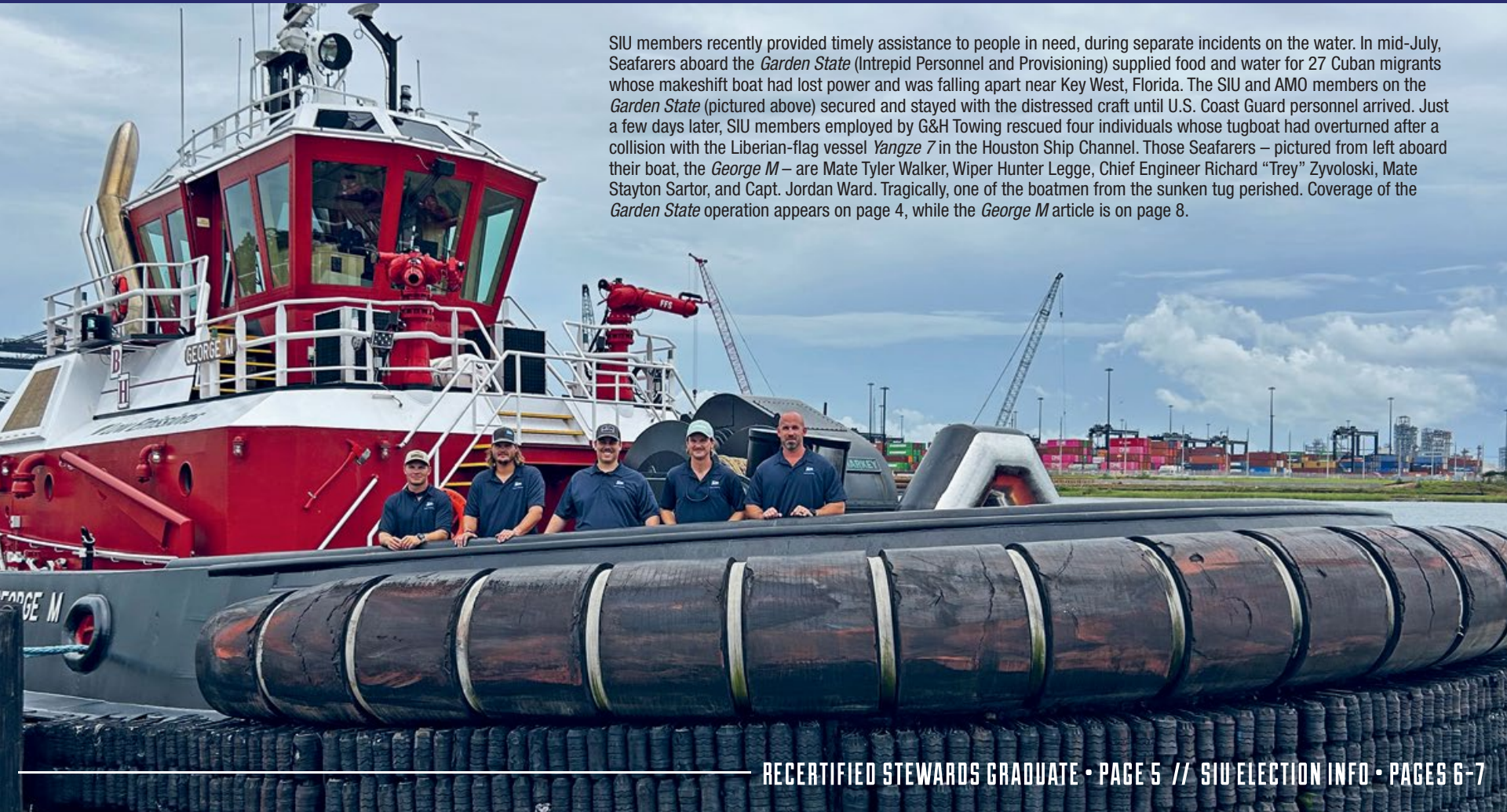




# SEAFARERS LOG

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

## Seafarers to the Rescue!



SIU members recently provided timely assistance to people in need, during separate incidents on the water. In mid-July, Seafarers aboard the *Garden State* (Intrepid Personnel and Provisioning) supplied food and water for 27 Cuban migrants whose makeshift boat had lost power and was falling apart near Key West, Florida. The SIU and AMO members on the *Garden State* (pictured above) secured and stayed with the distressed craft until U.S. Coast Guard personnel arrived. Just a few days later, SIU members employed by G&H Towing rescued four individuals whose tugboat had overturned after a collision with the Liberian-flag vessel *Yangze 7* in the Houston Ship Channel. Those Seafarers – pictured from left aboard their boat, the *George M* – are Mate Tyler Walker, Wiper Hunter Legge, Chief Engineer Richard “Trey” Zyvoloski, Mate Stayton Sartor, and Capt. Jordan Ward. Tragically, one of the boatmen from the sunken tug perished. Coverage of the *Garden State* operation appears on page 4, while the *George M* article is on page 8.



## Brotherhood of the Sea

On behalf of our entire executive board, I extend thanks and appreciation for the tremendous work done by Seafarers during two recent lifesaving efforts on the job. One involved the SIU-crewed *Garden State* rendering aid to 27 Cuban migrants who were in danger off the Florida coast. The other featured the Seafarers-crewed tug *George M* picking up four boatmen from a different vessel that had been struck by a ship in Houston. Tragically, one of the crew members from the stricken tug perished in the accident.

I trust you will read those respective stories elsewhere in this edition. In the meantime, I can't say enough about the professionalism, composure and selflessness demonstrated by all of the SIU brothers and sisters who handled these operations. You rose to the occasion and made us all proud. Congratulations on jobs well done, and on upholding the finest traditions of the Brotherhood of the Sea.

### Sound Rationale

For anyone who missed last month's *LOG*, my message primarily aimed to "lower the temperature" in our political discussions, regardless of one's preferred candidates. While that notion may almost seem quaint just a few weeks later, I do appreciate the feedback received from members, pensioners and even some of our operators. Your responses reinforced my belief that on some level, we'll all be grateful when Election Day is in the rearview mirror.

With that said, I'd be remiss in not touching on some of the basic rationale for the union's recent endorsement of Kamala Harris and Tim Walz (a former union member). The Biden-Harris administration has supported workers' rights and the maritime industry from their earliest days in the White House. This includes ironclad backing of the Jones Act, the Maritime Security Program, the Tanker Security Program, and cargo preference laws. We have enjoyed unprecedented access to the current administration and would strongly anticipate a similar, if not a greater level of interaction if Kamala Harris becomes the president.

Additionally, the Biden-Harris National Labor Relations Board has issued a whole host of pro-labor/pro-worker decisions throughout its tenure. It is a night-and-day difference from board members appointed by the current administration compared to the previous one.

Despite the former president's public disavowals of Project 2025, most of its authors served in his first administration, and many are prime candidates to come back for a second one – and, therefore, to be in a position to push its anti-maritime, anti-worker components. In a worst-case scenario (which isn't out of the question), Project 2025 could eliminate trade unions (and your contracts and benefits). The document calls for repeal or reform of the Jones Act, one of several misguided offerings regarding maritime. It would be too risky to have the drafters and major contributors that close to the Oval Office.

My bottom line on Project 2025 is that it defies common sense to think none of it would come to fruition, and if someone is basically telling you they're thinking of putting you out of business, you should take them seriously.

Also as mentioned last month, I have no interest in trying to tell anyone how to vote. But it is part of my job to identify candidates who I believe will work in your best interests (at every level of government). To me, the choice is clear in this year's presidential race. If you agree, talk to your families, friends and neighbors about the issues of importance and ask them to support the Harris/Walz ticket.

### Truly Inspirational

Last but not least, I congratulate the newest class of recertified stewards, who graduated in early August in Piney Point. There is never any shortage of incentive in this job, but hearing the graduation speeches always adds fuel to the motivational fire.

There are no better ambassadors for our union than the rank-and-file members who know the SIU (and our affiliated school) the best. Their diverse backgrounds all converge in a collaborative, ongoing success story that traces its roots to our founding in 1938. In all the decades since then, so many Seafarers have found their calling in this union and this industry. Whether they're legacies or trailblazers, "lifers" or in their second act, they contribute to and embody our collective success.

The graduation remarks reinforced the life-changing career opportunities available through the SIU. Let's continue working together to keep those pathways open.

## Major Maritime Bill Imminent

Comprehensive, bipartisan legislation to revitalize the U.S. maritime industry is expected to be introduced in Congress in the very near future.

The SIU has been working closely with other representatives from throughout the industry to provide useful input on the draft legislation, which is co-sponsored by Sen. Mark Kelly (D-Arizona), Sen. Marco Rubio (R-Florida), Rep. Mike Waltz (R-Florida), and Rep. John Garamendi (D-California).



During a National Maritime Day address earlier this year in the nation's capital, U.S. Sen. Mark Kelly (D-Arizona) describes his vision for a maritime revitalization bill.

**Seafarers LOG**      **Volume 86 Number 9**      **September 2024**  
The SIU online: [www.seafarers.org](http://www.seafarers.org)

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Capital Gateway Drive, Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

**Communications Director:** Jordan Biscardo  
**Assistant Communications Director:** Nick Merrill  
**Assistant Editor:** Aja Neal  
**Administrative Support:** Jenny Stokes

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

A very recent draft version of the untitled bill spanned 267 pages. Highlights included expanding cargo preference, new stipend programs, tax incentives, greater focus on workforce development and retention, and more.

Kelly, a former mariner (in addition to his military service), addressed many of these components during his National Maritime Day speech earlier this year in the nation's capital.

Speaking at U.S. Department of Transportation headquarters (with a large SIU contingent on hand), Kelly mentioned that he graduated from the Merchant Marine Academy in 1986, and that his grandfather sailed as a mariner in the Atlantic during World War II.

"The U.S. Merchant Marine and our maritime industry are incredibly important to me," he stated. "We need to seriously and urgently reorient and rebuild our maritime industry.... I am working on and developing legislation to do exactly that."

The senator acknowledged that, when he and other legislators began the effort to craft the aforementioned bill, he was surprised by the breadth and complexity of challenges facing the industry.

"Take, for example, our U.S.-flagged international fleet," he said. "When I graduated from Kings Point in 1986, there were about 400 or so U.S.-flagged oceangoing ships. Today, that number has fallen to about 80 ships operating in international commerce flying the U.S. flag. By the way, China has nearly 5,500."

"The reason for this change can almost entirely be attributed to policy decisions," Kelly continued. "They were decisions made by prior administrations and prior congresses."

After describing the cost differences between operating an American-flag ship in international commerce compared to a foreign-flag vessel, Kelly stated, "If we want our merchant fleet to compete, we need to make some changes, and that means Congress needs to look at financial incentives for private companies to consider shipping cargo on U.S.-flag vessels. We can do this. We can do it through tax credits and other financial tools. We need the American government to make sure taxpayer dollars aren't being used to ship cargo on foreign vessels, including those made or operated by China. We should restore the cargo preference requirements and agency reimbursements with which Congress undid in 2012."

A decorated U.S. Navy combat veteran, Kelly said that "because maritime security is a critical component of our national security, we need to reform our

bedrock maritime security programs to increase the base stipend for the Maritime Security Program, the Cable Security Fleet and the Tanker Security Program. And we should make the common-sense changes of clarifying that shipping companies should not pay taxes on this stipend. I also believe that this means that we need to consider regulatory reforms like looking for efficiencies to improve the way the Coast Guard licenses and regulates vessels and evaluate whether there are ways for carriers and maritime labor to modernize workplace liability protections. And at the same time, we need to examine how the duties and taxes on foreign-flag vessels that come to American ports can more closely mirror what our vessels are required to pay by adversaries like China. I believe that these efforts can bend the cost curve... However, that's just one piece of this equation. To truly reclaim our maritime industrial base and our heritage as a seafaring nation, we need to revitalize and rebuild our shipbuilding sector as well."

