crews to preserve national and economic security.

Those were among the key messages delivered May 22 at the annual National Maritime Day ceremony hosted at U.S. Department of Transportation (DOT) Headquarters in Washington, D.C.

The SIU had a strong presence at the event, both in person and on screen. Six SIU members – Recertified Bosun Robert Natividad, Electrician Michael McGlone, QMED Isaac Nugen, Storekeeper Christina Price, QMED/Electrician Ashely Burke and Electrician Yahya Mohamed – were featured in an SIU-produced video shown during the ceremony. Attending the gathering were SIU Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski, Assistant Vice President Pat Vandegrift, Safety Director Jose Argueta, Trainee Commandant Craig Guy, and members of Paul Hall Center (PHC) Apprentice Class 894.

Two of those class members – Emily Castellano and Scott Haselbauer – played high-profile roles in the ceremony. Castellano was the wreath-bearer, while Haselbauer handled the traditional ringing of eight bells.

Featured speakers (in order of appearance) were Acting Deputy Maritime Administrator Tamekia Flack (emcee), Maritime Administrator Ann Phillips, DOT Under Secretary for Transportation Policy Carlos Monje, U.S. Coast Guard Rear Adm. Wayne Arguin, Federal Maritime Commission (FMC) Chairman Daniel B. Maffei, and U.S. Transportation Command (USTRANSCOM) Commanding Officer Gen. Jacqueline Van Ovost.

The theme of this year's DOT ceremony was "Mariners Move the Nation: Yesterday, Today, Tomorrow." Approximately 250 people attended the gathering.

Van Ovost discussed the maritime industry's role in supporting "national defense objectives." She said the industry is filled with "amazing people tirelessly serving in our shipyards, stevedores and port laborers, and the merchant mariners supporting the Jones Act and international trade. They are also keys to the success

of our strategic sealift mission. They are part of our total force that we need with us all the way. Delivering on time is necessary to succeed."

However, they won't achieve success "without a healthy merchant marine force," Van Ovost added. "Why? Because the mariner truly moves the nation.... They continue to represent the difference between victory and defeat."

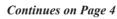
She cited the centuries-long history of reliable mariner service and pointed out how it continues today with sealift missions backing Ukraine. "At a moment's notice, we stood in support of our allies and partners.... Nearly 70 percent of Ukraine's total security cooperation material has been delivered by government-owned ships or commercial vessels – all of which were operated by our U.S. Merchant Mariners," she noted.

Van Ovost concluded, "In the future, our nation will continue to rely on well-trained merchant mariners to meet the challenges of contested environments in the face of a persistent, capable adversary.... Mariners are patriots. They are people of deeds, not words. They will be there for us when we need them. When they are called, they will rise to the occasion."

Phillips said that since her confirmation last year, she has taken part in more than 80 "events and engagements" with maritime industry stakeholders. "I thank you for our thoughtful discussions and look forward to continuing to work together to support and advance this critical sector of our economy and our national defense," she stated. "Our nation relies on us in ways that few understand for the success of our economy."

She noted the wartime service of mariners and added that MARAD is "working every day to foster, promote and develop the maritime industry in the United States to meet the nation's economic and national security needs.... We are in the midst of long-overdue and critically needed recapitalization of the Ready Reserve Force (RRF), and are implementing a major expansion of commercial sealift by bringing the Tanker Security Program online."

Monje thanked past and present mariners and noted their vital roles in the U.S. national





Ann Phillips Maritime Administrator



Rear Adm. Wayne Arguin USCG Asst. Commandant for Prevention Policy



PHC Apprentice Scott Haselbauer rings "eight bells" as part of the event.



Paul Hall Center Apprentice Emily Castellano (left) places a memorial wreath near the stage as dignitaries observe.



Attendees convene at the DOT ceremony in the nation's capital.



Carlos Monje DOT Under Secretary of Transportation for Policy



Tamekia Flack
Acting Deputy Maritime Administrator

# **2023 Maritime Day White House Proclamation**

Editor's note: The White House issued the following statement:

On National Maritime Day, we honor the thousands of dedicated merchant mariners who serve on United States vessels around the world. During times of both peace and war, merchant mariners are always there – stepping up to transport equipment, troops, and goods across the globe to make our country safer and stronger.

With professionalism and passion, merchant mariners have forged us into the maritime Nation we are today. During the Revolutionary War, merchant vessels joined the vastly outnumbered American fleet to help defend our independence. During World War II, as our brave service members battled the forces of fascism, more than a quarter-million members of the Merchant Marine volunteered to transport tanks, ammunition, and troops across the Atlantic and Pacific theaters. Many of them made the ultimate sacrifice in the service of freedom. And today, merchant mariners not only help move hundreds of billions of dollars' worth of cargo through our 25,000 miles of waterways and more than 360 commercial ports annually – they also crew vessels of our United States Ready Reserve, ship-

ping vital military cargo to help the people of Ukraine defend themselves against Russia's brutal war.

My Administration remains steadfast in its support of the Merchant Marine as well as the Jones Act, which ensures American workers see the benefits of our domestic maritime industry. We are also making historic investments to improve our maritime supply chains by making it easier, faster, cheaper, cleaner, and safer for ships to get in and out of our ports. We are strengthening our support for licensed Merchant Marine Officers, including requesting \$196 million in my 2024 Budget to upgrade the United States Merchant Marine Academy's campus, expand training, and help prevent sexual assault and support survivors – because every person at the Academy deserves to feel safe and have their contributions fully valued. We are also working to advance diversity, equity, and inclusion in the ranks of the Merchant Marine because our economy and national security are strongest when we draw on the full skillsets and diversity of our Nation.

The United States Merchant Marine underpins our Nation's prosperity and upholds our Nation's highest principles – freedom, liberty, and dignity. Today, and every day, we honor merchant mariners' service and

sacrifice and renew our commitment to stand by their side, from sea to shining sea.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance. I also request that all ships sailing under the American flag dress ship on that day.

NOW, THEREFORE, I, JOSEPH R. BIDEN JR., President of the United States of America, do hereby proclaim May 22, 2023, as National Maritime Day. I call upon all Americans to observe this day and to celebrate the United States Merchant Marine and maritime industry with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand twenty-three, and of the Independence of the United States of America the two hundred and forty-seventh.

JOSÉPH R. BIDEN JR.

# Maritime Day Celebrated

Continued from Page 3

and economic security. He described DOT's maritime-related work as "critical priorities for this department and this administration. We are working to strengthen the maritime industry and invest in our future.... This administration is working to grow our fleet and add essential new capabilities."

He added, "We are now in the process of implementing the new Tanker Security Program to address the risks of reliance on foreign-flag tankers.... This administration is unwavering in its support of the Jones Act, which is a cornerstone of our nation's domestic maritime industry and its economic engine."

Arguin said, "I'm honored to be here today to celebrate the critical role maritime plays in our nation's ability to lead around the globe. National security and economic prosperity are inextricably linked."

He pointed out that waterborne trade

"reduces congestion on our roads and remains the most efficient way" to transport goods, and commended the work of mariners during the pandemic.

He asked the PHC apprentices to stand and thanked them for choosing the maritime industry. He also encouraged them to recruit others.

Maffei echoed thanks for mariners' work during the pandemic: "We must not forget any of these sacrifices."

He applauded the heroism of World War II mariners, who were "so absolutely vital to winning that conflict and who suffered higher casualty rates than any other service."

Maffei concluded, "Serving on U.S.flag ships is more important than ever."

Flack said, "The United States has always been and will always be a great maritime nation.... We thank all Americans who have sailed the seas to defend our freedoms, and we remember especially those who paid the ultimate price in service to our nation."



Gen. Van Ovost (left) chats with Paul Hall Center apprentices after the DOT ceremony.



SIU retiree Mary Lou Lopez attends the National Maritime Day ceremony in San Pedro, California.



In addition to the DOT ceremony, other National Maritime Day events took place across the country. One such gathering took place May 18 in Norfolk, Virginia, where retired Recertified Steward Tony Spain (second from left) was honored as the Propeller Club of Norfolk's Seafarer of the Year. Spain sailed with the SIU for 45 years. He's pictured with SIU Port Agent Mario Torrey (second from right) and Maersk executives Dennis Houghton (left) and Travis Hansen

# SIU Members Crew Up Newly Reflagged Tanker



SIU and AMO members are pictured aboard the newly reflagged vessel in Greece.

SIU members are working aboard the *Badlands Trader*, a tanker that reflagged to United States registry April 17 in Piraeus, Greece.

U.S. Marine Management, Inc. (USMMI) is operating the ship

for Maersk Line, Limited.

Built in 2016 in South Korea, the *Badlands Trader* is 600 feet long and has a deadweight tonnage of 50,034. According to a USMMI spokesperson, the ship will replace the *Maersk Michigan* 

though, at press time, the latter vessel remained in service.
 The first SIU crew members on the Badlands Trader included
 Recertified Bosun Basil D'Souza, ABs Faustino Cosby, Yoland
 Legaspi, Dean Diaz Sr., Donovan Armstrong and Richard Diaz
 Jr., Pumpman Tousif Khan, QMEDs Christopher Eason and
 Anson Johny, Steward/Baker Alba Ayala, Chief Cook Khalid

Mohamed and GVA Desiree Wilson.

"The crew is awesome," said USMMI Risk Manager Henly Ervin. "Everyone stepped up and did an outstanding job to ensure a smooth reflag and certificate of inspection."

Diaz stated, "It's a nice ship – a simple layout, nice and roomy as far as tankers go."

He added, "As far as the vessel's condition, she was foreign-flag, so she needs a little TLC, but it shouldn't take much to get her looking good. We're bringing the living conditions up to what U.S. mariners are accustomed to."

Armstrong said he appreciates the chance to assist with a reflag. "This is only my third ship and it's my first trip as an AB," he said in early May. "It's a learning experience for the whole crew, but I'm personally really grateful to go through a reflag this early in my career. It has been unique and eye-opening."

Armstrong added that he expected the vessel to continue its shipyard period for at least a few more weeks.

"We've been getting deliveries of stores and supplies almost every other day," he stated. "We got 13 pallets' worth of stuff today, including some TVs, and everything is coming along."

While there is plenty of work on the ship, the crew also has enjoyed time ashore – and they appreciate the strong internet connectivity that has been available since the reflag, Armstrong noted.





Built in 2016, the tanker Badlands Trader is a new addition to the SIU-crewed fleet. Photos courtesy of AB Donovan Armstrong (above, left) and Maersk Line, Limited.

# Longtime Union Representative Dhooge Passes Away at Age 68

Gerard Dhooge, known for his versatility, insight and dedication throughout a 35-year career with the SIU, passed away April 22 at his home in Milton, Massachusetts, surrounded by family. He was 68 and had been stricken with brain cancer.

Dhooge started working for the SIU as a field representative in 1985. He left in 1993 to work for pro-maritime Congressman Gerry Studds but returned to the union in 1995 and never left. At various times, he served as a port agent and consultant.

SIU President David Heindel stated, "Our deepest sympathies go out to Gerard's family for their loss as well as the loss of his special contributions over such a long period. On behalf of our entire organization, may he rest in peace."