The senator explained how domestic yards are quite capable, but struggle to compete against foreign yards that receive billions of dollars in annual subsidies. He then proposed several potential solutions, including tax credits.

Turning to the topic of shipboard manpower, Kelly called for "significant investments in the institutions that produce hundreds of qualified American mariners every year.... At the same time, we also need to do a better job of training qualified able-bodied seamen, and we can do this through supporting the union schools and also expanding the existing MARAD centers of excellence."

The training centers aren't enough, he added. "We need to make sure that American workers realize that working at sea or working in an American shipyard is a good job and that it can be a good-paying job," he said. "This starts with raising awareness for these careers. It also might require added incentives for students, like public service loan forgiveness or additional tax benefits for mariners who go to sea."

He concluded, "Rebuilding our domestic maritime industry will supercharge our economy and create great paying jobs while also enhancing our military readiness and allowing us to more strategically compete with China. I need all of your help to make sure that we can turn these concepts into concrete legislation and then we've got to work together to get this across the finish line."



# Bunker Barge Signals New Work for Seafarers



The *Progress* can transport 3.17 million gallons. (Photo courtesy Crowley)

**S**IU-contracted Crowley on July 31 announced that it had accepted delivery of the LNG bunker barge *Progress*, the largest U.S. Jones Act-compliant vessel of its kind, after construction was completed at Fincantieri Bay Shipbuilding in Sturgeon Bay, Wisconsin.

In a news release, Crowley noted, “The *Progress* will expand access to cleaner energy for ship operators at the Port of Savannah, Georgia, upon final commissioning there.... Shell NA LNG, LLC, (Shell) signed a long-term agreement with Crowley to operate the barge, providing another fueling location to ships using liquefied natural gas.”

“This is another milestone for Crowley and a welcome addition to the Seafarers-crewed fleet,” said SIU Assistant Vice President Mike Russo. “As always, we are excited about the new jobs, and I know that SIU members will rise to the occasion.”

“The *Progress* LNG bunker barge sets a new standard for quality and capability to serve the energy needs of the shipping industry,” said

James C. Fowler, senior vice president and general manager, Crowley Shipping. “LNG offers a safe and reliable solution for ocean carriers that advances the transition to lower emissions. We congratulate the people whose dedication and hard work in designing and building this world-class vessel allowed us to reach this milestone for the U.S. industry and our customers.”

Designed by Crowley’s engineering services group, the 416-foot-long barge has a capacity of 3.17 million gallons and features “a transformative design, enabling efficient and dependable supply of LNG to fuel ships,” the company reported. “*Progress*’ technologies include capability developed by Shell and Crowley’s engineering services group to flexibly deliver LNG to various types of LNG containment systems.”

LNG is the lowest carbon fuel currently available to shipping at scale, emitting up to 23% less greenhouse gas (GHG) emissions (well-to-wake) compared to very/ultra-low sulfur fuel oil.

## Trustees Approve Doubling Credit for Covered Employment

Trustees of the Seafarers Health and Benefits Plan (SHBP) have announced an improvement that should make it easier for SIU members to maintain eligibility for benefits.

Effective January 1, 2024 (this year), the trustees modified the SHBP’s regulations so that Seafarers receive full credit towards covered employment whenever they are taking required courses at the SIU-affiliated school in Piney Point, Maryland. Specifically, whereas members participating in a qualified upgrading course at the Paul Hall Center’s Lundeberg School previously received employment credits for half of the course’s length, they now will receive full credit for each day of the class. In effect, the trustees doubled the credit.

The specific amendment pertains to “Article 1., Definitions, Paragraph 7, Covered Employment, subparagraph e.” The newly approved entry reads as follows: “All days that an employee is participating, either remotely or in person, in a qualified upgrading course at the Seafarers Harry Lundeberg School of Seamanship; provided that such course is successfully completed and provided that the employee met the School’s eligibility requirements immediately prior to beginning the course.” (The words “all days” replaced “one half of the time.”)

## SIU, Rest of Labor Movement Enthusiastically Support Harris-Walz in White House Run

This year’s presidential election took an unprecedented turn when President Biden – a longtime friend of the SIU and ardent supporter of workers’ rights and the U.S. maritime industry – decided not to seek re-election.

In the days and weeks that followed, the SIU, the AFL-CIO, and virtually the rest of the entire labor movement rallied in support of Vice President Kamala Harris and, subsequently, former union member Minnesota Gov. Tim Walz after he was chosen as her running mate.

The SIU Executive Board on July 30 unanimously voted to endorse Harris. The board later updated its endorsement to indicate unhesitating support for Walz.

After the initial endorsement, SIU President David Heindel said, “Our union has worked with Vice President Harris for many years, dating back to her time as San Francisco District Attorney and continuing right up to today. Throughout her career, she has been a true champion of working families and a solid supporter of the U.S. Merchant Marine. I am extremely confident that she is the best candidate for our industry and for the labor movement.”

The board pointed out that Vice President Harris currently is a key partner in what is arguably the most pro-labor, pro-maritime administration in modern times. She played a vital role in rebuilding our nation’s infrastructure while investing in good-paying union jobs. Her leadership has helped bring back manufacturing jobs to America; saved the pensions of more than a million union members and retirees; lowered prescription drug costs; and boosted workers’ rights to choose union representation. She is an outspoken advocate of organized labor’s top legislative priority, the Protecting the Right to Organize (PRO) Act.

During her service as a United States Senator, Harris also strongly supported the PRO Act; introduced legislation to extend overtime rights and guarantee new minimum-wage rights to agricultural workers; sponsored a bill to ensure the rights of domestic workers; walked a union picket line, and much more.

“As a United States Senator, I’ve been proud to stand with you in support of policies that ensure that our maritime industry remains strong, and that American workers have access to these good-paying jobs,” Harris said in an address to SIU officials.

Heindel concluded, “We are not in the business of trying to tell our members how to vote, but I fully believe that any honest review of Vice President Harris’ career would clearly show that she has supported our key issues at every step along the way. She is pro-maritime, pro-union and pro-worker, and she will do a great job as the next Commander in Chief.”

Following a late-July vote of the AFL-CIO Executive Council (Heindel serves on the group), which represents 60 unions and 12.5 million workers, the federation unanimously endorsed Harris for president.

“From day one, Vice President Kamala Harris has been a true partner in leading the most pro-labor administration in history,” said AFL-CIO President Liz Shuler. “At every step in her distinguished career in public office, she’s proven herself a principled and tenacious fighter for working people and a visionary leader we can count on. From taking on Wall Street and corporate greed to leading efforts to expand affordable child care and support vulnerable workers, she’s shown time and again that she’s on our side. With Kamala Harris in the White House, together we’ll continue to build on the powerful legacy of the Biden-Harris administration to create good union

jobs, grow the labor movement and make our economy work for all of us.”

On Aug. 6, following Harris’ selection of Walz, Shuler said, “By selecting Gov. Tim Walz as her running mate, Kamala Harris chose a principled fighter and labor champion who will stand up for working people and strengthen this historic ticket. We know that Gov. Walz will be a strong partner in the Harris White House, fighting every day to improve the lives of workers in communities across America. Gov. Walz isn’t only an ally to the labor movement, but also our union brother with a deep commitment to a pro-worker agenda. The labor movement stands united behind the Harris-Walz ticket, and we are ready to help lead the effort to defeat Donald Trump, JD Vance, and their anti-worker Project 2025 agenda in November.”

Walz is a former public school teacher and union member. He has delivered on a comprehensive, pro-union legislative package and created the gold standard for state governments aiming to do right by workers. He has enacted some of the most pro-worker packages of legislation of any state in the country, including laws to guarantee paid family and medical leave and mandate paid sick days; prohibit noncompete clauses; bar employers from holding anti-union captive audience meetings; strengthen protections for meatpacking workers and Amazon warehouse employees; strengthen the collective bargaining power of teachers’ unions, including allowing bargaining over educator-to-student classroom ratios; and create a statewide council to improve conditions for nursing home workers, among numerous other accomplishments both as governor and when he served in the U.S. House of Representatives.



# Garden State Crew Assists Migrants Near Dry Tortugas

SIU and AMO members aboard the *Garden State* (Intrepid Personnel and Provisioning) recently rendered crucial aid to 27 Cuban migrants near the isle of Dry Tortugas in Florida.

The *Garden State* on July 16 received a distress call regarding the migrants, whose makeshift raft was failing. The *Alexis M*, a fishing vessel coming from Key West, initially contacted the U.S. Coast Guard (USCG) concerning the vessel in distress, but Coast Guard personnel couldn't establish consistent communication with the migrants.

The agency then reached out to the *Garden State* to ask for assistance.

Seafarers on the Intrepid ship included Bosun **Derrick Alexander Jr.**, ABs **Willie Grimes**, **Larelle Reid Jr.**, **Calos Colon**, **Muhammad Khalid**, and **La'Terri Kohn**, QEP **Michael Banks**, QE4 **Troy Hubbard Jr.**, Oiler **Nicholas Sweeney**, Steward/Baker **Nicoll Quinones-Rodriguez**, Chief Cook **Stacy Fuller**, SA **Victoria Butler**, and Paul Hall Center Apprentice **James Randall III**.

When the *Garden State* pulled alongside the distressed migrant craft, mariners saw that it contained 23 men and four women – and that it was slowly collapsing. The raft apparently consisted of wood and Styrofoam.

Multilingual Seafarers Quinones-Rodriguez and Colon translated for the migrants and relayed information between them and the Coast Guard. They learned that the raft's motor had failed three days ago and that the migrants had been navigating the ocean using wooden paddles since, and that they had no food or water left.

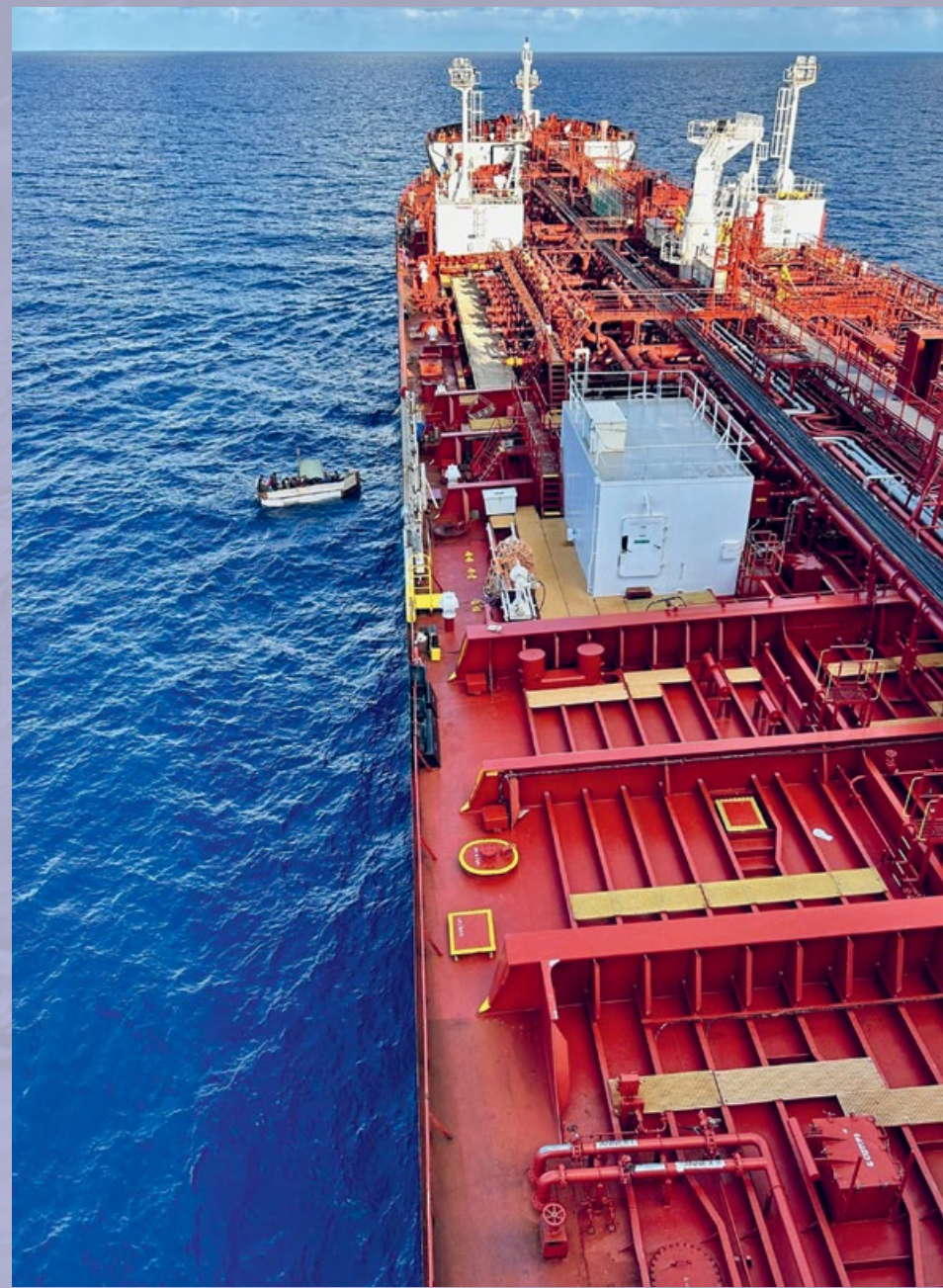
The *Garden State* crew proved instrumental in relaying information to USCG Sector Key West. The crew was then called on to provide assistance as the USCG made an effort to get assets to the rescue site, which was estimated to take about three or four hours.

After a few attempts, the *Garden State* maneuvered close enough with the fracturing migrant vessel. Chief Mate Shamus McDaniel along with support from the ship's deck department helped bring the boat safely aside the *Garden State*. Captain Chris Menezes quickly ordered the accommodation ladder to be made ready in case the boat continued to fall apart. Fortunately, the vessel stabilized at approximately 0906 when the *Garden State* was alongside with lee made in order to prevent further collapse.

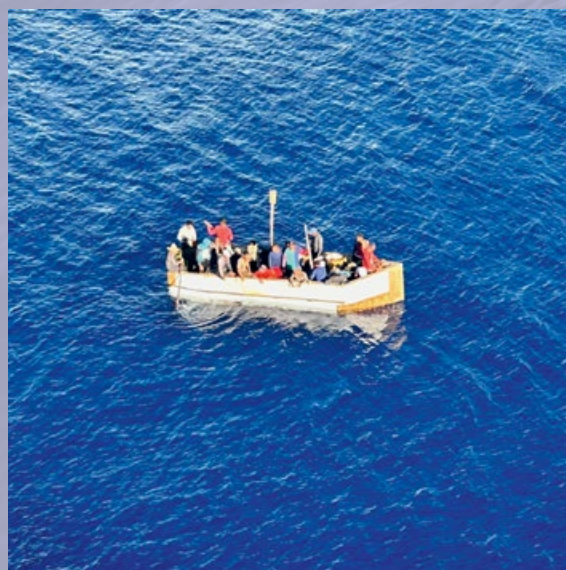
The *Garden State* crew shared water, cool rags, hydration packets, bananas and strawberries with the migrants. One migrant seemingly fainted from dehydration/heat exhaustion, but his breathing remained stable. After relaying this information to the Coast Guard, the crew decided it was safest to continue to keep them safely alongside until the USCG reached their location.

At about 1024 USCG personnel arrived on scene followed by United States Customs and Border Protection agents. The migrants were transferred to USCG small boats and were taken from the area. By 1112, the *Garden State* was dismissed and continued on its voyage.

According to Captain Menezes's report of the incident, the *Garden State* crew did a wonderful job assisting the migrant vessel. "[The migrants] may have drifted for an unknown amount of time in the open ocean on a deteriorating raft without food or water if not for the assistance of the *Garden State*," he said. "All departments all had a big hand in getting these people to safety. Well done by all."



These photos show various stages of the humanitarian outreach by the *Garden State* and the subsequent arrival of Coast Guard personnel.







The most recent class of Recertified Stewards (from left to right): Delia Peters, Cayetano Toledo, Jesus Pacheco, Johnson Ashun, Emanuel Spain and Lamont Faulks. (Faulks was unable to attend the graduation ceremony due to a family emergency.)

## Six Recertified Stewards Reach the Mountaintop

Seafarers comprising the most recent class of recertified stewards have proven their skills, while also learning more about the inner workings of the industry during the two-week course. Reaching the highest level of vocational training in their department in a graduation ceremony conducted on August 5 were **Johnson Ashun, Lamont Faulks, Jesus Pacheco, Delia Peters, Emanuel Spain and Cayetano Toledo.**

The newly minted recertified stewards passed an all-encompassing training course, including leadership and social responsibilities, computer technology, various Coast Guard requirement updates, baking skills and other department-specific workshops on nutrition, sanitation and more. Most of the class took place at the SIU-affiliated Paul Hall Center in Piney Point, Maryland. The curriculum also included a day at the union's headquarters, located in Camp Springs, Maryland.

The following quotes were provided by the graduates, both in written form and as speeches given to fellow members, union officials, apprentices, Paul Hall Center staff and others in attendance at the August membership meeting in Piney Point.

### Johnson Ashun

Ashun, who joined the union in 2004, recounted his journey to reaching recertified status. Sailing out of Wilmington, California, he spoke about his family ties to the union, citing his uncles and brothers as his primary motivation to begin his career at sea.

"At the beginning of my career, I joined the NMU (which later merged into the SIU)," he said. "I was so fortunate to work with a company called Alaska Tanker for many years, and it was a blessing. I have enjoyed being a merchant mariner, and my family is so proud of me. Everything I have, came from this union."

He then shared a story from his sailing career, detailing a close call with pirates in the Strait of Malacca: "We had an alarm ring out on the ship. We all ran down to the emergency station and the captain told us to be alert, and that there was a pirate attack on the ship. It was nighttime, so we slowly came to realize they were not attacking our ship, but another vessel that was a couple of ships in front of us. But we were an American ship, so there were Navy ships protecting us. We didn't even know if we would wake up in the morning, but the whole time we were protected because we were American Merchant Mariners."

### Lamont Faulks

Hailing from Norfolk, Virginia, Faulks started sailing in 2006. Due to a family emergency, he was unable to give his speech during the ceremony, but in his prepared remarks, he relayed the following messages: "I was introduced to shipping through a family friend when I was 20 years old. It was the best decision of my life. Through sailing with the SIU I was able see the world, and make good money doing it."

He also acknowledged some of the people whom he credited with helping him achieve his goals, writing, "I would like to thank all of the officials on the (executive

board. I would also like to thank the instructors, and everyone in the Norfolk hall. I would like to remind the trainees to stay focused and never give up. Don't forget to upgrade. Don't forget it is important to donate to SPAD, and support the Jones Act."

### Jesus Pacheco

Pacheco, who sails from San Juan, Puerto Rico, stated, "Today is a very special day in my life. In 2008, I was unemployed, jumping from one low-paying job to another. Then in March of 2009, I visited the SIU Hall in Santurce, and two months later I became a trainee here at Piney Point."

He continued, "Since that moment, my life took a 180-degree turn for the better. This school gave me the necessary tools that I needed to succeed in life and to become a part of this great family called the Seafarers International Union. Within two years, I became a chief cook, and since then I've been traveling all over the world. This job gave me a solid source of income, and with that I have made real estate investments, which is an accomplishment that I never dreamed possible before becoming an SIU member."

He concluded, "Every day, U.S. mariners go to work to ensure that Puerto Rico and the U.S. mainland have dependable domestic shipping, supplying our country with goods and supplies that enrich our lives. Being an SIU member means job security, excellent benefits, vacation pay, time off between jobs and a great pension. This is all made possible by our headquarters personnel and executive board members. They work hard creating and maintaining our collective bargaining contracts, ensuring that our families will remain safe and strong in today's modern world. We must continue to support them, because they support us. Today I am proud to say that I am SIU for life."

### Delia Peters

Sailing out of the Port of Houston, Peters described herself as a "proud graduate of Class 798." She spoke about her journey to the SIU, as well as her experiences during her career.

"I consider myself to be very lucky, and grateful to all the people who I have met along the way," she said. "I had wonderful mentors in Ms. Edna Torris, Mr. Jeffrey Badua, the galley department here who showed me the importance of taste and presentation. Also, the administration, especially Ms. Priscilla (Labanowski) and Ms. Amber (Johnson)."

She also credited the late SIU President Michael Sacco: "I cannot forget my own personal experience with the great Mike Sacco, especially seeing him at Sunday Mass when I was upgrading. He always prioritized his faith. I always felt too shy to speak directly to him, but I would smile and say 'Peace be with you' when I was seated behind him. I know he would be proud of what we have become as members of the union. To his family, you are so lucky to have a father like him. He left a legacy that will live on. I have so much respect for his leadership during hard times like Covid and war. To the current union officials, thank

you all, most especially to our new president, David Heindel."

Peters said to the apprentices, "Stay focused on your goals and keep upgrading! You can go from steward assistant to chief steward in two years. After you gain experience, show your leadership to be recommended for recertified steward to get priority, preferences and permanent status. The school and the union give us the tools to succeed; your success is in your own hands!"

### Emanuel Spain

Spain is the latest in a long line of family members to ascend the ranks within the SIU: "Have you heard the saying, 'The family that works together stays together'? That's true with my family. There are five generations, and all are proud members of the SIU. Five generations from grandfathers, uncles, sons and nephews." He sails from the Port of Norfolk, and began his union career after six years in the Navy and nearly a decade in hospitality.

"This school is truly a blessing," he continued. "I urge everyone to keep upgrading, as hard work pays off. There is no shortcut to success. Don't be afraid to upgrade and move up or go to the next level so that you can help your family faster."

He finished by saying, "To the trainees here, my advice, please do not buy a BMW on your first check. Save up money for your maintenance, try to put it in your pension plan or 401K. The more you sail, the more savings you earn, and when the time comes to retire, you won't worry about your finances."

### Cayetano Toledo

Sailing from the Port of Piney Point, Toledo began his SIU career in 1995. He thanked the many people who helped him sharpen his skills: "A lot of this could not have been possible without the guidance and kindness of the instructors. I would like to express sincere thanks to Chef John Dobson, Chef John Hetmanski, Chef Ed White, Chef RJ and Chef Paul."

He then thanked the most important person in his life: "I would also like to acknowledge my wife, who has been a vital part of this journey. She has always been on my side and always my inspiration to keep going. Now she is also in the same profession and she has a much better understanding and appreciation of this industry and the career that we are fortunate to choose."

"Being a part of the union brought me so much joy and prosperity," he added. "I have been an inspiration to my family, (in particular) my brothers and niece and nephew for them to follow the same path. Our dream goals as a family for a better, fulfilling life have been achieved because of the opportunities that this career brings."

He then offered advice to the trainees, saying, "Be patient! All the sacrifices that you are encountering now are worth it, and make sure you keep upgrading. Stay humble and look out for your brothers and sisters."



# Credentials Approved for Candidates to Union Offices

## REPORT OF CREDENTIALS COMMITTEE ON CANDIDATES FOR 2024 ELECTION OF OFFICERS FOR TERM 2025-2028 SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC, GULF, LAKES, AND INLAND WATERS

We, the undersigned members of the Credentials Committee, were duly elected at a Special Meeting held at the Port of Piney Point on August 14, 2024. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America-Atlantic, Gulf, Lakes, and Inland Waters for the years 2025-2028, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. The applicable constitutional provisions are as follows:

### ARTICLE XII

#### Qualifications for Officers, Assistant Vice-Presidents, Port Agents, and Other Elective Jobs

**Section 1.** Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Assistant Vice-President, or Port Agent provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries, and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund, to which Fund this Union is a party or from a company under contract with this Union; unless such individual commenced receiving a pension benefit from any such fund by virtue of having reached the age of 70½.