SIU Executive Vice President Augie Tellez said, "I worked with Gerard since he came aboard as a field rep replacing Joe Corrigan (who transferred to Honolulu) up in Boston. It was apparent from the beginning that he would be a good fit. Throughout his time with the SIU, Gerard proved to be a conscientious and effective operative in every project he took on, most recently the offshore wind industry. He was respected and admired by everyone he dealt with and he loved his family immensely."

SIU Secretary-Treasurer Tom Orzechowski said, "Gerard was always ready to dive into the fight for maritime jobs. He had a great sense for the politics surrounding so many of the projects that the Maritime Trades Department (MTD) and the Seafarers have worked on over the years. His insightfulness, his willingness to broker labor peace when needed and ultimately his professionalism will be missed."

Karen Horton-Genette, national director of the SIU-affiliated United Industrial Workers, said, "Gerard was a very kind gentleman and strong union man. He fought hard for what was right and put everything he had into representing our membership. I am proud to have worked with such an all-around great man! He will be missed."

Daniel W. Duncan, who recently retired after a similarly lengthy career (first with the SIU and then with the MTD), added, "Gerard spent his entire career with Seafarers making sure the political community and the labor community knew the SIU throughout New England. He was a well-connected, determined fighter for all working people."

SIU Political Consultant Terry Turner said that no matter the task, "Gerard has demonstrated throughout his professional life that he is just that: a true professional. But more importantly to me, he was my friend. I will miss him dearly and think of him often."

Dhooge earned a bachelor's degree from Boston State College (which later merged with another school). He subsequently served as the city hall manager for Dorchester, Massachusetts, in 1980-81, then worked for the Boston retirement system from 1981-84 before serving as an SIU field representative based in New Bedford, Massachusetts, from 1985-93 and again from 1995-2003. He became an SIU port agent in 2003 following the retirement of Henri Francois. As the union's pursuits changed, he became a consultant in 2010 and from then on played a key role as the SIU explored rank-and-file job opportunities in the wind-energy sector.

Additionally, he worked as the secretary-treasurer for the MTD's Maritime Port Council of Greater Boston and New England Area from 1996-2000, then served as its president from November 2000 until his passing.

He is survived by numerous family members and friends.



Gerard Dhooge is pictured in June 2022 at the Maritime Trades Department convention in Philadelphia.

# **Annual Funding Notice - Seafarers Pension Plan**

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2022 and ending December 31, 2022 ("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 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					
	2022	2021	2020		
Valuation Date	January 1, 2022	January 1, 2021	January 1, 2020		
Funded Percentage	167.7%	151.6%	145.9%		
Value of Assets	\$2,141,291,665	\$1,926,792,688	\$1,760,929,899		
Value of Liabilities	\$1,276,930,690	\$1,270,798,767	\$1,207,119,802		

#### 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 the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years.

The December 31, 2022 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

Saraka wasani wa mala a a S	December 31, 2022	December 31, 2021	December 31, 2020
Fair Market Value of Assets	\$1,784,322,017	\$2,141,291,665	\$1,926,792,688

**Endangered, Critical, or Critical and Declining Status** 

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

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

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

#### **Participant Information**

The total number of participants and beneficiaries covered by the plan on the valuation date was 18,766. Of this number, 7,384 were current employees, 6,724 were retired and receiving benefits, and 4,658 were retired or no longer working for the employer and have a right to future

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. The funding policy of the Plan is to provide benefits from contributions by signatory employers under the terms of collective bargaining agreements between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters and the employers. The Plan may receive the portion of the employers' contributions made to the Seafarers Health and Benefits Plan which the Trustees determine is necessary to provide for pension benefits based on the recommendation of the Plan's Actuary.

Assets of the Plan shall be invested with sufficient diversification so as to minimize the risk of large losses unless it is clearly prudent under the then current circumstances not to do so. Plan assets shall be invested in a manner consistent with the fiduciary standards of ERISA and supporting regulations, and all transactions will be undertaken on behalf of the Plan in the sole interest of Plan participants and beneficiaries. Assets of the Plan shall be invested to maintain sufficient liquidity to meet benefit payment obligations and other Plan expenses.

#### Investment Guidelines:

With respect to any Investment Manager who is appointed by the Trustees, the Investment Manager is a bank (trust company), insurance company, or registered investment advisor under the Investment Advisers Act of 1940. Full discretion, within certain guidelines, is granted to each Investment Manager with regard to the sector and security selection and the timing of any transactions.

#### Asset Allocation:

The Fund's assets are invested in the following asset classes and maintained within the corresponding ranges. The Trustees make appropriate adjustments if one or more of the limits are breached.

Asset Class	Target	Range
Domestic Equities	50%	40% - 60%
Fixed Income and Cash Equivalents	40%	30% - 50%
Real Estate	10%	0% - 20%

#### Standards of Investment Performance:

Each Investment Manager is reviewed regularly regarding performance, personnel, strategy, research capabilities, organizational and business matters and other qualitative factors that may affect its ability to achieve the desired investment results. Consideration will be given to the extent to which performance results are consistent with the goals and objectives set forth in the Investment Policy and/or individual guidelines provided to an Investment Manager. The Plan's investment policy outlines prohibited investments as well as limits regarding the percentage of the fund that may be invested in any one company and industry. Minimum credit quality guidelines are established and provided to investment managers. No investment may be made which violates the provisions of ERISA or the Internal Revenue Code.

The Trustees review the Plan's investment policy on a regular basis and make periodic changes when, based on all available information, it is prudent to do so.

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

Asse	t Allocations	Percentage
1.	Cash (Interest-bearing and non-interest bearing)	
2.	U.S. Government securities	9
3.	Corporate debt instruments (other than employer securities):	
	a. Preferred	11
	b. All other	
4.	Corporate stocks (other than employer securities):	
	a. Preferred	
	b. Common	26
5.	Partnership/joint venture interests	
6.	Real estate (other than employer real property)	1
7.	Loans (other than to participants)	
8.	Participant loans	
9.	Value of interest in common/collective trusts	35
10.	Value of interest in pooled separate accounts	
11.	Value of interest in master trust investment accounts	
12.	Value of interest in 103-12 investment entities	
13.	Value of interest in registered investment companies (e.g., mutual funds)	18
14.	Value of funds held in insurance co. general account (unallocated contracts)	
15.	Employer-related investments:	* <u></u>
	a. Employer Securities	
	Employer real property	
16.	Buildings and other property used in plan operation	
17.	Other	

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

#### 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 and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

#### **Summary of Rules Governing Insolvent Plans**

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plans that become insolvent, either as ofgoing plans of plans terminated by mass withdrawar. 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.

#### **Benefit Payments Guaranteed by the PBGC**

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

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

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

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

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

#### Where to Get More Information

For more information about this notice, you may contact the Plan Administrator at: Seafarers Pension Plan, Attn: Margaret Bowen, 5201 Capital Gateway Drive, Camp Springs, MD 20746; 301.899.0675

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329.

# **U.S.** House Hearing Examines Maritime Manpower Shortages

## SIU, Other Unions Weigh in with Joint Letter Citing Suggested Changes

The SIU teamed up with several other | unions and labor organizations to deliver a unified message during a recent hearing in the U.S. House of Representatives.

The Transportation and Infrastructure Committee's Subcommittee on Coast Guard and Maritime Transportation on May 11 conducted a hearing titled, "Assessing the Shortage of United States Mariners and Recruitment and Retention in the United States Coast Guard." Guest panelists included U.S. Coast Guard Vice Adm. Paul Thomas, deputy commandant for Mission Support; Rear Adm. Ann Phillips, USN (Ret.), administrator, United States Maritime Administration; Heather MacLeod, director, Homeland Security and Justice, United States Government Accountability Office; and Dr. Beth Asch, Ph.D., senior economist, RAND Corporation.

Submitting joint testimony that was entered into the formal record were the SIU; American Maritime Officers; International Organization of Masters, Mates & Pilots; Marine Engineers' Beneficial Association; Marine Firemen's Union; Maritime Trades Department, AFL-CIO; Sailors' Union of the Pacific; and Transportation Trades Department, AFL-CIO.

The maritime labor organizations spelled out why the widely acknowledged manpower crisis is worthy of prompt action.

"It is critically important that our government and the American people understand that without the U.S.-flag vessels and U.S. citizen licensed and unlicensed merchant mariners ready and available to provide the commercial sealift readiness capability needed by the Department of Defense, our nation would be forced to entrust the support. supply, and security of American forces deployed overseas to foreign flag vessels and foreign crews who may not support U.S. defense operations and objectives," they stated. "It goes without saying that doing so would jeopardize the lives of American servicewomen and men who will no longer be guaranteed the supplies and equipment they need to do their job in support of our country."

They added, "It is therefore imperative that the downward trend in the number of

vessels operating under the U.S. flag must be stopped and reversed, and the American maritime manpower shortage must be addressed and resolved. Simply put, the current manpower shortage is a national security threat, and it is clear that the Department of Defense cannot do its job if private industry is unable to provide the civilian American merchant mariners DOD needs. This requires strong, positive action by the Congress and the Administration to support and fund existing programs that support the operation of U.S.-flag vessels, including the Maritime Security Program, the Tanker Security Program, and the Jones Act; to eliminate statutory and regulatory impediments to the growth of the maritime manpower pool; and to propose and implement innovative and effective programs and policies that will increase the number of commercially viable U.S.-flag vessels, increase the number of American maritime jobs, and increase the amount of America's foreign trade carried aboard U.S.-flag ships. Simply put, more cargo means more U.S.flag ships, and more U.S.-flag ships means

more American mariners!" To that end, they recommended several viable steps that would boost U.S.-flag shipping and help grow the manpower pool. Those suggestions included developing "a realistic maritime strategy that includes at its core a national cargo policy that increases the percentage of America's foreign trade carried aboard U.S.-flag commercial vessels and ensures that American mariners have jobs during peacetime. The treatment of U.S.-flag vessel operations and American mariners under the tax code should encourage rather than discourage the utilization of U.S.-flag vessels and American mariners, and bilateral and multilateral trade agreements should reflect the strategic importance to our nation of a stronger, more active U.S.-flag fleet in the carriage of America's exports and imports. Today, with the ongoing efforts by the Chinese Communist Party to secure domination over the world's oceans and international trade as well as the proliferation of stateowned and controlled and foreign flag-ofconvenience vessel operations, including partial ownership in many security-sensitive foreign ports, we have seen the U.S.-flag share of America's foreign trade fall to less than 2 percent. This situation threatens our security and threatens our economy, as China will only further increase its control over what cargoes move and at what cost unless we bolster our own U.S.-flag fleet and regain control over the carriage of our foreign

The organizations further explained the importance of Congress "continuing to provide the Maritime Administration with the authority it needs to fully enforce and implement the nation's U.S.-flag cargo preference shipping requirements.... Similarly, we recommend Congress increase the U.S.flag requirements for all other governmentgenerated civilian cargoes to 100 percent, the same percentage that covers the shipment of defense cargoes, with U.S.-flag carriage dependent, as it is today, on the availability of U.S.-flag vessels at fair and reasonable rates. Requiring 100 percent would greatly decrease the gamesmanship of U.S. government agencies intentionally violating cargo preference statutes, and will make Maritime Administration enforcement that much easier."