(f) He has not sailed in a licensed capacity aboard an American flag merchant vessel or vessels within twenty-four (24) consecutive months immediately prior to the opening of nominations.

**Section 2.** All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

**Section 3.** All candidates for, and holders of, elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book memberships in good standing.

### ARTICLE XIII

#### Election for Officers, Assistant Vice-Presidents, and Port Agents

##### Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer

at the address of Headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed, and dated by the proposed nominee:

I HEREBY CERTIFY that during the past thirteen (13) years I have not been convicted of, or served any part of a prison term resulting from a conviction for robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit such crimes. In addition, I certify that I support the Constitution of the United States of America, its institutions and form of government."

Dated \_\_\_\_\_

Signature of Member \_\_\_\_\_

Book No. \_\_\_\_\_

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with the safe-keeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

In order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

**Section 9.** The term "member in good standing" shall mean a member whose monetary obligations to the Union are not in arrears for thirty (30) days or more, or who is not under suspension or expulsion effective

in accordance with this Constitution. Unless otherwise expressly indicated, the term "member" shall mean a member in good standing.

Your Committee sought guidance from the Union's General Counsel through the Secretary-Treasurer as to whether this section would apply to a member who is unable to pay dues because of employment aboard an American flag merchant vessel as stated in Article III, Section 3(e). Your Committee was advised that, in keeping with past practice and constitutional interpretation, the same thirty (30) day grace period should be applied in these situations. Accordingly, when a member who is working on foreign articles leaves the vessel, the dues for the applicable quarter must be paid within thirty (30) days from the date of discharge in order to maintain good standing.

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seetime". This section reads as follows:

**Section 13.** The term "seetime" shall include employment upon any navigable waters, days of employment in a contracted employer unit represented by the Union or time spent in the employ of the Union or one of the Union's direct affiliates as an elected or appointed representative.

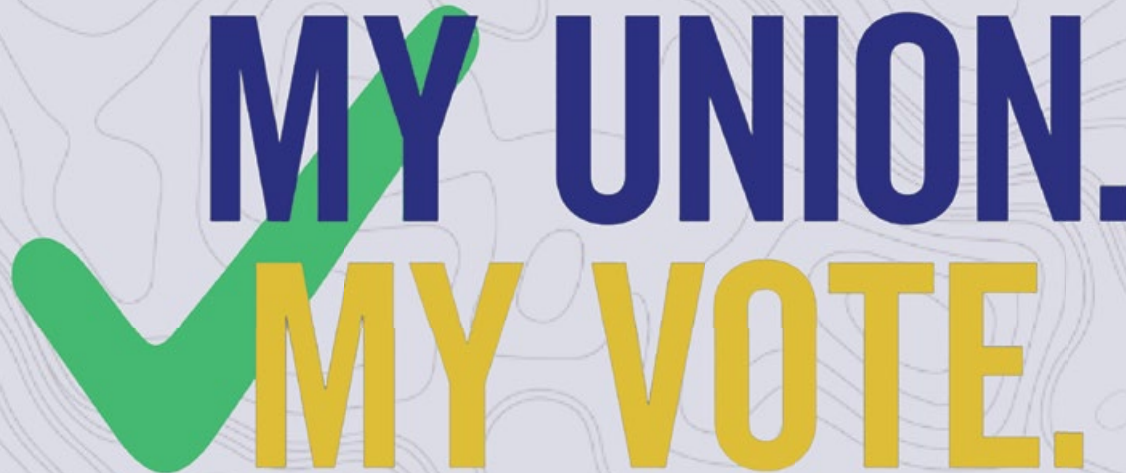
We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels." This portion of the Constitution reads as follows:

**Section 14.** The term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels" shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats, and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union.

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to ensure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all members who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with Piney Point, be arranged on the ballot geographically, as has been done in the past. After each member's name and book number is his/her qualification or disqualification, followed by the reason for that decision.





# Credentials Approved for Candidates to Union Offices

## **PRESIDENT**

David W. Heindel, H-1443  
Qualified Credentials in order

## **EXECUTIVE VICE PRESIDENT**

Augustin Tellez, T-764  
Qualified Credentials in order

## **SECRETARY-TREASURER**

Michael D. Murphy, M-2483  
Qualified Credentials in order

Thomas Orzechowski, Jr, O-601  
Qualified Credentials in order

## **VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT**

George Tricker, T-919  
Qualified Credentials in order

## **VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST**

Joseph T. Soresi, S-2658  
Qualified Credentials in order

## **VICE-PRESIDENT IN CHARGE OF THE GULF COAST**

Dean E. Corgy, C-5727  
Qualified Credentials in order

## **VICE-PRESIDENT IN CHARGE OF THE WEST COAST**

Nicholas J. Marrone, M-2308  
Qualified Credentials in order

## **VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES, AND INLAND WATERS**

Bryan D. Powell, P-1987  
Qualified Credentials in order

## **VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES**

Joe Vincenzo, V-518  
Qualified Credentials in order

## **ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT**

Patrick A. Vandegrift, V-488  
Qualified Credentials in order

## **ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST**

Amancio Crespo, C-2127  
Qualified Credentials in order

## **ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST**

Kris A. Hopkins, H-1658  
Qualified Credentials in order

## **ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST**

Christian Westbrook, W-5787  
Qualified Credentials in order

## **ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS**

Michael Russo, R-5772  
Qualified Credentials in order

## **ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES**

Samuel Spain, S-2773  
Qualified Credentials in order

## **PINEY POINT PORT AGENT**

Mark von Siegel, V-612  
Qualified Credentials in order

## **NEW JERSEY PORT AGENT**

Raymond Henderson, H-1907  
Qualified Credentials in order

## **PHILADELPHIA PORT AGENT**

Joseph T. Baselice, B-2795  
Qualified Credentials in order

## **BALTIMORE PORT AGENT**

John Paul Hoskins, H-1630  
Qualified Credentials in order

## **MOBILE PORT AGENT**

Jimmy White, W-1600  
Qualified Credentials in order

## **NEW ORLEANS PORT AGENT**

George W. Owen, O-695  
Qualified Credentials in order

## **HOUSTON PORT AGENT**

Joe Zavala, Z-5049  
Qualified Credentials in order

## **OAKLAND PORT AGENT**

Kathy Chester, C-1906  
Qualified Credentials in order

Hazel P. Galbiso, G-1458  
Qualified Credentials in order

## **ST. LOUIS PORT AGENT**

Chad Partridge, P-2057  
Qualified Credentials in order

## **DETROIT-ALGONAC PORT AGENT**

Todd R. Brdak, B-2684  
Qualified Credentials in order

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Cayetano Toledo, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Thursday, August 15, 2024, to receive any credentials that might have been delivered by hand after the closing of business hours by the Union.

All credentials received as of August 15, 2024, have been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

Dated: August 16, 2024

Cayetano Toledo  
Chairman

Marilou Toledo  
Jessica Valentin  
Damon Zschoche

Christian Cruz  
Mark Kim Cordova

## **SIU Exec. VP Among AOTOS Honorees**

SIU Executive Vice President Augie Tellez is a recipient of the 2024 Admiral of the Ocean Sea (AOTOS) Award, the United Seamen's Service (USS) announced in early August. The other AOTOS honorees are TOTE Group President and Chief Executive Officer Tim Nolan, and Fairwater Chief Executive Officer Daniel J. Thorogood.

The annual awards dinner is scheduled for Friday, Oct. 25 in New York City. It will include special recognition for ILWU Local 142 and the Hawaii Longshore Division for their response to the catastrophic wildfires that hit Maui in August 2023. U.S. mariners also will be honored for heroism and bravery during the prior calendar year.

"For more than 50 years, USS has presented the AOTOS Award, widely regarded as the most prestigious accolade in the maritime sector, to individuals and organizations that have made exceptional contributions to the advancement of seafarers and the U.S. maritime industry," the host organization said in a news release.

Retired U.S. Army Lt. Gen. Kenneth R. Wykle once again is chairing the committee that oversees the event. He noted, "We are proud to announce our three very deserving AOTOS Award honorees, all of whom have made significant contributions to the maritime industry. As the leader of TOTE, Tim Nolan is playing a critical role in the Jones Act trade with TOTE Maritime Alaska and TOTE Maritime Puerto Rico. For nearly 50

years, Augie Tellez has been an active leader with SIU and has been dedicated to protecting the wellbeing of seafarers throughout his entire career. Dan Thorogood is committed to ensuring Fairwater operates at the highest standards and prioritizes safety for seafarers, employees, cargo and the environment. These industry leaders have shown an unwavering commitment to advancing the maritime industry and protecting our seafarers' best interests."

Proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine, seafarers of all nations, and U.S. government and military members overseas. SIU President David Heindel is this year's dinner chairman.

## **Contracts VP Announces Several Key Developments**

SIU Vice President Contracts George Tricker had no shortage of newsworthy items to share in his August report to the membership - and they spelled good news for Seafarers.

In chronological order, Tricker reported the following developments:

- A new, 12-month bridge agreement was reached in late July between the union and its contracted operators who have vessels in the Ready Reserve Force (RRF). Effective July 27, 2024, all FOS and ROS wages and wage-related items were boosted by the same significant amount. This includes an increase in vacation benefits while in ROS status. Additionally, all crew

members shall receive FOS wages and benefits when a vessel is in a shipyard/repair facility, including transit to and from the facility.

- All SIU jobs will remain intact with current contract terms and conditions as Crowley and SEACOR Holdings jointly announced the successful formation of Fairwater Holdings LLC. Fairwater integrates Crowley's and SEACOR's petroleum and chemical transportation vessels, capabilities and personnel to provide Jones Act shipping solutions. The combined fleet consists of 31 vessels, including various types of tankers and articulated tug-barges. In the weeks leading up to the formal announcement in early

August, the company had contacted mariners who will be employed by Fairwater to help ensure a smooth transition and to reassure them that their respective collective bargaining agreements will remain unchanged.

- The union reached a new, four-year contract with Transoceanic Cable Ship Company, effective July 1, 2024. The pact increases wages and overtime pay, among other gains.

- Effective Aug. 3, 2024, Seafarers employed aboard the *Overseas Mykonos* (OSG Ship Management) received a contractually scheduled four percent increase to all wages and wage-related items.



# SIU Boatmen Rescue 4

Under enormous and abrupt pressure to render aid to fellow boatmen, the SIU crew of the tugboat *George M* delivered.

SIU members aboard the G&H Towing/Bay Houston vessel rescued four people from a collision between the 55-foot towboat *Miss Peggy* and the 653-foot Liberian-flag merchant vessel *Yangze 7* in the Houston ship channel on July 19. A fifth crew member aboard the *Miss Peggy* did not survive the impact of the two vessels.

Master **Jordan Ward**, Mate **Stayton Sartor**, Mate Trainee **Tyler Walker**, Chief Engineer **Richard Zyvloski**, and Wiper **Hunter Legge** were the SIU members on the *George M* whose good Samaritan efforts saved the four members of the *Miss Peggy* crew.

SIU Vice President Gulf Coast Dean Corgey stated, "The immediate and efficient response by the SIU crew was nothing short of exemplary. They did a great job under emergency circumstances, and they deserve accolades. I know I speak for our entire organization when I say that we couldn't be more proud of them."

Dive teams, the Coast Guard, and other authorities conducted a search-and-rescue in the area for roughly 32 hours to find the missing fifth crew member, deckhand Aquarius Lowman. Since the weekend of the incident, his remains have been recovered and the impacted boat has also been raised to the surface.

Before the accident occurred, the *George M* crew had just completed a nearby docking job on a busy but otherwise normal day. The tug was headed away from the port when crew members observed the *Yangze 7* closing in on the *Miss Peggy* as they both moved inbound.

Sartor, who was steering at the time, slowed the *George M* down to observe the situation and witnessed the two vessels colliding. He immediately alerted the rest of the SIU crew so they could redirect their vessel to respond.