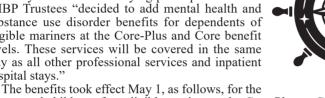
After highlighting additional recommendations, the groups concluded, "Finally, we strongly support provisions included by the Transportation and Infrastructure Committee in H.R. 2741, the bipartisan Coast Guard Authorization Act of 2023. Reducing the time requirement for Able Seaman and authorizing additional funding for the Coast Guard to modernize its credentialing system are just two of the provisions that can and should help alleviate impediments to the efficient and timely availability of American mariners."

Video of the entire hearing is available on the subcommittee's website.

#### SHBP Announces New Benefits for Dependents

The Seafarers Health and Benefits Plan (SHBP) recently spelled out new benefits for dependents of eligible SIU members.

Seafarers Plans Administrator Maggie Bowen in mid-May sent a letter notifying participants that the SHBP Trustees "decided to add mental health and substance use disorder benefits for dependents of eligible mariners at the Core-Plus and Core benefit levels. These services will be covered in the same way as all other professional services and inpatient



spouse and children of an eligible mariner at the Core-Plus or Core Benefit levels:

- · Outpatient counseling and/or psychotherapy, including applied behavioral analysis (ABA) therapy treatment for autism. The Plan will pay for these services for a dependent in the same manner as other outpatient professional services. The Plan will pay 90% of the network-allowed amount for in-network treatment; or 65% of the reasonable and customary charge for out-of-network treatment.
- Hospitalization for mental health disorders. The Plan will pay for an inpatient hospital stay for a mental health condition of a dependent in the same way it pays for other hospital stays. At in-network facilities, the Plan will pay 100% of the network-allowed charge for the facility fee, and 90% of the network-allowed charge for professional fees. For out-of-network treatment, the Plan will pay 70% of the reasonable and customary charge for the facility fees, and 65% of the reasonable and customary charge for professional fee. There is a \$450 copayment for all inpatient hospital stays.
- Inpatient detoxification from alcohol or drugs. The Plan will pay for inpatient detoxification for a dependent in the same way it pays for other hospital stays. A \$450 copay-
- Inpatient substance use disorder treatment. The Plan will pay for inpatient substance use disorder treatment for a dependent in the same way it pays for other hospital stays. A \$450 copayment applies to this benefit.
- Prescriptions for mental health and substance use disorders. The Plan will pay for these prescriptions in the same manner as it covers all other prescriptions.
- The letter also points out that all mental health and substance use disorder benefits are subject to the annual deductible.

Questions may be directed to the Plan by phone at (800) 252-4674, option 3.

# **SIU-Crewed Tankers Will Remove Military Fuel from Red Hill Facility**

Seafarers-contracted U.S. Marine Management, Inc. (USMMI) recently was awarded two agreements by the Department of Defense to help with removing fuel from a military storage

Both contracts were announced in April: one for the Yosemite Trader, the other for the Pohang Pioneer. Both vessels carry SIU crews.

The U.S. Navy operates the Red Hill Bulk Fuel Storage Facility, which, according to the Environmental Protection Agency, "supports military operations in the Pacific. This facility can store up to 250 million gallons of fuel. At the facility are 20 steel-lined tanks, encased in concrete, and built into cavities that were mined inside of Red Hill. Each tank has a storage capacity of approximately 12.5 million gallons. The tanks are connected to three pipelines that run 2.5 miles through a tunnel to fueling piers at Pearl Harbor.'

However, a jet fuel leak from the station in late 2021 contaminated the local water supply. The Navy subsequently started implementing plans to empty the tanks in order to expedite repairs. In early 2022, U.S. Secretary of Defense Lloyd J. Austin III directed the Department

of Defense to "defuel" and permanently shut down the Red Hill Bulk Fuel Storage Facility.

The *Pohang Pioneer* was awarded a five-year service contract while the *Yosemite Trader* received a three-year agreement.

## Great Lakes VP Powell Honored in Michigan

SIU Vice President Great Lakes Bryan Powell recently received accolades from the Wayne County (Michigan) Commission.

Powell on April 20 received a resolution signed by all 15 county commissioners. The document salutes his years of dedicated service to the state's citizens, primarily in his role as vice chair of the board of directors for the Detroit Wayne County Port Authority. The commissioners also applauded his advocacy for maritime workers in the Great Lakes region and across the globe.

The Wayne County Commission is the legislative branch of county government. Wayne County, the most populous county in Michigan, is divided into 15 districts, and commissioners are elected every two years in even-year elec-

The text of the resolution follows:

Whereas, it is with great pleasure that we, the members of the Wayne County Commission, recognize Bryan Powell for his years of investing in the city of Detroit, Wayne County, and the State of Michigan; and

Whereas, Bryan Powell presently serves as Vice Chair of the Board of Directors for the Detroit Wayne County Port Authority, and has served on the board since 2017 in roles including board member and secretary-treasurer; and

Whereas, Bryan Powell serves as Vice President for the Seafarers International Union of North America AFL-CIO, which is the largest labor organization representing merchant mariners aboard U.S.-flag vessels, devoting himself to advocacy for maritime workers and promoting the industry as a whole; and

Whereas, a leader, strategist, problem solver, and innovator, Bryan Powell has demonstrated the ability to leverage his extensive project development experience and engagement in the maritime transportation sector to help drive and support the Port Authority's mission and objectives; therefore, be it

Resolved, that the Wayne County Commission commends Bryan Powell for his years of unwavering and selfless service to the residents of Michigan.



Pictured from left are Commissioners David Knezik, Joseph Palamara (Vice Chair), Martha Scott, Glen Anderson, Melissa Daub, Irma Clark-Colemen, Sam Baydoun, Alisha Bell (Chair), SIU Great Lakes VP Bryan Powell, Commissioners Terry Marecki, Monique Baker McCormick, Tim Killeen, Al Haidous, Cara Clemente and Jonathan Kinloch. (Also signing the proclamation, but not pictured: Ray Basham.)



**STOPPING BY THE HALL** – Seafarer Antonio Ramos (right), a member of the U.S. Air Force Reserve, picks up his first vacation check at the San Juan hall. He's pictured with SIU Asst. VP Amancio Crespo.



**MEETING WITH MARITIME SUPPORTER** – SIU Oakland Port Agent J.B. Niday (right) in early May attended a fundraiser for U.S. Rep. John Garamendi (D-California) (second from right), a leading backer of the U.S. Merchant Marine. Also pictured are (from left) Christian Yuhas and Duncan Ballenger of MEBA.

# At Sea and Ashore with the SIU



**CONFERRING WITH MAYOR** – Pictured with New York City Mayor Eric Adams (center) at a NY Central Labor Council event are SIU VP Atlantic Coast Joseph Soresi (right) and SIU Port Agent Ray Henderson.



**TEAMING UP FOR MARITIME INDUSTRY** – SIU officials recently visited SUNY Maritime for the signing of a cooperative MOU aimed at boosting training and shipboard manpower. Pictured from left are SIU VP Atlantic Coast Joseph Soresi, SIU Executive VP Augie Tellez and SIU Jersey City Port Agent Ray Henderson.



**BROTHERHOOD OF THE SEA** – ABs (and brothers) Thomas and Ryan Drummond recently received their respective A-seniority books. They are both 2015 graduates of the apprentice program, and are pictured at the Philadelphia hall with SIU Port Agent Joe Baselice. Thomas is at far left, Ryan is in the middle.



**BOATMEN WELCOME ASST. VP** – SIU Asst. VP Mike Russo (second from left) meets with Seafarers employed by G&H Towing. Pictured from left are Mate Nathan West, Russo, Capt. Vincent Forbes, Engineer Matt McRae and AB Alex Kakaletris.



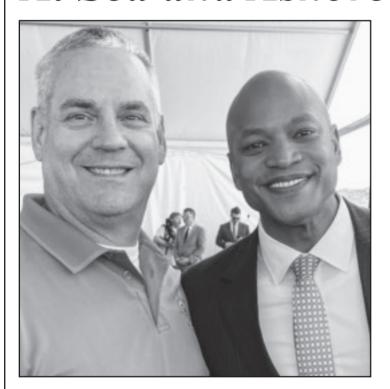
**WELCOME ASHORE IN WILMINGTON** – Longtime steward-department Seafarer Eusebio Avila Solano (left) receives his first pension check at the Wilmington, California, hall (SIU Safety Director Gordon Godel is at right). He started sailing with the union in 1989 and most recently shipped aboard the *Alaskan Explorer*, earlier this year.





WITH SEAFARERS IN FORT LAUDERDALE – AB Mark Lettman (left in photo above, left) receives his A-seniority book, while AB Fred Hayston (right in other photo) picks up his first pension check. Both Seafarers are pictured at the hiring hall, with SIU Asst. VP Kris Hopkins.

# At Sea and Ashore with the SIU



**CELEBRATING JOB CREATION** – SIU Port Agent John Hoskins (left) is pictured with Maryland Gov. Wes Moore at a ceremonial groundbreaking April 21 in Sparrows Point, Maryland. The site will host a new plant where wind turbine foundations and other windenergy components will be constructed. According to news reports, the facility will employ 125 union construction workers and account for 20 professional staff jobs.



**RECRUITING IN THE LONE STAR STATE** – Setting up at a career fair in La Porte, Texas, are (from left) SIU Safety Director Kevin Sykes, SIU Patrolman Kelly Krick and SIU Asst. VP Mike Russo.



**BECKONING IN THE BAYOU** – SIU Port Agent Chris Westbrook (left) and SIU Safety Director James Brown man a booth April 22 at a New Orleans career fair, hosted at the city's convention center.



**CELEBRATING MARITIME INVESTMENTS** – SIU members employed by Great Lakes Towing were on hand April 3 as Michigan Gov. Gretchen Whitmer visited the Port of Monroe for a news conference announcing state and federal grants. Among other projects, some of the money will go towards building a container terminal. Pictured at the event, from left in front of (and aboard) the tug *Georgia*, are SIU Port Agent Todd Brdak, AB Jason Brown, AB Tugman Foaad Saleh and AB Tugman Jeff Davis.



**ABOARD LURLINE** – Recertified Steward Ruti De Mont is pictured aboard the Matson vessel, preparing another scrumptious meal for her shipmates. De Mont started her SIU career in 1988.



**MEETING WITH WEST COAST BOATMEN** – Pictured from left aboard the Starlight Marine tug *Jamie Renea* are SIU Safety Director Dylan Rivera, Deckhand Stevie Rossi, Chief Engineer Florian Schreier, Capt. Dave Cadiz, SIU Port Agent J.B. Niday and Mate Brian Edmiston.



WITH SEAFARERS IN OAKLAND – Completing paperwork at the hall in Oakland, California, are MDRs (from left) Joseph Samonte and Yan Paing.

# At Sea and Ashore with the SIU



**ABOARD TANKER WEST VIRGINIA** – Pictured aboard the Seabulk vessel on the West Coast are (from left) SIU Safety Director Dylan Rivera, QEP Scott Fuller, OMU Dana Thomas, Steward/Baker Munasser Ahmed, Chief Cook Torrika Devine and Oiler Oscar Vencer.



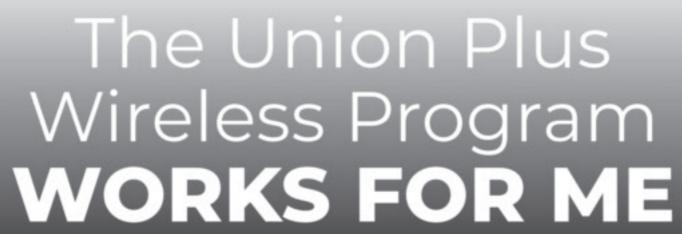
WELCOME ASHORE IN TACOMA – Longtime Seafarer Stephen Ackley (left) picks up his first pension check at the Tacoma hall (SIU Port Agent Warren Asp is at right). Ackley signed on with the SIU in 1979 and sailed for a dozen years in the deck department before starting work on a shore gang. He most recently was the lead bosun on the Matson shore gang in Tacoma.



READY TO SHIP OUT — New Seafarer Sandra Norato (left) recently completed the CCAP program in Piney Point, Maryland, and was about to head to her first vessel when this snapshot was taken in early May at the SIU-affiliated Paul Hall Center. "I met Sandra in the port of New Jersey in September 2022," said SIU Patrolman Jose Argueta (right). "She asked tons of questions and I was happy to help out. I helped her obtain all the necessary documents to get into the CCAP program, as she had prior cooking experience."



WEST COAST FELLOWSHIP - Following the April membership meeting, Seafarers stuck around at the Wilmington, California, hall for a cookout.









See more at unionplus.org



# **Seafarers Waterfront Classic Worth the Wait**

## Fishing Tournament Brings in Donations for Veterans Charity Boulder Crest

Seventeen boats full of eager anglers gathered under a cloud-covered dawn at the Paul Hall Center (PHC) in Piney Point, Maryland, to participate in the 8th Annual Seafarers Waterfront Classic – all

for a great cause.

After a three-years-long hiatus due to the COVID-19 pandemic, seasoned sailors and spectators alike were happy to resume the fundraiser/fishing tournament on May 16, a decade after its inaugural event in 2013. This year's iteration of the event generated funds for the Boulder Crest Foundation, which serves military veterans, first responders and their fami-

Seafarers and other excited fishers came from all over the country to participate in the tournament, some even hailing from as far as Canada. One such Seafarer was Vince Giannopoulos, the vice president for St. Lawrence and East Coast with the SIU of Canada.

"I had a great time at the Seafarers Waterfront Classic," he said. "We caught a few keepers and had a great time for charity. This was my third Waterfront Classic. I just think it's a really cool initiative. It's a lot of fun to be here, and the campus is as impressive as ever.'

He added, "After three or whatever years of COVID, it was really nice to catch up with some people I hadn't spoken to in a long time. Obviously, coming from Canada, we weren't able to get down here during COVID. I met some new faces and was able to reconnect with some old ones as well.'

The 161 fishermen and women who

took to the Potomac River at 6 a.m. returned to the dock in the afternoon with a total of 139 fish, which combined weighed in at 521 lbs.

Apprentices gathered at the pier to assist each boat with docking and bringing their catches of the day up to be measured by school staff.

The largest catch of the day, in pounds, went to John Raggio from Sealift, Inc. He caught a 7.45lb rockfish while fishing with the rest of his crew aboard the Three

When asked about his technique, Raggio stated, "I'm not a real fisherman; this is first-time luck. I was the fourth person to handle the rails and when my turn came up, I got the fish. It's all luck, no talent. I just reeled him in and that's it."

After a jubilant cocktail hour, where the participants and their families celebrated a successful day out on the river, attendees gathered in the PHC's main dining room for the awards ceremony and seafood feast. Galley staff worked quickly to prepare the freshly caught rockfish into several dishes, including buffalo bites and fish tacos.

This year's event benefitted the Boulder Crest Foundation, a non-profit organization dedicated to providing aid to struggling veterans and first responders and their families. Boulder Crest uses the science of "Posttraumatic Growth" to help participants transform their traumatic stress and rediscover hope, purpose, and their belief in the future.

SIU Vice President George Tricker, founder of the Seafarers Waterfront Clas-

sic, formally introduced Boulder Crest as the new fundraising partner for the Waterfront Classic at dinner, saying, "For the first seven years of the tournament we were associated with the Wounded Warrior Anglers who have since changed their name to American Military Veterans Foundation (AMMILVETS). We have since parted ways with them. They're a fantastic group, and we're still in contact with them – they're doing well, they send their regards and love. But this year we're thrilled to be partnering with Boulder Crest Foundation, a wonderful new organization that we've had the pleasure of getting to know."

Tricker cited Maersk Line, Limited President and CEO Bill Woodhour as a major factor in the foundation's collaboration with SIU for this fundraising event.

"There are three things that I think make Boulder Crest a bit different, which is their clarity of mission, their passion, and their purpose," Woodhour said. "I think they're addressing a significant need in America today. I've been able to see this program on a personal level, volunteering on the weekends and working in the kitchens. I was reflecting with one of the past participants, when you see people on day one and when you see them on day five or six, there's been a complete transformation."

Janet Reid, Director of Philanthropy for the Boulder Crest Foundation, was also invited to the podium to further explain the non-profit's mission. "There is a growing epidemic in the United States,' she said. "You may have heard the sta-

tistics that 22 veterans take their lives by suicide every day, and that's a low estimate these days. More first responders die by suicide than those in the line of

She added, "For a long time, we have accepted this narrative that once someone takes off their uniform, their life is diminished, it is not able to be fulfilling once their service is complete. The role of Boulder Crest is to change that narrative. We are the home of post traumatic growth - the exact opposite of what PTSD is. It's the notion that what doesn't kill you makes you wiser – that there is life after service and that you can find a fulfilling life after in the aftermath of trauma."

SIU Vice President Nicholas Celona then spoke and honored the United States Merchant Marine, citing their motto, "Acta non Verba," which translates to "Deeds not Words" and presented an award with that same motto to Boulder Crest, which will be on display in the

Later, a painting, courtesy of SIU Pensioner Nick Rossi, was auctioned off for \$350. Following the auction, plaques were presented to the person with the largest catch on each boat. One of the winners, Hope Wines, who represented Boulder Crest, said of her first Seafarers Waterfront Classic, "I had an absolutely wonderful time. I would absolutely love to come back, but I definitely encourage others to participate as well."

Turn to Page 14 for additional photos.



Participants shove off for a typically early start in Piney Point, Maryland.





# Scenes from the 8th Annual Waterfront Classic



Guests enjoy excellent weather as the charitable event returns after a pandemic-caused hiatus.



A few of the 161 waterborne participants gather for a photo. As reflected by the banner, this year's event benefited the Boulder Crest Foundation.



From left, Janet Reid, Director of Philanthropy for the Boulder Crest Foundation, addresses the attendees at the awards dinner while SIU VP George Tricker and Maersk Line, Limited President/CEO Bill Woodhour listen.



Sealift CFO John Raggio (left) had the largest catch of the day (a 7.45 lb. rockfish). SIU VP George Tricker (right), founder of the Seafarers Waterfront Classic, congratulates him on the pier.



Anglers and event supporters head to the pier.



This unusual catch didn't make it to the weighing station.

# Scenes from the 8th Annual Waterfront Classic



Longtime labor relations official Tony Naccarato (left) and SIU VP Bryan Powell are pictured at the school as the boats return



Guests are seated for the awards dinner.



Seventeen boats took part in the most recent Seafarers Waterfront Classic.



#### **PHC Advisory Board Convenes**



The day after the Seafarers Waterfront Classic, members of the Paul Hall Center Advisory Board conducted a meeting at the Piney Point, Maryland, campus. Above, Seafarers Plans Administrator Maggie Bowen addresses attendees. Topics included recruiting, an update on medical requirements for mariners, future training needs, and progress with various technical projects.

#### Medical Department Offers Important Reminders About Drug-Screen Success

Editor's note: The Seafarers Health and Benefits Plan's Medical Department provided the following article:

SIU mariners are employed in safety-sensitive positions and must comply with the U.S. Coast Guard's (USCG) and U.S. Department of Transportation's (DOT) urine drug-screen (UDS) guidelines regarding workplace drug testing. Positive UDS results and refusal to test will result in time lost from shipping and may impact career goals.

#### **Ordering**:

UDS collections should only be requested when they are needed to prepare for shipping, if required for class, or to renew USCG merchant mariner credential (MMC). There are two types of drug tests that can be ordered: pre-employment and periodic. Periodic tests are ordered for issuance of USCG documents or new endorsements. Pre-employment tests are ordered to go to work. The member is informed when the exam order is recommended and may decline or postpone the exam.

#### **Scheduling:**

The acuity scheduler will confirm exam orders with the member when scheduling the clinic appointment. The member should not schedule an appointment for collection of UDS without reasonable certainty of negative results.

Appointments should be made when the mariner's schedule will allow the appointment to last at least three hours. The DOT guidelines allow three hours to complete the "shy bladder" protocol. Do not schedule the appointment on days when the member may be needed somewhere else within the three-hour period.

If necessary, the UDS may be rescheduled or cancelled. Be aware that no-shows or last-minute cancellations may cause a cancellation fee.

#### **Collection:**

Once the collection procedure is initiated at the clinic, it must be completed. This step is defined by DOT/SIU as the moment the donor is called out of the waiting room to the collection area.

Failure to produce a urine sample, remain at the collection site, or cooperate with the collection process may constitute a refusal. A refusal to test will be reported to the USCG and investigated in the same manner as a positive result.

#### **Positive UDS:**

Positive UDS results will be reviewed by the Medical Review Officer (MRO). The donor will be contacted by the MRO to complete an interview. Prescription medications will be confirmed and the final exam results will be discussed.

SIU members who have positive UDS results will be blocked from shipping pending USCG investigation and completion of requirements to meet USCG and DOT standards for return to duty. This is a lengthy process that takes at least one year to complete.

## June & July Membership Meetings

Piney Point	Monday: June 5, July 3
Algonac	Friday: June 9, July 7
Baltimore	Thursday: June 8, July 6
Guam	Thursday: June 22, July 20
Honolulu	Friday: June 16, July 14
Houston	Monday: June 12, July 10
Jacksonville	Thursday: June 8, July 6
Joliet	Thursday: June 15, July 13
Mobile	Wednesday: June 14, July 12
New Orleans	Tuesday: June 13, July 11
Jersey City	Tuesday: June 6, *Wednesday: July 5
Norfolk	Friday: June 9, July 7
Oakland	Thursday: June 15. July 13
Philadelphia	Wednesday: June 7, July 5
Port Everglades	Thursday: June 15, July 13
San Juan	Thursday: June 8, July 6
St. Louis	Friday: June 16, July 14
Tacoma	Friday: June 23, July 21
Wilmington	**Tuesday: June 20, Monday: July 17
*Iersey City change in	July created by Independance Day

<sup>\*</sup>Jersey City change in July created by Independance Day.

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

## Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from April 16 - May 15, 2023. "Registered on the Beach" data is as of May 15, 2023.