Walker, who was keeping watch, also saw the two ships passing dangerously closely to each other. "I was up in the wheelhouse observing and I look over and saw that push boat kind of off the bow of that ship," he recalled. "We were pretty much broadside them, so we couldn't tell with our depth perception if he was exactly in front of them or not, but it looked a little closer than normal. We're used to close-quarters situations all the time on the channel, so you know, you

kind of get an eye for it and this one – it just seemed a little closer than normal."

When the crew aboard the *Yangze 7* apparently didn't seem phased by being in such close quarters, Walker breathed a sigh of relief, only to realize that he could no longer see the tug from the other side. Immediately, he alerted Ward that the two ships collided and the crew aboard the *George M* sprang into action.

"The guys acted quickly," Ward said. "The tug sank; initially three guys hit the water. I ran up to the wheelhouse and took over."

As ships nearby dropped their anchors, the *George M* crew prepared to assist the *Miss Peggy* crew. In less than a minute, Sartor turned the tug around and met the sinking boat at the scene, as the other crewmates deployed the man-overboard retrieval system and communicated with local authorities and nearby traffic.

The SIU boatmen wore personal protective gear and used life rings to initially bring aboard three collision survivors (none wearing life vests). Because the accident happened during midday with sunny weather conditions, it made the shipwreck survivors easier to locate, even without their vests. A fourth survivor floated to the surface in his life vest, coughing blood and in need of medical attention due to being submerged underwater for an extended period of time.

Walker was ready to assist in any way that he could, and commended Ward's levelheaded approach to handling the rescue. "When we have an incident, there's a list of procedures that the captain has to follow to take care of everything," Walker said. "I was back on deck checking on the guys and I ran upstairs and try to help Jordan out. He was doing what he could and there was a lot of stuff going on. He was able to communicate clearly with everybody. By the time we got back to the dock, we had firefighters and emergency people already waiting on us."

According to G&H Towing, the rescue "was carried out with the utmost professionalism and the master, Jordan Ward, commended mate Sartor's radio communication and presence with involved parties and nearby traffic. All crew members were commended on their unified efforts and the deployment and use of emergency equipment and effective response procedures." The company salutes each boatman for "their



The sinking *Miss Peggy*.

speedy and effective response, professionalism, situational awareness, assessment, insight, and for the support, sensitivity, and treatment offered to the victims rescued."

Sartor said, "I've been working at G&H for three-and-a-half years now and this is really my first time seeing anything that bad. It was a good thing that we had a good, maneuverable boat, that everyone knew what to do, and that we had that Dacon frame (rescue ladder) to help them get back on board."

Walker noted that after the things had calmed down, the *George M* crew considered what they would do if something like what they had just seen, happened to their boat. "We started thinking, 'Okay, what would we do if this boat tipped over?' I think all the doors on the *Miss Peggy* were closed, so it didn't start to sink immediately, but once those guys started opening up those doors to get out, that's when it sunk," Walker said. "All the watertight doors need to be closed when you're under way in order to maintain reserve buoyancy." Even though they routinely check every month, the crew made sure to recheck their watertight doors and escape hatches after completing the rescue.

Ward couldn't be prouder of his crew's efforts in this rescue. "My guys were great," he said. "In all honesty, those two guys (Walker and Sartor) are pretty young, but they're superstars. They grew up on boats. We're all local, we all came up around here, we're all aware, just to recognize a situation like that and get the boat around as fast as possible to get the guys out of the water.... Anything could have happened. Those guys did a really good job."

## Important Notice: Updated Merchant Mariner Credential and MMC-related Documentation E-mail Submission Instructions

*Editor's note: The U.S. Coast Guard's National Maritime Center issued the following notice on Aug. 12. The bulletin is available on the SIU website; printed copies have been posted at the hiring halls.*

The National Maritime Center (NMC) has established a centralized e-mail inbox for the submission of certain merchant mariner credential (MMC) applications to streamline the MMC application submission process and better manage the receipt and initial processing of incoming MMC applications.

Regional exam centers (RECs) will continue to receive and process MMC applications for Local Limited, Restricted, and First Class Pilot MMCs. Please continue to e-mail, mail, or hand-deliver these applications to the local REC responsible for the routes requested. E-mail is the preferred method for submission of these applications. The e-mail and physical address for each of the RECs is available on the NMC's Regional Exam Centers webpage. Please note that sending First Class Pilot/Local Limited applications directly to the NMC may result in delays in processing your application.

The NMC is centralizing the submission of all other MMC applications. The preferred method of application submission is e-mail. If you are applying for anything other than a Local Limited, Restricted, or First Class Pilot credential, please e-mail your ap-

plication to [MMCAplications@uscg.mil](mailto:MMCAplications@uscg.mil).

Processing times at the NMC vary based on e-mail volume. Sending information via e-mail to the incorrect e-mail address or sending the same information to several e-mail addresses not only causes delays in processing for other mariners but will significantly delay the processing of your information.

MMC and medical certificate applications and information are processed separately and should not be sent to the same e-mail address. For more detailed guidelines on submitting medical certificate applications and information, visit the NMC's Medical Certificate webpage.

You can help us improve our processing times by sending MMC applications as indicated above AND by adhering to the guidelines below when sending any other information electronically:

- Subject lines for MMC related e-mails should include: the mariner's last name, mariner's first name, and mariner's reference number (if available).
- Attachments should be in PDF format, named in the following format: Mariner Last Name\_Mariner First Name\_Mariner Reference Number (if available). For example: Smith\_John\_1234567.
- Only submit documentation in PDF format attached to the e-mail. Other formats (including links to PDFs) will not be accepted and your application

and/or documentation will not be returned.

- Drug test results are part of your MMC application and should NOT be sent with your Medical application (CG 719K or K/E).
  - E-mail documentation/information in response to an awaiting information letter related to an MMC application to: [MMC-Awaiting-Info@uscg.mil](mailto:MMC-Awaiting-Info@uscg.mil).
  - E-mail general questions and requests for status updates to: [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil).
  - Do not send the same documentation and/or information to more than one e-mail address.
  - Send all required documentation with your application.
  - Mariners who do not have an active MMC application in process at the NMC or an REC should hold all documentation until they submit their next MMC application. Documents received without an open MMC application are not processed and will not be returned.
- Be advised that the NMC West Virginia does not accept walk-ins or in-person delivery of applications. RECs do accept in-person delivery of applications with an appointment.
- Should you have any questions, please contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-IASKNMC (427-5662).



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## September & October Membership Meetings

Piney Point	<b>Tuesday: Sept. 3</b> , Monday: Oct. 7
Algonac	Friday: Sept. 6, Oct. 11
Baltimore	Thursday: Sept. 5, Oct. 10
Guam	Thursday: Sept. 19, Oct. 24
Honolulu	Friday: Sept. 13, Oct. 18
Houston	Monday: Sept. 9, <b>Tuesday: Oct. 15</b>
Jacksonville	Thursday: Sept. 5, Oct. 10
Joliet	Thursday: Sept. 12, Oct. 17
Mobile	Wednesday: Sept. 11, Oct. 16
New Orleans	Tuesday: Sept. 10, Oct. 15
Jersey City	Tuesday: Sept. 3, Oct. 8
Norfolk	Friday: Sept. 6, Oct. 11
Oakland	Thursday: Sept. 12, Oct. 17
Philadelphia	Wednesday: Sept. 4, Oct. 9
Port Everglades	Thursday: Sept. 12, Oct. 17
San Juan	Thursday: Sept. 5, Oct. 10
St. Louis	Friday: Sept. 13, Oct. 18
Tacoma	Friday: Sept. 20, Oct. 25
Wilmington	Monday: Sept. 16, Oct. 21

*Piney Point and Houston changes due to holiday observances*

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

## Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from July 15 - August 14, 2024.  
 "Registered on the Beach" data is as of August 15, 2024.

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	15	7	1	13	7	0	7	19	7	3
Anchorage	1	1	1	1	2	0	1	2	2	1
Baltimore	3	5	0	3	3	0	2	1	3	0
Fort Lauderdale	23	5	4	17	6	2	3	34	14	5
Guam	3	1	1	2	1	0	1	3	1	1
Harvey	6	7	3	8	6	2	4	7	7	3
Honolulu	8	2	0	3	1	0	3	14	1	1
Houston	41	19	9	24	14	9	14	58	28	9
Jacksonville	28	24	6	26	23	4	13	37	32	6
Jersey City	21	9	3	13	2	6	8	39	11	4
Joliet	2	1	0	3	1	0	0	3	1	0
Mobile	6	1	4	8	1	1	3	8	3	3
Norfolk	19	14	9	13	14	8	8	27	16	10
Oakland	9	3	2	6	1	1	1	18	3	3
Philadelphia	5	1	0	5	0	0	1	1	1	0
Piney Point	0	2	1	0	2	0	0	1	2	1
Puerto Rico	8	4	1	6	1	1	2	10	5	0
Tacoma	17	8	3	9	6	0	4	29	8	3
St. Louis	5	3	1	3	2	1	2	2	0	1
Wilmington	18	8	1	24	6	2	11	44	8	5
<b>TOTAL</b>	<b>238</b>	<b>125</b>	<b>50</b>	<b>187</b>	<b>99</b>	<b>37</b>	<b>88</b>	<b>357</b>	<b>153</b>	<b>59</b>
<b>Engine Department</b>										
Algonac	3	1	2	3	4	2	4	5	0	1
Anchorage	2	0	0	1	0	1	1	1	0	0
Baltimore	1	1	2	4	1	2	1	0	2	0
Fort Lauderdale	7	5	1	1	3	0	1	15	6	2
Guam	1	1	0	0	1	1	1	1	0	1
Harvey	4	1	2	2	2	2	0	4	3	1
Honolulu	5	1	1	4	3	1	0	5	3	2
Houston	10	10	2	9	5	1	7	17	13	6
Jacksonville	17	12	3	17	9	3	8	22	18	2
Jersey City	16	4	0	9	3	1	3	15	7	0
Joliet	1	0	0	0	0	0	0	1	0	0
Mobile	2	2	0	4	3	0	1	3	0	0
Norfolk	10	7	8	9	5	4	2	13	9	12
Oakland	3	2	2	2	3	0	1	8	4	3
Philadelphia	3	0	0	2	0	1	0	3	1	1
Piney Point	1	3	0	2	0	0	1	2	2	0
Puerto Rico	3	1	0	7	2	0	2	5	0	0
Tacoma	6	8	0	4	3	0	1	13	13	0
St. Louis	3	0	0	0	0	1	0	4	0	0
Wilmington	14	4	1	8	1	1	2	16	6	4
<b>TOTAL</b>	<b>112</b>	<b>63</b>	<b>24</b>	<b>88</b>	<b>48</b>	<b>21</b>	<b>36</b>	<b>153</b>	<b>87</b>	<b>35</b>
<b>Steward Department</b>										
Algonac	5	1	0	0	1	0	0	6	0	0
Anchorage	1	0	1	0	0	1	0	1	1	1
Baltimore	1	1	3	1	1	2	2	0	0	2
Fort Lauderdale	4	2	0	3	3	0	2	9	4	1
Guam	1	1	0	0	0	0	0	1	2	0
Harvey	3	2	2	1	2	1	1	4	4	2
Honolulu	11	1	0	4	3	0	2	11	3	0
Houston	13	10	3	12	6	0	5	21	9	4
Jacksonville	18	12	3	15	12	3	9	33	18	4
Jersey City	6	5	1	5	2	2	2	7	4	1
Joliet	1	1	0	0	0	1	2	2	1	0
Mobile	2	2	0	1	0	0	0	3	4	0
Norfolk	16	12	4	8	12	5	5	21	11	6
Oakland	11	3	1	9	2	1	3	14	9	2
Philadelphia	2	0	0	3	0	0	0	1	1	0
Piney Point	4	6	3	1	3	0	1	5	5	2
Puerto Rico	1	5	1	1	8	1	1	8	5	1
Tacoma	6	5	2	7	1	2	3	11	7	0
St. Louis	1	1	1	1	1	0	0	1	1	1
Wilmington	16	5	3	17	5	2	5	33	7	2
<b>TOTAL</b>	<b>123</b>	<b>75</b>	<b>28</b>	<b>89</b>	<b>62</b>	<b>21</b>	<b>43</b>	<b>192</b>	<b>96</b>	<b>29</b>
<b>Entry Department</b>										
Algonac	2	14	11	0	3	2	3	2	15	18
Anchorage	0	3	0	0	1	0	1	0	3	0
Baltimore	0	4	5	0	2	4	0	0	2	2
Fort Lauderdale	0	3	8	0	3	3	3	1	6	16
Guam	0	1	1	0	1	1	1	0	0	0
Harvey	1	1	5	2	2	2	1	0	7	10
Honolulu	1	3	5	1	1	2	0	0	5	11
Houston	6	14	21	4	13	8	3	6	30	23
Jacksonville	1	34	47	1	25	28	13	1	48	81
Jersey City	2	19	15	0	6	5	4	4	21	18
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	0	0	2	0	0	1	0	0	0	2
Norfolk	0	9	25	0	9	17	3	0	9	36
Oakland	0	5	14	0	3	5	2	0	8	17
Philadelphia	0	1	1	0	0	1	0	0	1	0
Piney Point	0	0	14	0	0	6	5	0	1	9
Puerto Rico	0	2	1	0	1	0	0	0	2	1
Tacoma	2	12	8	2	6	4	1	3	10	4
St. Louis	0	1	1	0	0	1	0	0	0	0
Wilmington	1	4	5	0	5	5	2	1	13	12
<b>TOTAL</b>	<b>16</b>	<b>130</b>	<b>190</b>	<b>10</b>	<b>81</b>	<b>95</b>	<b>42</b>	<b>18</b>	<b>181</b>	<b>261</b>
<b>GRAND TOTAL</b>	<b>489</b>	<b>393</b>	<b>292</b>	<b>374</b>	<b>290</b>	<b>174</b>	<b>209</b>	<b>720</b>	<b>517</b>	<b>384</b>



# At Sea & Ashore with the SIU



**ABOARD USNS ALGOL** – These four photos were taken during the most recent voyage of the *Ocean Duchess* vessel. Pictured from left in the group photo are Chief Steward Kim Holliman, Recertified Bosun Ritche Acuman, and Chief Cook Keyanna Williams. AB Jeremy Smoot is in the third photo from left.



**MEMORABLE MOMENT** – AB Art Galaura receives his A-seniority book at the Joliet hall.



**ABOARD ARC INTEGRITY** – Pictured from left aboard the TOTE vessel in Baltimore are Chief Cook Marcial Avila Solano, SA Rogelio Sadang, OS Ernest Ross Jr., Bosun Shatina Wright, Engine UA Rickie Abrams, Jr., and Engine UA Troy Lawrence.



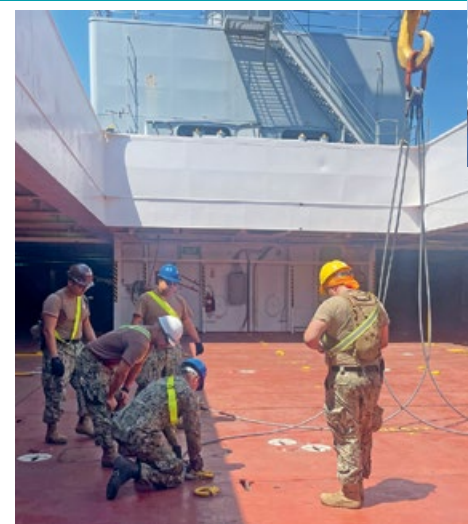
**FULL BOOK IN SAN JUAN** – STOS Jose Gonzalez Del Valle (right) receives his B-seniority book in Puerto Rico. He's pictured with Safety Director Ricky Rivera.



**SUPPORTING THEIR COMMUNITY** – In the aftermath of Hurricane Beryl, Houston-area Seafarers have pitched in with cleanup efforts throughout the area. Pictured during a recent volunteer outreach are (from left) Safety Director Kevin Sykes, Patrolman Kelly Krick, State Senator Molly Cook, Texas AFL-CIO President Rick Levy, Patrolman J.B. Niday, SA Oger Bermudez, Patrolman Kirk Pegan, and Oiler Francisco Martinez.



**ABOARD OS MYKONOS** – Seafarers are pictured aboard the Overseas Ship Mgt. vessel in Hawaii. Standing, from left, are OS/Apprentice Steven Pham, Chief Cook Alondra Polanco, GUDE De'Shawn Jordan, Bosun Juan Ruiz Manaiza, SA Shavonne Freeman, GUDE Salmon Alhobabi, QEP Neil Tupas. Kneeling, also from left, are AB Manuel Delgado and Recertified Steward Juan Vallejo Hernandez.



**SIDE BY SIDE WITH NAVY PERSONNEL** – Recertified Bosun LBJ Tanoa (right in the Seafaring Selfies) reports another successful crane-training session with U.S. Navy personnel aboard the SIU-crewed *Cape Intrepid* (Ocean Duchess).



# At Sea & Ashore with the SIU



## WELCOME ASHORE IN SUNSHINE STATE –

Recertified Steward George Monseur (left) picks up his first pension check outside the Jacksonville hall; Patrolman Eddie Pittman is at right. Monseur joined the union in 1989 (and, for anyone wondering, that's his bike).



## ABOARD GREEN OCEAN –

Pictured aboard the Waterman ship in Jacksonville are (above, right) Bosun Nathaniel Guevara and (from left in other photo) SIU Safety Director Adam Bucalo and STOS Travis Houston. Photo credits to SIU Port Agent Ashley Nelson.



## ABOARD MAERSK DENVER –

During his off time, Recertified Bosun James Walker brings in a short-bill spear fish aboard the vessel in early August.



**ABOARD JANET MARIE –** Pictured from left during a recent servicing aboard the Sunrise Operations ship are ABs Victor Frazier, Andrei Tretyak and Zaid Said.



## REMEMBERING AN SIU BROTHER –

Seafarers got together at the Wilmington hall after the July membership meeting to celebrate the life of Patrolman Jesse Sunga Jr., who unexpectedly passed away July 4. Pictured at the hall are Jesse's family (parents, son, brother, and niece) along with union personnel. *(Editor's note: The August LOG contains an article about Jesse, available both in print and online.)*



## BOOKS GALORE IN JACKSONVILLE

– These snapshots were taken during the July and August membership meetings (two photos apiece). In the group photo at bottom left, taking the oath at the hiring hall are (from left) SA Albemisha Jones (B seniority), AB Levon Prophet (A seniority), Chief Cook Ashley Fabor (A) and Chief Cook Greg Eady (A). Eady is also pictured in the top right photo, with his wife, Ervina, who was there for the milestone. Pictured from left in the other large group photo are Oiler Terrex Houston (A), SA Marissa Armstead (B), AB Aungelique Hordge (A), and QMED Eric Jackson (A). Patrolman Eddie Pittman is at the podium. The remaining photo includes Armstead (left) and Safety Director Adam Bucalo.





# At Sea & Ashore with the SIU



**PROMOTING MARITIME CAREERS** – Hitting the recruiting trail recently in Kansas City are (from left) Ryan Covert and Lauren Liles of the SIU, Todd Wright from AMO and Jennifer Umali from MSC. The occasion was the American School Counselor Association Conference.



**CONGRATS IN HOUSTON** – AB Jose Castillo Lino (left) receives his full book at the hiring hall. He's pictured with SIU Patrolman J.B. Niday.



**MILESTONE IN CHARM CITY** – Bosun's Mate/Splicer-Joiner Wende Sadang (left) receives his A-seniority book at the Baltimore hall. He's pictured with Safety Director Jose Argueta.



**ABOARD PRIDE OF AMERICA** – Union members (from left) Jeananne Bowers and Christopher Orr are pictured aboard the only U.S.-flag deep-sea cruise ship. Operated by NCL America, the ship sails to the Hawaiian Islands.



**WELCOME ADDITION** – Chief Cook Ricardo Ramos (left) wanted to share this smile-inducing photo of his wife, Grace Nuñez, and their brand new baby, Camila Sofia Ramos. They're pictured at the hall in San Juan, Puerto Rico.



**ABOARD GREEN COVE** – Pictured from left aboard the Waterman vessel in Boston are Chief Steward Lenford Royes, Recertified Bosun Joseph French, and SIU Patrolman Osvaldo Ramos.



**ABOARD GEORGE II** – Pictured from left in the group photo are SA Rickey Roberson, Chief Cook Brandy Clemons and Recertified Steward Sedell Mitchell-Reynolds. The remaining photos show some of the menu items from a recent indoor BBQ aboard the Sunrise Operations vessel. Thanks to vessel master Capt. Mark Tuck for submitting the photos, which were taken by his wife, Colleen.



# Welcome Ashore!

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

## DEEP SEA

### LUVERTIS ALFORD

Brother Luvertis Alford, 65, joined the union in 2001 and initially sailed aboard the *Midnight Sun*. He worked in the deck department and upgraded at the Piney Point school on several occasions. Brother Alford last shipped on the *Pacific Collector* and makes his home in Spanaway, Washington.



### PATRICK BUCKLEY

Brother Patrick Buckley, 67, started sailing with the SIU in 1979 and first worked with American Barge Lines. He shipped in both the steward and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother Buckley most recently shipped on the *Pacific Tracker*. He resides in Milton, Vermont.

### WILLIAM CHITTICK

Brother William Chittick, 62, became a member of the union in 2001 and sailed in the deck department. He was first employed by Penn Maritime and worked in the deck department. Brother Chittick's final vessel was the *Ocean Reliance*. He lives in Portland, Maine.



### ROMEO CRUDA

Brother Romeo Cruda, 69, started sailing with the union in 2006, initially shipping on the *Pride of America*. He sailed in the engine department and upgraded on multiple occasions at the Paul Hall Center. Brother Cruda most recently sailed aboard the *Alliance Fairfax* and lives in Pearland, Texas.



### TESFAYE GEBREGZIABHER

Brother Tesfaye Gebregziabher, 71, signed on with the SIU in 1993. He first sailed aboard the *USNS Bellatrix* and worked in the engine department. Brother Gebregziabher upgraded often at the Paul Hall Center. He last shipped on the *Maersk Kansas* and is a Houston resident.



### REYNALDO GONZALES

Brother Reynaldo Gonzales, 65, joined the Seafarers International Union in 1991 and first sailed aboard the *Independence*. He upgraded at the Piney Point school on multiple occasions and sailed in the deck department. Brother Gonzales concluded his career aboard the *Edward A. Carter Jr.* and settled in Middleburg, Florida.



### MICHAEL GRAMER

Brother Michael Gramer, 61, embarked on his career with the SIU in 1981 when he sailed on the *Independence*. He shipped in the steward department and upgraded at the Paul Hall Center on numerous occasions. Brother Gramer most recently shipped aboard the *Pacific Tracker*. He lives in Federal Way, Washington.



### CARLTON GRIFFIN

Brother Carlton Griffin, 65, signed on with the union in 1978. He first sailed aboard the *Santa Maria* and worked in the steward department. Brother Griffin upgraded on numerous occasions at the union-affiliated Piney Point school. He last sailed on the *Green Point* and is a resident of Tucson, Arizona.



### RENE GUILTY

Brother Rene Guity, 71, began his career with the Seafarers International Union in 1992, initially sailing on the *Independence*. He worked in the steward department and upgraded at the Paul Hall Center on several occasions. Brother Guity's final vessel was the *Magnolia State*. He is a Miami resident.



### LOUINS JOHNSON

Brother Louins Johnson, 67, donned the SIU colors in 1990. He first sailed aboard the *OMI Hudson* and worked in the steward department. Brother Johnson upgraded often at the Piney Point school. He most recently sailed on the *Pennsylvania* and lives in Westwego, Louisiana.