"Total Registered" and	d "Total Shi	pped" data	is cumulat	ive from Apr	il 16 - May '	15, 2023. "	'Registered on	the Beach'	' data is as o	of May 15, 20	23.
	Total	Register	ed	Tot	tal Shippe	ed		Regist	ered on Bo	each	
		l Groups			ll Groups		Trip Reliefs		ll Groups		
Port	A	В	C	A	В	C		A	В	C	
Algonac	15	4	1	Decl 14	<b>Depart</b> i	ment 1	4	26	5	3	
Anchorage	3	2	0	1	1	0	1	4	2	0	
Baltimore Fort Lauderdale	2 20	2 10	0 2	1 11	2 8	0 2	1 12	3 25	2 18	0 4	
Guam	2	0	0	1	0	0	0	2	0	1	
Harvey	6	1	2	4	0	1	0	12	6	7	
Honolulu Houston	7 24	3 10	0 4	3 20	2 5	0 4	2 12	12 44	5 24	0 7	
Jacksonville	27	25	4	23	23	6	14	44	26	2	
Jersey City Joliet	29 5	10 2	2 1	16 5	4 0	2 1	9 4	38 5	15 2	0	
Mobile	8	1	1	4	0	2	3	11	3	3	
Norfolk Oakland	16 11	9 4	3	14 9	8 0	6 0	5 1	24 9	7 5	7 0	
Philadelphia	4	1	0	3	1	0	2	7	0	0	
Piney Point	3 5	3 5	0	3	2	0	2 4	2 6	2 5	0	
Puerto Rico Tacoma	3 15	3	2 4	8 18	3 2	3 4	5	21	9	0 4	
St. Louis	2	1	0	1	1	0	1	1	1	0	
Wilmington TOTALS	22 <b>226</b>	6 <b>102</b>	2 <b>28</b>	21 <b>180</b>	7 <b>72</b>	2 <b>34</b>	10 <b>92</b>	35 <b>331</b>	11 <b>148</b>	2 <b>40</b>	
TOTALS	220	102	20				72	331	140	40	
Algonac	4	0	1	Engir 5	ne Depar 0	tment 1	3	5	1	1	
Anchorage	0	1	1	0	0	0	0	2	1	1	
Baltimore Fort Lauderdale	6	2 5	1	5	5	3	2	2 8	2 7	0 2	
Guam	0	0	0	0	0	0	0	2	ó	0	
Harvey	0 3	2 3	0	2	0 2	0	2	2 9	4 5	0	
Honolulu Houston	3 11	3 4	0	5	6	$0 \\ 0$	8	18	9	3	
Jacksonville	17	11	2	10	9	2	3	21	12	2	
Jersey City Joliet	15 2	4 0	$\frac{1}{0}$	10 1	2 1	$\frac{1}{0}$	5 1	16 3	5 1	2 0	
Mobile	1	1	1	1	1	0	1	3	2	3	
Norfolk Oakland	16 3	17 3	3	16 4	17 2	3 0	6 1	9 8	9 2	8	
Philadelphia	5	0	1	2	0	1	2	4	0	0	
Piney Point Puerto Rico	1 2	5	0	1 3	2 1	1 0	1	1 5	6 1	0	
Tacoma	7	1 7	1 5	<i>5</i>	7	1	1 5	3 15	12	6	
St. Louis	1	0	1	1	1	0	0	3	2	1	
Wilmington TOTALS	9 <b>105</b>	2 <b>68</b>	3 <b>26</b>	9 <b>82</b>	2 <b>59</b>	1 <b>14</b>	1 <b>46</b>	19 <b>155</b>	4 <b>85</b>	4 <b>36</b>	
				Starva	ud Donos	tua on t					
Algonac	3	2	0	1	rd Depai 1	0	0	6	3	0	
Anchorage	0	2	0	0	1	0	0	0	1	0	
Baltimore Fort Lauderdale	10	2 3	0	0 7	3 2	0	8	11	0 8	2	
Guam	0	0	0	0	0	0	0	1	0	0	
Harvey Honolulu	3 6	2	1	4	3	0	4	4 11	3 2	1	
Houston	16	7	0	8	4	0	4	25	9	î	
Jacksonville Jersey City	19 8	11 7	4	18 4	16 4	2	12 4	26 15	21 6	2	
Joliet	0	Ó	0	0	0	0	0	1	1	0	
Mobile Norfolk	1 15	0 6	0 7	1 11	1 7	0 3	0 2	1 15	1 13	9	
Oakland	8	9	1	6	9	1	3	17	5	2	
Philadelphia	2	0	0	3	1	0	3	1	0	0	
Piney Point Puerto Rico	0 2	4 5	$\frac{1}{0}$	1 1	3 5	2 0	0 4	2 7	5 6	1 1	
Tacoma	9	3	1	7	3	0	7	13	8	2	
St. Louis Wilmington	2 10	0 8	0	0 14	1 7	0	0 6	3 23	1 9	0 5	
TOTALS	115	72	20	89	72	10	61	183	102	28	
				Entr	y Depart	ment					
Algonac Anchorage	4 0	8 3	13 1	0 1	5 0	5 1	5 0	6 0	11 4	15 1	
Baltimore	0	2	5	0	2	7	2	0	0	1	
Fort Lauderdale	0	2	3	0	1	5	1	0	2	4	
Guam Harvey	$0 \\ 0$	1	1 3	0	1 1	0	0 1	0 1	0 1	3 4	
Honolulu	2	3	3	0	3	0	0	2	3	3	
Houston Jacksonville	1 2	12 31	17 71	0 2	7 23	13 53	3 15	4 4	20 41	20 103	
Jersey City	0	13	16	0	4	10	2	1	17	21	
Joliet Mobile	0	2	1 3	0 1	1 0	1 1	$\frac{1}{0}$	$0 \\ 0$	1 0	3	
Norfolk	0	13	33	0	11	26	3	0	18	26	
Oakland	0	3	9	0	4	6	1	1	5	13	
Philadelphia Piney Point	0	1 9	0 15	0	6	2 20	0 12	0	1 4	0 4	
Puerto Rico	0	1	1	0	1	1	0	0	1	0	
Tacoma St. Louis	3	10	9	2	3	3	0	5	20 1	11 0	
Wilmington	2	13	6	3	14	2	3	1	22	10	
TOTALS	14	127	211	9	87	157	49	25	172	245	
GRAND TOTAL	: 460	369	285	360	290	215	248	694	507	349	

<sup>\*\*</sup>Wilmington change in June created by Juneteenth Observance.

#### Seafarers International **Union Directory**

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

Brvan Powell. Vice President Lakes and Inland Waters

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### ALGONAC

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

#### ANCHORAGE

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#### **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

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

This month's question was posed to members at SIU Headquarters and upgraders at the Paul Hall Center.

Question: Has being a mariner measured up to what you thought it would be when you first signed on?



#### **Edward Williams** *QMED*

It definitely has. It's been a great experience because of the education, training and opportunities that the union and industry have provided me. I'm especially thankful for the situation I'm now in with respect to training: being able to get my engineering license. That translates into a more lucrative income for myself and my family. My only regret is that I did not start sailing sooner.



#### **Tyrone Ellis**

Pumpman

I started with the union back in 2007. Everything I heard was very positive, so after getting into the profession, I began to see some of the things they had told me about. Like any job, working in this industry has its ups and downs, but there definitely are more ups than downs. For that reason, I'm still here. It's a great career and I tell as many people as I can about it who are searching for a profes-



#### **Aevon Branch**

Ordinary Seaman

Yes, it has. Becoming a merchant mariner has been a life-changing experience for me. I am now able to provide better opportunities for my family and friends. Rather than going to a bank, I can just work hard, save the money I make and do it on my own. I also get to see the world, go to places that I used to see on TV but never thought it possible for me to actually visit.



#### **Carlos Gutierrez OMED**

Being a mariner entails a lot more than I thought it would when I first joined up. I had no idea that the training would be so in-depth and thorough. There really are a lot of intricacies involved. It was kind of a challenge at first, but I now know that paying attention to detail and doing everything safely benefits me and my shipmates. I am glad that I made the decision to be a mariner.



#### Wilbert Hinton QMED

Absolutely not, but only because I started in this profession when I was 18 and had no idea what I was getting myself into. Over the years, however, all of that has changed. Through my training, I have gained more knowledge and a better grasp on how everything works. As a result, everything is now falling into place.



#### **Benjamin Verrett**

Steward Assistant

Being a mariner has impacted my life on a scale far greater than I ever expected. The SIU has opened up so many more avenues for me. As a result. I have been able to open up two more businesses aside from the one I had when I came in. So, at the end of the day, I end up doing the two things I enjoy most: traveling and cooking.

## Ple From The Past

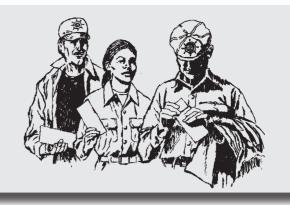


Seafarer Eric Foultz (left) shakes hands with Vice Adm. Michael Kalleres, head of the Military Sealift Command, after presenting the MSC commander with an SIU white cap he signed at a National Maritime Day ceremony conducted May 19, 1993 in the nation's capital. Kalleres requested the cap for his personal collection.

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

# 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

#### JOSE CANALES DAVID

Brother Jose Canales David, 65, started his career with the union in

1994. He first shipped on the *Global Mariner* and sailed in all three departments. Brother Canales David upgraded at the Paul Hall Center on multiple occasions. He last sailed aboard



the *Isla Bella* and makes his home in San Juan, Puerto Rico.

#### DONALD CHRISTIAN

Brother Donald Christian, 69, joined the Seafarers International Union in 1979, initially sailing aboard the



Cove Sailor. He was an engine department member and upgraded often at the union-affiliated Piney Point school. Brother Christian most recently shipped on the

Cape Rise. He resides in Williamsburg, Virginia.

#### DORENE DUNN

Sister Dorene Dunn, 65, donned the SIU colors in 1980 when she

sailed aboard the Oceanic Independence. She upgraded at the Piney Point school on multiple occasions and sailed in both the deck and steward departments. Sister Dunn also worked



on shore gangs. She concluded her career with American Service Technology and lives in Port Hadlock, Washington.

#### FERDINAND GONGORA

Brother Ferdinand Gongora, 71, began sailing with the union in



1969. He worked in the deck department and upgraded often at the Paul Hall Center. Brother Gongora first sailed aboard a Hudson Waterways vessel and most recently shipped aboard

the *Maersk Atlanta*. He is a resident of Kunkletown, Pennsylvania.

#### IOHN GRYKO

Brother John Gryko, 82, joined the Seafarers International Union in

2000. He initially sailed aboard the *Pride of America* and upgraded at the Piney Point school on several occasions. Brother Gryko shipped in the engine department, most recently on



the *Pacific Tracker*. He calls Port Charlotte, Florida, home.

#### MARCO GUEVARA

Brother Marco Guevara, 65, signed

on with the union in 1990. A steward department member, he first sailed with Sheridan Transportation. Brother Guevara upgraded at the Paul Hall Center on multiple occasions. He

Guevara upgraded at the Paul Hall Center on multiple occasions. He last shipped on the Alliance St. Louis

## and settled in Houston. FREDERICK HAYSTON

Brother Frederick Hayston, 65, became a member of the union in



2002, initially sailing aboard the USNS Dahl. He sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Hayston most recently shipped on

the *Texas Enterprise*. He makes his home in Miramar, Florida.