### DERRICK MARTIN

Brother Derrick Martin, 71, signed on with the SIU in 2010. He sailed in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Martin's first vessel was the *National Glory*; his last, the *Cornhusker State*. He calls Norfolk, Virginia, home.



### PIOTR MLYMARCZYK

Brother Piotr Mlymarczyk, 70, began sailing with the Seafarers in 1970. He sailed in the deck department and first shipped on the *Gus W. Darnell*. Brother Mlymarczyk upgraded his skills at the Piney Point school on multiple occasions. He most recently sailed on the *Matson Tacoma* and lives in Burien, Washington.



### REYNALDO NUQUI

Brother Reynaldo Nuqui, 71, joined the union in 2002 and first sailed aboard the *Black Eagle*. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Nuqui last shipped on the *Maersk Chicago*. He resides in Fresh Meadows, New York.



### RANDOLPH PATTERSON

Brother Randolph Patterson, 65, donned the SIU colors in 2000 when he sailed aboard the *USNS Pollux*. He upgraded on several occasions at the Piney Point school and worked in the engine department. Brother Patterson most recently shipped on the *Harry Martin*. He resides in Norfolk, Virginia.



### TODD PEDEN

Brother Todd Peden, 69, became an SIU member in 1977. He was initially employed with CSX lines and worked in the deck department. Brother Peden upgraded on several occasions at the Paul Hall Center and last sailed aboard the *Chemical Pioneer*. He makes his home in Inverness, Florida.



### RANDELL PORTER

Brother Randell Porter, 51, embarked on his career with the Seafarers in 1992 when he shipped on the *USNS Capella*. He sailed in the deck department and upgraded at the union-affiliated Piney Point school on numerous occasions. Brother Porter's final vessel was the *Sunshine State*. He resides in Jacksonville, Florida.



### ALBERT RIOLLANO

Brother Albert Riollano, 61, started sailing with the union in 2002, initially shipping on the *Dodge Island*. He sailed in the engine department and upgraded on multiple occasions at the Paul Hall Center. Brother Riollano concluded his career aboard the *Maersk Kinloss* and lives in New York City.



### FRANCISCO VALLE

Brother Francisco Valle, 62, joined the union in 1990 when he sailed aboard the *Independence*. He upgraded at the Piney Point school on numerous occasions and worked in the engine department. Brother Valle's final vessel was the *Horizon Spirit*. He lives in Richmond, Virginia.

## INLAND

### MARK BOLDIG

Brother Mark Boldig, 68, joined the SIU in 1983. A deck department member, he worked with Association of Maryland Pilots for the duration of his career. Brother Boldig resides in Fayetteville, North Carolina.

### RONALD JARVIS

Brother Ronald Jarvis, 67, embarked on his career with the Seafarers in 2007. He sailed in the deck department and upgraded his skills on multiple occasions at the Paul Hall Center. Brother Jarvis was employed with Penn Maritime for the duration of his career. He lives in Columbia, North Carolina.



## GREAT LAKES

### SCOTT KRAJNIAK

Brother Scott Krajniak, 57, began sailing with the Seafarers in 1990 and first worked aboard the *Nicolet*. He upgraded at the Piney Point school on multiple occasions and shipped in the deck department. Brother Krajniak most recently sailed on the *Burns Harbor* and makes his home in Hawks, Michigan.





David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Joe Vincenzo, Vice President  
Government Services

Bryan Powell,  
Vice President Lakes and Inland Waters



## HEADQUARTERS

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

## ALGONAC

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

## ANCHORAGE

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

## BALTIMORE

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

## GUAM

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

## HONOLULU

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

## HOUSTON

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

## JACKSONVILLE

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

## JERSEY CITY

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

## JOLIET

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

## MOBILE

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

## NEW ORLEANS

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

## NORFOLK

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

## OAKLAND

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

## PHILADELPHIA

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

## PINEY POINT

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

## PORT EVERGLADES

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

## SAN JUAN

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

## ST. LOUIS/ALTON

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

## TACOMA

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

## WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744  
(310) 549-4000

# Inquiring Seafarer

This month's question was answered by steward department upgraders at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

## Question: What are some things you like about this school?



**Lekesha Stevenson**  
Steward/Baker

I like the fact that it's diverse. Everybody's cool with each other and we really get along and help each other.



**Nichol Corley**  
Chief Cook

I love the fact that they help you out and educate you on a lot of cooking. This is my first time here and I really love it.



**Lyaunna Bolden**  
Chief Cook

The free room and board, and getting time to practice cooking. This is my second time at the school.



**Sam Alston**  
Chief Cook

I got to learn how to cook gravy. The instructors were great and the accommodations were phenomenal.



**Ruby Jackson**  
Chief Cook

I like the educational part. It's taught me a lot. I've been cooking for many years but I've learned the right way to do things.



**Jesus Fernandez**  
Chief Cook

The opportunity to upgrade, and how caring the crew is. Everyone wants to see you win; you always get a second chance, and they make it fair for everyone.

## Pic from the Past



OS Edward Blaha (left) and Messman Armando Frissora take a break aboard the Emerson Steamship vessel *Cecil N. Bean* in 1952.



# Final Departures

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

## DEEP SEA

### CARL DAVIS

Pensioner Carl Davis, 70, passed away May 28. He began his career with the Seafarers International Union in 1991. A deck department member, Brother Davis first shipped on the *Constellation*. His final vessel was the *Maersk Chicago*. Brother Davis went on pension in 2018 and lived in League City, Texas.



### JACK HART

Pensioner Jack Hart, 62, died May 13. He became a member of the union in 1981 and initially sailed aboard the *Producer*. Brother Hart worked in the steward department and last sailed on the *Overseas Chinoak*. He retired in 2021 and was a resident of Jacksonville, Florida.



### CARTEZ HORTON

Brother Cartez Horton, 50, passed away April 21. He signed on with the SIU in 1991 when he sailed on the *Anders*. Brother Horton sailed in the engine department and last shipped on the *Global Sentinel* in 2005. He resided in Mobile, Alabama.



### KONSTANTINOS KATSALIS

Pensioner Konstantinos Katsalis, 86, died May 24. He embarked on his career with the SIU in 1969, initially sailing aboard the *Seatrain New York*. Brother Katsalis worked in the engine department and last shipped on the *Nuevo San Juan*. He went on pension in 1996 and settled in Athens, Greece.

### JOSE LOUREIRO

Pensioner Jose Loureiro, 67, passed away May 31. He joined the Seafarers in 1991 and was a member of the deck department. Brother Loureiro's first vessel was the *Overseas Alaska*; his last, the *Alaskan Explorer*. A frequent upgrader, he retired in 2022 and made his home in San Diego.



### ARTHUR MOORE

Pensioner Arthur Moore, 80, died May 29. He started sailing with the SIU in 1992. A deck department member, Brother Moore initially shipped on the *Producer*. He concluded his career aboard the *Baldomero Lopez* and began collecting his pension in 2011. Brother Moore resided in Mountain Grove, Missouri.



### SUNDAY NWANKWO

Brother Sunday Nwankwo, 64, has passed away. He signed on with the union in 2001 and first worked aboard the *Allegiance*. A deck department member, Brother Nwankwo most recently shipped on the *Evergreen State*. He lived in Hawthorne, California.



### MANUEL OLIVEIRA

Pensioner Manuel Oliveira, 90, died May 20. He joined the SIU in 1992 and first sailed aboard the *Sea-lift Antarctic*. A deck department member, Brother Oliveira concluded his career aboard the *Endurance*. He retired in 1999 and settled in San Diego.

### MICHAEL PSOINOS

Brother Michael Psoinos, 40, has passed away. He began sailing with the union in 2018 when he worked on the *Achievement*. Brother Psoinos was a deck department member and most recently sailed aboard the *Corsica*. He lived in Plant City, Florida.

### EMMANUEL ZEPHYR

Pensioner Emmanuel Zephyr, 75, died May 13. He signed on with the Seafarers in 2001 and first sailed aboard the *USNS Roy M. Wheat*. Brother Zephyr was a steward department member and last shipped on the *Maersk Memphis*. He became a pensioner in 2017 and made his home in Newport, Tennessee.



### JEON MING WANG

Pensioner Jeon Ming Wang, 97, passed away July 3. He signed on with the Seafarers International Union in 1988. An engine department member, Brother Wang worked aboard the *Independence* for the duration of his career. He became a pensioner in 1998 and settled in Pearl City, Hawaii.



## INLAND

### WALTER HAWKINS

Brother Walter Hawkins, 76, died May 24. He began his career with the Seafarers International Union in 1982. Brother Hawkins was a deck department member. He was employed by JK McCammon for the duration of his career. Brother Hawkins resided in Kingsport, Tennessee.

### HUBERT JOSEPH

Pensioner Hubert Joseph, 68, passed away June 3. He embarked on his SIU career in 2000 and initially sailed on the *Ascension*. Brother Joseph shipped in the deck department and concluded his career working with Crowley Towing and Transportation. He became a pensioner in 2019 and settled in Santurce, Puerto Rico.



### GLEN STRICKLAND

Pensioner Glen Strickland, 77, died May 27. He started sailing with the union in 1968 when he worked with Hvide Marine. Brother Strickland was a deck department member. He last worked for Western Towing Company and began collecting his pension in 2009. Brother Strickland made his home in Kirbyville, Texas.

## NMU

### NED AUSTIN

Pensioner Ned Austin, 96, passed away January 28. Brother Austin was a deck department member. He concluded his career aboard the *Antiguan Pass* and retired in 1989. Brother Austin lived in the Burnsville, North Carolina.

### JUAN BONILLA

Pensioner Juan Bonilla, 87, has passed away. Brother Bonilla sailed in the deck department. He concluded his career aboard the *Mormac Sky* and went on pension in 2003. Brother Bonilla lived in Honduras.

### KERRY BUSH

Pensioner Kerry Bush, 83, died April 12. Brother Bush shipped in both the deck and engine departments. He last sailed on the *Navigator* and began collecting his pension in 2006. Brother Bush resided in Galveston, Texas.

### ANDRES CASTILLO

Pensioner Andres Castillo, 93, passed away June 2. Brother Castillo worked in both the deck and engine departments. He became a pensioner in 2007 after sailing on his final vessel, the *Yorktown Express*. Brother Castillo lived in Galveston, Texas.



### GEORGE COONEY

Pensioner George Cooney, 94, passed away January 27. Brother Cooney sailed in the deck department and concluded his career aboard the *Brooklyn*. He began collecting his pension in 1994 and called Laurel, Montana, home.

### LUIS GARCIA

Pensioner Luis Garcia, 96, died May 24. A steward department member, he concluded his career aboard the *American Hawaii*. Brother Garcia retired in 1987 and settled in Virginia Beach, Virginia.



### PHILLIP HINES

Pensioner Phillip Hines, 72, passed away May 5. Brother Hines was a member of the steward department. He concluded his career aboard the *Cape Taylor* and became a pensioner in 2006. Brother Hines resided in Renton, Washington.



### VALVART LEAVY

Pensioner Valvart Leavy, 91, died May 11. He worked in the deck department. Brother Leavy's final vessel was the *Green Valley*. He went on pension in 2000 and made his home in Arverne, New York.

### FLOYD MCFIELD

Pensioner Floyd McField, 93, died March 14. He was a member of the engine department and last sailed on the *Kittanning*. Brother McField retired in 1996 and was a resident of New Orleans.

### JAMES NEWELL

Pensioner James Newell, 90, passed away May 14. Brother Newell worked in the deck department. He last sailed aboard the *Tampa Bay* before becoming a pensioner in 1989. Brother Newell made his home in Huntsville, Alabama.