#### DANIEL HEINTZ

Brother Daniel Heintz, 65, embarked

on his career with the SIU in 2008 when he sailed on the USNS Effective. He shipped in the steward department and upgraded at the Paul Hall Center in 2013. Brother Heintz's final



vessel was the *Global Sentinel*. He resides in Meridian, Idaho.

#### MOHAMMAD KHAN

Brother Mohammad Khan, 72,



donned the union colors in 2002 and first sailed aboard the *Diamond State*. He sailed in the engine department and concluded his career aboard the *Rio Grande Express*. Brother Khan is a

Houston resident.

#### ROBERT LINDSAY

Brother Robert Lindsay, 69, signed

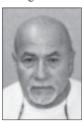
Brother Robert Lin on with the Seafarers in 1990. He sailed in the deck department, initially aboard the *Cape Nome*. Brother Lindsay upgraded at the Piney Point school on multiple occasions. He last



sailed on the *Cape Ray* and resides in Norfolk, Virginia.

#### MARK MAHONEY

Brother Mark Mahoney, 71, began sailing with the union in 1999 when

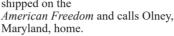


he shipped with Admiral Towing. He upgraded at the Paul Hall Center on numerous occasions and worked in the deck department. Brother Mahoney most recently sailed on the *American Freedom* and lives in Honolulu.

#### JOHN MENSAH

Brother John Mensah, 71, joined the Seafarers International Union

in 2000, initially sailing on the USNS Wright. He worked in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Mensah last shipped on the American Freedom



#### ABRAHAM MILLS



Brother Abraham Mills, 71, started sailing with the SIU in 1999 when he worked on the *Maui*. He shipped in the steward department and upgraded often at the Paul Hall Center. Brother Mills

concluded his career aboard the *Haina*. He resides in Houston.

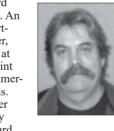
#### SAMUEL PORCHEA

Brother Samuel Porchea, 71, began his career with the Seafarers in 1997 when he shipped on the *Allegiance*. He upgraded at the Paul Hall Center on multiple occasions and was a member of the deck department. Brother Porchea last sailed aboard the *Overseas Key West* and settled in Florence, South Carolina.

#### **DUANE REBER**

Brother Duane Reber, 65, signed on with the union in 2005, initially

on with the unior sailing aboard the *Freedom*. An engine department member, he upgraded at the Piney Point school on numerous occasions. Brother Reber most recently shipped aboard the Overseas Ken



the *Overseas Key West*. He calls Peoria, Arizona, home.

#### MIGUEL RIVERA

Brother Miguel Rivera, 65, donned



ivera, 65, donned the SIU colors in 1980. He was an engine department member and first shipped on the *Producer*. Brother Rivera upgraded often at the Paul Hall Center. He concluded his career aboard the

Achiever and is a resident of Florida City, Florida.

#### ALLANROY SIM

Brother Allanroy Sim, 68, joined the Seafarers International Union in 1985 and first shipped on the *Independence*. He upgraded at the Piney Point school in 1992



and was a member of the steward

department. Brother Sims' final vessel was the *Charles L. Brown*. He makes his home in Wailuku, Hawaii.

#### LEO SULLIVAN

Brother Leo Sullivan, 65, began sailing with the union in 1990. He

sailed primarily in the deck department, initially aboard the William Baugh. Brother Sullivan upgraded at the Piney Point school on numerous occasions. He most recently shipped on the Market deck december 2015.



#### **EDWIN TIRADO NIEVES**

Brother Edwin Tirado Nieves, 65, signed on with the SIU in 1977 and first sailed aboard the *Champion*. A deck department member, he upgraded at the Paul Hall Center on multiple occasions. Brother Tirado Nieves last shipped on the *Columbia*. He resides in Homestead, Florida.

#### GREAT LAKES

#### PATRICK BENSMAN

Brother Patrick Bensman, 65, began sailing with the Seafarers International Union in 1979. He initially sailed on the *Columbia* and was a deck department member. Brother Bensman last shipped on the *American Mariner* and resides in Alpena, Michigan.

#### RICKY GUY

Brother Ricky Guy, 65, signed on



with the SIU in 1981. He first shipped on the *E.M. Ford* and sailed in both the deck and engine departments. Brother Guy's final vessel was the *Adam E. Cornelius*. He calls

Alpena, Michigan, home.

#### ERIC NOETZEL

Brother Eric Noetzel, 65, joined the union in 2010. He first sailed aboard

the John Boland and worked in the engine department. Brother Noetzel upgraded at the Piney Point school often. He last shipped on the American Spirit and makes his home in Port Huron, Michigan.



#### INLAND

#### MICHAEL BRENNAN

Brother Michael Brennan, 62, joined the Seafarers International Union in 2011. A deck department member, he was employed by Penn Maritime for the duration of his career. Brother Brennan lives in Palm Bay, Florida.

#### GARY CORMIER

Brother Gary Cormier, 58, embarked on his career with the Seafarers in

1993 when he shipped with Moran Towing of Texas. He was a member of the engine department and upgraded at the Paul Hall Center in 2001. Brother Cormier most recently worked on the *Zeus*. He lives in Bridge City, Texas.

#### CHRISTOPHER HARVEY

Brother Christopher Harvey, 62, signed on with the union in 1982.

signed on with the A deck department member, he first worked on the Sugar Island. Brother Harvey upgraded his skills at the Piney Point school in 2001. He concluded his carer on the Douglas B. Mackie and



settled in Laramie, Wyoming.

#### **EDWIN HENLEBEN**

Brother Edwin Henleben, 66, began sailing with the SIU in 1975, initially working for Higman Barge Lines. He shipped in the deck department and was last employed with National Marine Service. Brother Henleben calls Kirkwood, Missouri, home.

#### DAVID JANKOWIAK

Brother David Jankowiak, 69, started his career with the SIU in 1971. He was employed by Moran Towing of Maryland for most of his career and upgraded at the Paul Hall Center on multiple occasions. Brother Jankowiak is a Baltimore resident.

#### ROBERT KING

Brother Robert King, 65, joined the Seafarers International Union in 1981. He sailed in both the deck and engine departments and first worked on the *Padre Island*. Brother King upgraded at the Paul Hall Center in 1986. He last shipped on the *Sugar Island* and lives in Richmond Hill, Georgia.

#### JOHN LLOYD

Brother John Lloyd, 74, signed on with the Seafarers in 1972, initially sailing with Allied Transportation. A deck department member, he last worked for Overseas Shipholding Group. Brother Lloyd makes his home in Oriental, North Carolina.

#### RUPERT PERRY

Brother Rupert Perry, 55, joined the union in 1991, when he worked with



Overseas Shipholding Group. He upgraded on multiple occasions at the Paul Hall Center and shipped in the deck department. Brother Perry remained with the

same company for the duration of his career. He is a resident of Palm Coast, Florida.

#### DAVE RICHARD

Brother Dave Richard, 66, began sailing with the Seafarers in 1981. He was a deck department member and upgraded at the union-affiliated Piney Point school in 1992. Brother Richard worked with Moran Towing of Texas for his entire career. He lives in Melbourne, Florida.

# Final Departures



#### **DEEP SEA OSWALD BERMEO**

Pensioner Oswald Bermeo, 84, passed away March 16. He

signed on with the Seafarers International Union in 1968. when he sailed aboard the Steel Age. An engine department member. Brother



Bermeo last shipped on the National Glory. He retired in 2020 and settled in Miami.

#### THOMAS BLUITT

Pensioner Thomas Bluitt, 68, died March 21. Born in New York, he started sailing with the union in 1970. Brother Bluitt initially worked on the Jacksonville and was a deck department member. He concluded his career aboard the Overseas Alice in 1995. Brother Bluitt went on pension in 2019 and was a resident of Harbor Beach, Michigan.

#### WILLIAM CURTS

Pensioner William Curts, 83, passed away February 25. He



joined the SIU in 1967 when he sailed on the Bowling Green. Brother Curts was a member of the deck department and last shipped on the *Pacific* in

1997. He became a pensioner the same year and made his home in Spokane, Washington.

#### WILLIS GREGORY

Pensioner Willis Gregory, 90, died April 9. He began his career with the Seafarers in 1956. Brother Gregory first



#### **CORRECTION**

An obituary in the May LOG was accompanied by the wrong photo The correct one is included here.

#### **SALIM IBRAHIM**

Pensioner Salim Ibrahim, 75, passed away March 31. A deck

department member, he started sailing with the union in 1976. Brother Ibrahim's first vessel was the Overseas Joyce; his last, the Maersk Ohio. He went



on pension in 2012 and made his home in Kissimmee, Florida.

shipped with American Trading and was a member of the deck department. He last sailed aboard the Stonewall Jackson and retired in 1994. Brother Gregory resided in Jupiter, Florida.

#### **SAID MAJID**

Pensioner Said Majid, 84, passed away February 8. He donned the

SIU colors in 1990 when he shipped on the Independence. Working in the steward department, Brother Majid concluded his ca-



reer aboard the Louis J. Hauge Jr. He became a pensioner in 2003 and settled in Dearborn, Michigan.

#### **CARL MERRITT**

Pensioner Carl Merritt, 87, died April 13. He became a member of the union in 1967. Brother Merritt was an engine department member and also worked on shore gangs. He first worked on the Bradford Island. Brother Merritt was last employed with Sealand Manpower and began collecting his pension in 2005. He was a Baltimore resident.

#### **ADAM NOOR**

Pensioner Adam Noor, 75, passed away April 3. Born in

Singapore, he joined the Seafarers International Union in 1990. Brother Noor first shipped on the Independence. He was an engine depart-



ment member and concluded his career aboard the USNS Seav. Brother Noor became a pensioner in 2014 and made his home in Atlantic City, New

#### RICHARD PATUREL

Pensioner Richard Paturel, 85, died February 25. Sailing



first aboard the USNS Wilkes, he donned the SIU colors in 1988. Brother Paturel worked in the deck department. He last shipped on the *Ĥorizon* 

Trader in 2004 before going on pension the following year. Brother Paturel resided in San Francisco.

#### **JOSE RAMOS**

Pensioner Jose Ramos, 83, passed away April 10. He signed on with the Seafarers in 1978. His first vessel was Waterman's A. Stephens and he primarily sailed in the engine



department. **Brother Ramos** last sailed on the Horizon Producer. He became a pensioner in 2004 and settled in Patillas, Puerto Rico.

#### JOHN ROPP

Pensioner John Ropp, 93, died April 11. He embarked on his

career with the SIU in 1978, initially sailing aboard the Manhattan. Brother Ropp worked in the engine department and concluded his

California.



#### DERALL WILLIAMS

Brother Derall Williams, 64, passed away April 29. He



began sailing with the SIU in 1986 when he worked aboard the USNS Vindicator. Brother Williams was a deck department member and most recently sailed

on the Gopher State. He lived in Norfolk, Virginia, his birthplace.

#### **INLAND**

#### KENNETH BARRON

Pensioner Kenneth Barron, 84, died March 18. Signing on with the union in 1977, he first sailed with Crowley Towing & Transportation. Brother Barron was a deck department member and last shipped with Moran Towing of Texas. He became a pensioner in 2000 and settled in Macclenny, Florida.

#### DAVID DEL BUONO

Pensioner David Del Buono, 80, died March 23. Signing on



with the union in 1977, he first sailed with Crowley Puerto Rico Services. Brother Del Buono worked in both the deck and engine departments. He last shipped

with Crowley Towing and Transportation and became a pensioner in 2007. Brother Del Buono settled in Baldwin Park, California.

#### **UBIE HAMMACK**

Pensioner Ubie Hammack, 86, passed away April 13. He began



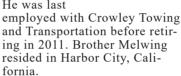
sailing with the Seafarers in 1965 and worked in the deck department. Brother Hammack was employed with Dravo Basic

Materials for the duration of his career. He went on pension in 1998 and called Range, Alabama, home.

#### **CRAIG MELWING**

Pensioner Craig Melwing, 73, died March 27. He embarked

on his career with the union in 1986 when he shipped on the USNS Algol. Brother Melwing sailed in the deck department. He was last



#### GEORGE REYNOLDS

Pensioner George Reynolds, 88, passed away March 31.



He joined the SIU in 1973, initially sailing with Norfolk, Baltimore and Carolina Lines Inc. Brother Reynolds worked in the deck department and con-

cluded his career with Allied Transportation. He began collecting his pension in 1997 and made his home in Ennis, Texas.

#### **DOUGLAS SCOTT**

Pensioner Douglas Scott, 65, died April 2. In 1994, he be-

came a member of the Seafarers International Union. Brother Scott was a deck department member and sailed with G&H Towing for his entire career. He be-



came a pensioner in 2022 and lived in Willis, Texas.

#### NMU

#### HENRY EBANKS

Pensioner Henry Ebanks, 92, passed away November 28. Brother Ebanks concluded his career aboard the Texaco Minnesota in 1985. He became a pensioner the same year and settled in the Cayman Islands.

#### **BOBBY EDWARDS**

Pensioner Bobby Edwards, 80, died February 25. Brother Edwards sailed in the deck department, and last shipped aboard the Lash Atlantico. He retired in 1997 and made his home in Lexington, South Carolina.

#### FELIX MAS

Pensioner Felix Mas, 93, passed away April 19. Brother Mas first

shipped aboard the America in 1963. He was a steward department member and concluded his career aboard the African Dawn. Brother Mas went on pension in 1989 and lived



in Puerto Rico, his birthplace.

#### DOMINGO OQUENDO

Pensioner Domingo Oquendo, 92, died February 11. He was born in



Puerto Rico and began sailing in 1945. Brother Oquendo was a steward department member and first shipped on the John Ericson. He last sailed aboard the Constitution

and became a pensioner in 1967. Brother Oquendo made his home in Port St. Lucie, Florida.

#### MILTON ROBERT

Pensioner Milton Robert, 96, passed away April 11. Brother

Robert was born in Oklahoma City and started sailing in 1966. A steward department member, he first worked on the Robin Mowbray. Brother Robert last sailed on the Aspen and



went on pension in 1990. He resided in Antioch, California.

#### WESLEY SAMUELS

Pensioner Wesley Samuels, 89,



died April 25. Sailing in the deck department, he concluded his career aboard the USNS Victorious and retired in 2011. Brother Samuels made his home in New

#### GEORGE WISE

Pensioner George Wise, 95, passed away April 15. Born in

Rockford, Illinois, Brother Wise first sailed aboard the Andrew Hamilton in 1945. He shipped in the steward department and concluded



his career aboard the Harry Culbreath. Brother Wise became a pensioner in 1965 and was a resident of Waynesboro, Tennessee.

## 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.

USNS WATERS (Ocean Shipholdings Inc.), February 25 - Chairman **Angel Centeno**, Secretary Alexander Dominguez, Educational Director Randy Slue, Engine Delegate Christopher Waters, Steward Delegate Branden Williams. Chairman brought up various overtime issues, including considerations regarding department delegates and meetings. Members qualify for one hour of OT weekly for sanitary. Chairman talked about missing-man pay and advised crew to call meetings to settle any disputes. Educational director urged members to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, for a pay raise. No beefs or disputed OT reported. Crew is requesting Wi-Fi access for their phones, rather than sharing one laptop among all SIU members. Members are being charged for home calls and asked why they aren't covered by ship funds. Crew requested an additional phone line in crew lounge for outside calls, as well as new mattresses and TVs in all rooms.

EMPIRE STATE (Intrepid Personnel & Provisioning), March 18 – Chairman Abdulkarim Mohamed, Secretary Markese Haynes, Educational Director Mohsen Mohamed, Deck Delegate Angel Nunez, Engine Delegate Mark Canada, Steward Delegate Mohamed Noman. Crew reviewed old business. Chairman asked for members' patience for reliefs and reminded them to update their documents.

Educational director encouraged crew to keep upgrading at the Piney Point school and reported a fleet-wide need for more ABs. No beefs or disputed OT reported. Members congratulated former SIU President Michael Sacco on his retirement as well as David Heindel on becoming the new president of the SIU. Crew requested more flexibility on rotation. Members asked to add penalty pay to extended MSC contract if a new contract cannot be achieved. They requested increases to vacation pay and day pay in lieu of day off. Chairman reiterated the importance of donating to SPAD (Seafarers Political Activity Donation), the union's voluntary political action fund. Ship still waiting on Wi-Fi, and members requested refrigerators in their rooms.

USNS PATHFINDER (Ocean Shipholdings, Inc.), April 2 - Chairman Kelly Doyle, Secretary Alphonzo Berry, Educational Director Ronald Sease, Deck Delegate Dhindo Faulve, Steward Delegate Hussain Nagi Ali. Ship arriving at Port Canaveral, Florida, April 3. Chairman read April's president report in the Seafarers LOG. Educational director discussed the importance of attending upgrading courses at the Paul Hall Center. Chairman asked for suggestions for ship funds. A boom box was suggested by a crew member for the pier activities while in port. No beefs or disputed OT reported. Members are reportedly happy with the new OSI bridge contract. Everyone got a raise

and is looking forward to working with OSI in the future. Crew requested new box springs for state room single bunks.

OCEAN GRAND (Patriot Shipping, LLC) April 18 – Chairman Lech Jankowski, Deck Delegate Fredrick Martinez, Engine Delegate Alonzo Sanz. Ship continues to have poor Wi-Fi service. Educational director recommended members upgrade at the SIU-affiliated Piney Point school and referred them to the SIU's website for further information about course dates and descriptions. No beefs or disputed OT reported. Members discussed restricted pay for Pakistan. Safety bonus pay no longer in effect with new company.

OHIO (Intrepid Personnel & Provisioning), April 25 – Chairman Ali Al Kassemi, Secretary John Huvett, Educational Director Damien Bautista, Deck Delegate Carlos Bonilla, Engine Delegate Florencia Tindugan, Steward Delegate Kevin Hubble. Ship should be getting hard copies of new contract during current port stay. Chairman announced an upcoming sanitary inspection and advised crew to get LNG-certified as more ships are coming on line. Educational director encouraged crew to upgrade at the Paul Hall Center and to use word-of-mouth recruiting to bring new members in to the union. No beefs or disputed OT reported. Crew dryer and crew ice machine still awaiting parts for repair. New shower curtains to be ordered. Next port: Long Beach, California.

#### Crowley to Flag In 3 Tankers



At press time, three Crowley-managed tankers were selected by the U.S. Maritime Administration (MARAD) to serve in its Tanker Security Program. The chosen medium-range tankers are part of a joint venture between Crowley and Stena Bulk USA. The vessels – *Stena Immaculate*, *Stena Imperative* (pictured above) and *Stena Impeccable* (below) – will be reflagged as U.S.-registered vessels with U.S. crews. The tankers will continue international commercial operations but can be chartered to serve the U.S. government's operations. (Photos courtesy Crowley)



## 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 Seafar-

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

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

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

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

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

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

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

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

# Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion				
Deck Department Upgrading Courses						
Able Seafarer-Deck	July 17 August 28 October 23	August 4 September 15 November 10				
Lifeboat/Water Survival	July 3 July 31 August 28	July 14 August 11 September 8				
RFPNW	June 26 August 14 October 9	July 14 September 1 October 27				
Fast Rescue Boat	July 17	July 21				
Advanced Shiphandling	September 25	October 6				
Advanced Stability	October 9	October 13				
Advanced Meteorology	October 16	October 20				
Search & Rescue Management Level	October 23	October 25				
Engine Departmen	t Upgrading Courses					
RFPEW	August 14 November 13	September 8 December 15				
FOWT	June 12 October 2	July 7 October 27				
Junior Engineer Program	August 21	October 13				
Marine Electrician	September 18	October 20				
Marine Refer Tech	August 7	September 15				
Advanced Refer Containers	July 31 October 23	August 11 November 3				
Pumpman	September 18	September 22				
Machinist	September 25	October 13				
Welding	July 17 August 28 October 16	August 4 September 15 November 3				

Title of Course	Start Date	Date of Completion
Steward Depar	tment Upgrading Courses	<b>S</b>
Certified Chief Cook	July 10 August 21 September 25 October 30 December 4	August 11 September 22 October 27 December 1 January 5
ServSafe Management	July 3 August 14 September 18 October 23 November 27	July 7 August 18 September 22 October 27 December 1
Advanced Galley Operations	July 31 October 16	August 25 November 10
Chief Steward	June 26 September 11 November 13	July 21 October 6 December 8
Safety/Ope	n Upgrading Courses	
Medical Care Provider	June 12	June 16
Basic Training Revalidation	June 19 July 14	June 19 July 14
Government Vessels	June 12 June 19 July 17 July 31 August 14 August 28 September 11 September 25 October 16 October 23 November 6	June 16 June 23 July 21 August 4 August 18 September 1 September 29 October 20 October 27 November 10
Tank Ship DL (PIC)	August 14	August 18
Tank Ship Familiarization DL	June 12 September 18	June 16 September 22
Tank Ship Familiarization LG	June 19 September 25	June 23 September 29 October 13



UPGRADING APPLICATION				
Name				
Address				
Telephone (Home)				
Deep Sea Member □ Lakes Member □	Inland Waters Member □			
If the following information is not filled out co	ompletely, 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 traine If yes, class # and dates attended				
Have you attended any SHLSS/PHC upgrading	ng courses? □Yes □ No			

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime 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.

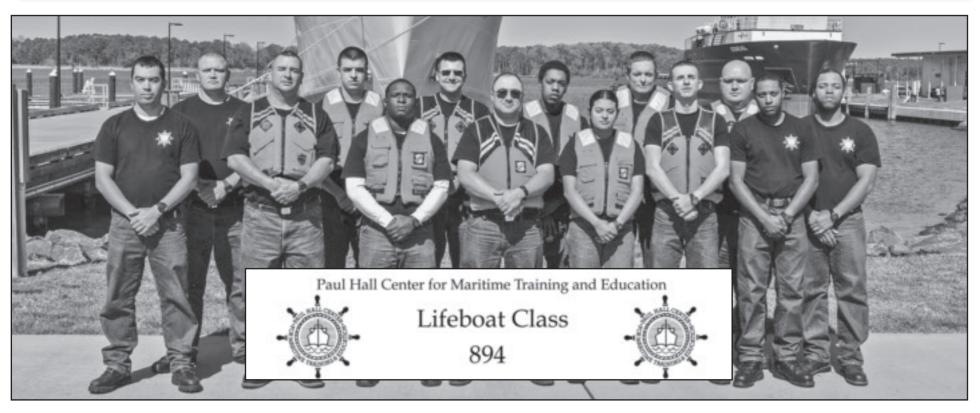
I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which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

COURSE	START DATE OF DATE COMPLETION	r
LAST VESSEL:	Rating:	
Date On:	Date Off:	
SIGNATURE	DATE	

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

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

# Paul Hall Center Classes



Apprentice Water Survival Class #894 – Graduated April 21 (above, in alphabetical order) Richard Calderon, Emily Castellano-Marquez, Ne'shawn Christopher, Qaadir Gillette-James, Colontae Hargrove, Scott Haselbauer, Lamar Johnson, Grant Lee, David Morris, Alex Needham, George Ortega, Sergey Sharov, Ian Trefry and Gary Wassel Jr.



**Able Seaman Deck** – Graduated April 28 (above, in alphabetical order) John Joseph Alcos, Jordan Banks, Elijah Courtney, Robert Freer III, Levi Gorokhovsky, Ryan Henderson, Paul Jimenez, Travis Morris, Zion Oliphant, Darius Parker, Errol Wade-Cephas and Steven Ware (Note: Not all are pictured.) Instructor Dominic Hix is pictured at far left.



**Advanced Galley Ops** – Graduated April 7 (above, in alphabetical order): Roche Bonita, Howard Brooks Jr., Hyeyoung Choi Forrer, Dominique McLean, Anthony Parks and Sherley Rivera-Aguila.

# Paul Hall Center Classes



**Advanced Refrigeration Container Maintenance** – Graduated April 21 (above, in alphabetical order): Kirk Chambers, Angel Ivan Cintron Colon, Aleksander Djatschenko, Terren Fields, Reynaldo Lacayo-Bermudez, Teon Shelton and Edwin Velez. Instructors Mike Fay and Roy Graham are also pictured.



Basic Training (Personal Safety & Social Responsibilities) – Graduated March 24 (above): Michael Martin.



Certified Chief Cook (Module 5) – Graduated April 28 (photos above, in alphabetical order): Allan Acasio, Debra Bright, Marcus Dalton, Gregory Eady, Jasmin Franklin, Laura Katschman, Ricardo Petilo, Eugenia Porter, Shamprell Thomas and Benjamin Verrett III. (Note:





Not all are pictured).

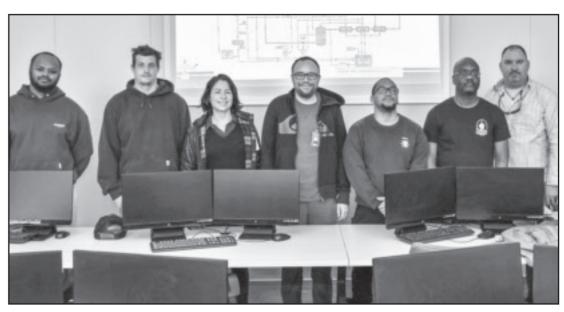
**FOWT (Apprentices)** – Graduated March 24 (above, in alphabetical order): Kyree Carter, Christopher Emanuel, Danielle Gore, Ernest Grant Jr. and D'mitri Hill. (Note: Not all are pictured.) The course instructor, John Wiegman III, is also pictured (far right).



**Basic Training (Personal Safety & Social Responsibilities) –** Graduated April 21 (above): Brandon Bob, John Caulder, Robert Durant, Esraa Alaa Abdel Hafez Embaby, Abel Palacios and Matthew Tiderman.



**FOWT (Upgraders)** – Pictured March 24 (above, in alphabetical order) King Alfred Haber, Mikel Hatcher, Jaquan Jones, Ronald Jones, Luis Perez Garcia, Mukhtar Suwaileh, Daniel Ursitti and Darrell Whitaker. The course instructor, John Wiegman III, is also pictured (far right).



**FOWT (Upgraders)** – Graduated April 28 (above, in alphabetical order): Alexander Boothby, Maria Guadalupe Escobar, D'mitri Hill, Jaquan Jones, Morey Lewis, Sean Wilson, and Michael Zabielski.

# Paul Hall Center Classes



Government Vessels – Graduated March 17 (above, in alphabetical order): Samone Alston, Volodymyr Bendus, Reco Bennefield, Jasmine Donahue, Ricardo Antonio Escorcia, Simon Gathing, Jason Icasas, Eric Jackson, Diane MacDonald, Myles Otis, Arthur Peoples, Jose Perez, Andre Philippe, Paul Riley Jr., Dahiangely Rivas, Kenya Scott, Lovell Smith and Tahisha Watson.



**Machinist** – Graduated March 31 (above, in alphabetical order): Elhassene Elkori, Crystal Higgs, Christopher Hinton, Justin Johnson, Mathew Palmer, Luis Sepulveda, Neil Tupas, and Michael John Estavillo Valdez. The course instructor, Patrick Coppola, is also pictured (far left).



**Tank Ship Familiarization DL** – Graduated March 10 (above, in alphabetical order): Eric Jackson, Kim Tye, Paul Valiente and Tahisha Watson. (Note: Not all are pictured.)



Water Survival – Graduated March 24 (above, in alphabetical order) Krystal Mosley and Nirale Rolle.



**Government Vessels** – Graduated March 24 (above, in alphabetical order) Tyvesha Dixon, Glenn Guthrie, Jermaine Ross, Brian Smith and Kendo Williams Sr.



Water Survival – Graduated April 21 (above, in alphabetical order) Shane Beal and Sammie Head.



**Tank Ship Familiarization LG** – Graduated March 17 (above, in alphabetical order): Joshua Glancy, Toddrick Harold, Ruben Haynes, Alexander Hunting, Julio Martinez, Mark Mitchell, Baltazar Sambaoa, Daryl Thomas Jr. and Brian Wendler.



Tank Ship Familiarization LG – Graduated April 7 (above, in alphabetical order): Jamel Brown-Faulkner, Johnnie Carswell, Theodore Cash Jr., Esperanza Crespo-Guillen, Tyvesha Dixon, Christopher Emanuel, Torrie Florence, Manuel Cayetano Flores, Stanley Golden, Renato Calditara Govico, Dwight Hunt Sr., Dylan Jones, Erni Lizada, Michael Marrero, Jamaal McKenzie, Arturo Reyes, Marcus Rowe, Zaid Alawi Said, Tameka Scott, Samuel Clayton Tilles and Henry Ortua Wright Jr.



**Welding and Metallurgy** – Graduated April 7 (above, in alphabetical order): Miguel Angel Abad, Joshua Nino Bonita, Reynaldo Lacayo-Bermudez and Daryl Thomas Jr. Instructor Chris Raley is also pictured (far right).

# SEAFARERS LOG

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

Paul Hall Center Class Photos Pages 21-23

# Seafarers Tackle 'Labor of Love' At Hawallan Middle School

More than 300 volunteers with membership in 23 different unions (including the SIU) teamed up in mid-April to participate in the Hawaii State AFL-CIO's Labor of Love event, a yearly gathering where union members contribute their skills to support the local community. This year, volunteers worked to rehabilitate the Dole Middle School campus, a local school in Honolulu.

Dole Middle School is a Title I facility, which, according to the U.S. Department of Education, means that it serves a large percentage of students from low-income families.

When asked about the event's significance, SIU Honolulu Port Agent Hazel Galbiso said, "This year was special because Dole Elementary School – which is located in Kalihi, the same town as our union hall – was selected. We always look forward to participating and helping to beautify less fortunate, neglected public schools."

Affiliates of the Hawaii Ports Maritime Council of the Maritime Trades Department (Hawaii PMC) often take part in this event. This year's list of participating organizations included SIU, Marine Firemen (MFOW), Sailors' Union of the Pacific (SUP), American Federation of Government Employees, International Longshore and Warehouse Union (ILWU) Local 142, Electrical Workers (IBEW) Local 1260, Hawaii Government Employees Association (AFSCME) Local 152, Elevator Constructors Local 126 and Laborers Local 368.

The participation of fellow union members was a big plus for Engine Storekeeper **Tanya Awong**. "That was the first time I had ever gone to anything like that, because I usually am out of town. I had a lot of fun and met a lot of people. I thought it would be a smaller group, but there were a lot of other unions there, too. There were about 10 of us that showed up from SIU, but I wish that even more people came out. I would definitely do it again next year, if I'm on land," Awong said.

Bosun **Jim Reynolds** also appreciated the attendance at this year's project.

"The Labor of Love event was a great experience," he said. "It's always a worthwhile time to give back to the community by doing these types of projects. It was amazing how big a turnout

there was from SIU and the other unions. I was happy to see fellow crewmates from the *SBX* there, too. The school staff was very emotional about the big response, and the turnout was so large that it took us way less time to repaint the designated areas around the outside of the school complex."

Dole Middle School received almost \$80,000 worth of repairs during the Labor of Love event. In a single day, volunteers installed air conditioning units and laundry machines, renovated bathrooms, repainted several campus buildings and walkways, and set up new benches and picnic tables.

"The school was a little run down," observed Steward/Baker Marcus Rowe. "When the kids come to see the renovations, I hope it will uplift them and inspire them to do better in school and maybe in life because it showed that somebody cared."

Hawaii State AFL-CIO President Randy Perreira (of AFSCME) said of the event: "At a time when our community is facing ever-increasing costs and new challenges, Hawaii's labor unions remain committed to fighting to raise living conditions and improve the quality of life for all citizens. Our Labor of Love project is where all unions bring their talents and resources together to improve a school in need. Today our union members proudly demonstrate that labor unions in Hawaii are more relevant than ever as we showcase our skills and commitment as valuable members of our local community."

After volunteers completed their work renovating Dole Middle School's campus, the school hosted a Union Career Day. Members of several Hawaii PMC-affiliated unions took their places at booths to represent their respective organizations and educate future workers about the many possibilities for a career in which their labor will be rewarded.

"You hear such bad things about kids these days, but these middle school kids that came out for career day were really interested – especially when I told them that I work with food," Rowe noted. "The kids were asking questions about what it's like going out to sea. I absolutely inspired some future Seafarers that day. I'm glad I did it, and I'd do it again in a heartbeat."



SIU volunteers at the Labor of Love outreach included (from left) Hazel Galbiso, Arturo Reyes, Marcus Rowe, Arjay Hermoso, Kent Arroyo, Jim Reynolds, Todd Lander, Amber Akana and Tanya Awong.



Hawaii Governor Josh Green (left) and Steward/Baker Marcus Rowe were among the volunteers who helped beautify a local school.



From left, Seafarers Todd Lander, Arturo Reyes, Tanya Awong and Marcus Rowe apply fresh paint to some sidewalk stripes.



Seafarers take a photo at their booth during Union Career Day. Pictured from left to right are SIU Safety Director Amber Akana and SIU members Todd Lander, Arjay Hermoso, Jim Reynolds and Marcus Rowe.



SIU Port Agent Hazel Galbiso (right) poses with two ILWU members and Hawaii AFL-CIO COPE Director Dion Dizon (left).