# Digest of Shipboard Union Meetings

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

**MAERSK KENSINGTON** (Maersk Line, Limited), May 12 – Chairman **Carlos Gibbons**, Secretary **Hussain Nagi Ali**, Educational Director **Ralph Garner**, Deck Delegate **Dennis Avila**, Engine Delegate **Keith McIntosh**, Steward Delegate **Andrea Hargrove**. Chairman encouraged everyone to read the *Seafarers LOG*. He reminded members to visit the union website for valuable information regarding updating documents as well as pension and medical benefits. No beefs or disputed OT reported. Members would like to see increases in pension and vacation pay and better Wi-Fi connectivity. Crew requested new TVs, mattresses, blankets, towels and sheets.

**MAERSK ATLANTA** (Maersk Line, Limited), June 16 – Chairman **Ferdinand Gongora**, Secretary **Glenn Williams**, Educational Director **Austin Blake**, Deck Delegate **Stephen Belden**, Engine Delegate **Tracy Mitchell**, Steward Delegate **Osmar Ramos**. Chairman reminded everyone to leave clean rooms for oncoming crew and commended them for a job well done. Secretary thanked members for being good shipmates and asked them to leave dirty linen in laundry room before departing ship. Educational director encouraged members to up-

grade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Crew asked for new sheets, pillows and new drinking glasses.

**OVERSEAS MYKONOS** (Overseas Ship Management), June 17 – Chairman **Juan Ruiz Manaiza**, Secretary **Jason Beckford**, Educational Director **Neil Tupas**, Engine Delegate **Salman Alhobabi**, Steward Delegate **Shavonne Freeman**. Educational director advised members to upgrade at the Paul Hall Center and to keep documents up to date. Fishing gear and supplies to be purchased through ship fund. No beefs or disputed OT reported. Crew discussed interests in increasing vacation to 20 for 30. Back doors should not be used at night while watch stand is sleeping.

**AMERICAN PHOENIX** (Phoenix Crew Management, LLC), July 1 – Chairman **Charles Hill**, Secretary **Anthony Jacobson**, Educational Director **Latiffe Brooks**, Deck Delegate **Yafet Antah**, Engine Delegate **Michael Lane**, Steward Delegate **Ma Marilyn Nance**. Secretary reminded members to submit MMC and medical certificate applications early. Educational director encouraged crew to take advantage of the upgrading opportunities of-

ferred at the Piney Point school. No beefs or disputed OT reported. Members expressed their gratitude for increased SHBP vision benefit and thanked galley gang for good meals. New microwave has been ordered. Crew motioned to add penalty time to contract for grinding garbage and to align vessel contract with Standard Tanker Agreement rather than the stand-alone contract. Specifically, crew asked for the contract to include the option to claim cash in lieu of day off, as well as an increase in vacation pay. Next port: Pascagoula, Mississippi.

**ALASKAN NAVIGATOR** (Alaska Tanker Company), July 7– Chairman **Adel Ahmed**, Secretary **Albert Sison**, Educational Director **Leland Peterson**, Deck Delegate **Nathaniel Rivera**, Steward Delegate **Nasr Almusab**. Chairman reminded members to renew credentials and medical certificates early. Secretary thanked crew for good housekeeping and reminded everyone to follow sanitary practices during meal service. Educational director reviewed upgrading courses offered at the Paul Hall Center in Piney Point, Maryland, including the one-day revalidation course. No beefs or disputed OT reported. Members motioned

to change rate of extra meal compensation from \$1 to \$5 per person and to change the rate from \$5 to \$10 per day when extra riders are staying on board ship. Relief crew requested an extra set of coveralls. Members would like physicals to be required once per year, increases in vacation to 20 for 30, penalty pay to DEU for cleaning grease traps and SA pay scale to be on par with entry level positions in all other departments. Members motioned to change normal retirement age to 62 and to reduce days of employment to qualify for vacation application. Crew suggested additional courses to be offered at the Piney Point school, including mandatory training on social and emotional intelligence. Next port: Long Beach, California.

**PATRIOT** (TOTE Services), July 8 – Chairman **Paulin Augustin**, Secretary **Bruce Johnson**, Deck Delegate **Chandler Dixon**, Steward Delegate **Joseph Yamson**. Members discussed various ideas to modify collective bargaining agreement. Educational director encouraged crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew requested new sheets, pillows, blankets, towels, washcloths and new treadmill. Next port: Baltimore.

## Know Your Rights

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

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

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

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

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

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

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

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

**PAYMENT OF MONIES.** No monies

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

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

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

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

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

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

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



# Paul Hall Center Upgrading Course Dates

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

## Latest Course Dates



Title of Course	Start Date	Date of Completion
<b>DECK DEPARTMENT UPGRADING COURSES</b>		

Able Seafarer - Deck	September 23 November 4	October 11 November 22
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<b>ENGINE DEPARTMENT UPGRADING COURSES</b>		
Junior Engineer	September 9	November 1
Pumpman	September 16	September 20
RFPEW	September 23	October 18
Welding	September 23 October 28	October 11 November 15
FOWT	September 23	October 18

Junior Engineer	September 9	November 1
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Pumpman	September 16	September 20
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RFPEW	September 23	October 18
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Welding	September 23 October 28	October 11 November 15
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FOWT	September 23	October 18
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<b>STEWARD DEPARTMENT UPGRADING COURSES</b>		
Certified Chief Cook	September 23 November 4	October 25 December 6
ServSafe Management	September 16 October 28 December 2	September 20 November 1 December 6
Advanced Galley Ops	November 18	December 13
Chief Steward	October 7	November 1

Certified Chief Cook	September 23 November 4	October 25 December 6
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ServSafe Management	September 16 October 28 December 2	September 20 November 1 December 6
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Advanced Galley Ops	November 18	December 13
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Chief Steward	October 7	November 1
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Title of Course	Start Date	Date of Completion
<b>SAFETY/OPEN UPGRADING COURSES</b>		

Basic Training Revalidation	September 23	September 23
	September 27	September 27
	October 28	October 28
	November 18	November 18
	December 2	December 2
Combined Basic/Adv. FF	December 6	December 6
	October 7	October 11

Combined Basic/Adv. FF	October 7	October 11
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Medical Care Provider	September 30	October 4
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Government Vessels	September 9	September 13
	September 30	October 4
	October 7	October 11
	November 4	November 8
MSC Ship Clip	December 9	December 13
	September 16	September 27

MSC Ship Clip	September 16	September 27
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Tank Ship Familiarization - DL	September 30	October 4
	October 7	October 11
	October 21	October 25

Tank Ship Familiarization - LG	September 16	September 20
	September 23	September 27
	September 30	October 4



## UPGRADING APPLICATION

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

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

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

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

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

COURSE	START DATE	DATE OF COMPLETION

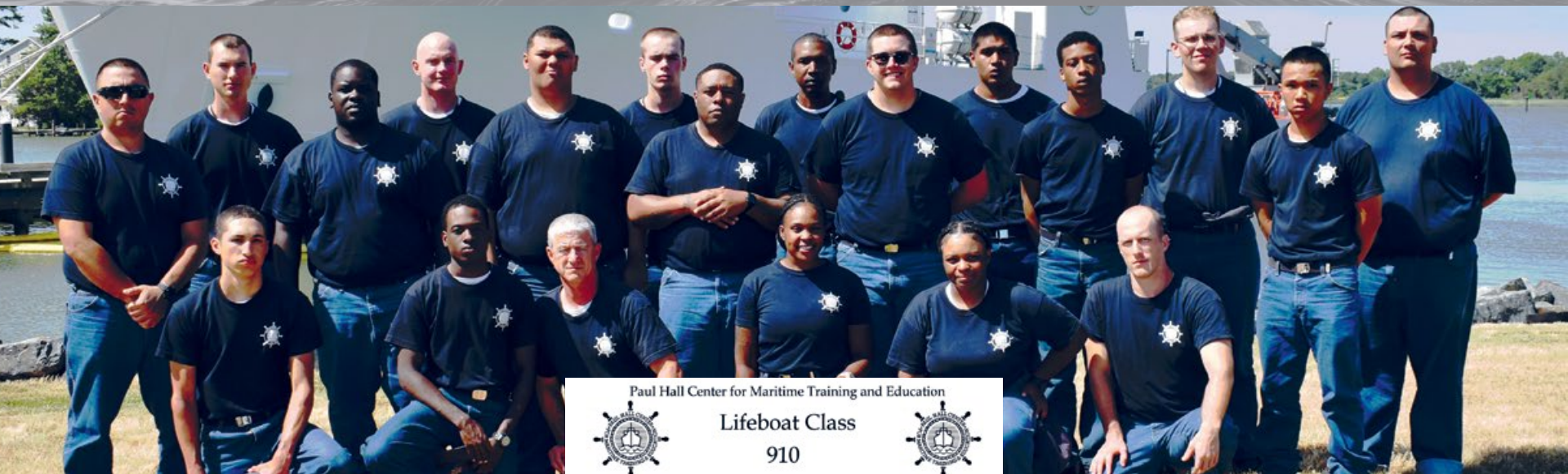
LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

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



# Paul Hall Center Class Photos



Paul Hall Center for Maritime Training and Education  
**Lifeboat Class**  
 910

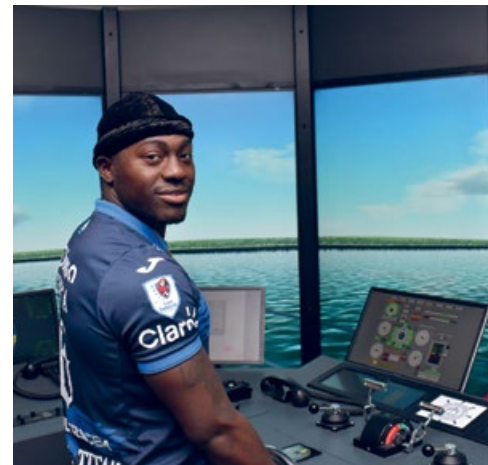
**APPRENTICE WATER SURVIVAL CLASS #910** – Graduated June 21 (above, not all are pictured): Amir Buie, Edward Carbaugh, Lamonica Daniels, Mohamed Diallo, Mario Fletcher, Jock Litzinger, Richard Mejia, James Mihay, James Morris, Tony Noble, Jamison Parris, Travon Pinnekins, Derek Pohlad, Isaiah Riascos, Malachi Riggs, Sangoutit Saliphon, Jonathan Schmitt, William Simpson, Jon-Thomas Stewart, Wolsey Thomas Jr. and Catyria Wilson.



**ADV. GALLEY OPS** – Graduated July 26 (above, in alphabetical order): Gilma David, Jordan Harris, Brian Kluth Jr., Nadine Nomed-Ryf, Ricardo Petilo and Lekesha Stevenson.



**CHIEF STEWARD** – Graduated Aug 2:  
 Brian Kluth Jr.



**RFPNW** – Graduated July 19: Russell Cacho Sabio.



**CERTIFIED CHIEF COOK** – Graduated July 5 (above, not all are pictured): Samone Alston, Lyaunna Bolden, Nichol Corley, Jesus Fernandez, Shawnda Hall, Ruby Jackson, Rosalinda Lorenzo, Diana Perez, Gina Settle, Costadeano Tsantilas and Frederick Wilson.



**ABLE SEAFARER (DECK)** – Graduated July 26 (above, not all are pictured): Christian Alvarado, Jamari Chavis, Ne'shawn Christopher, Abdiel Cintron Crespo, Michael Cruz Diaz, Nailah Cundiff, Austin Gonzalez, Colontae Hargrove, Jordan Jeffries, Denzel Johnson, Lamar Johnson, Samuel Lambert, Jeremiah Mills, Cody Miranda, Valerie O'Reilly, Andrew Pecheux, Brian Ransom Jr., Abdul-Qadir Shahid, Ubaydulwakeel Shambley, Derek Smaw Jr., Hector Torres-Rodriguez, Christian Westcott, Kenneth Wilson and Dylan Wright.



# Paul Hall Center Class Photos



**FOWT** – Graduated August 1 (above, in alphabetical order): Luel Berhanu, Abubakar Bockarie, Jermie Francis, Curtis Gilliard, Dajah Gosha, Izadean Hafid, Sierjohn Jove, Jon Kavanagh, Kamaria LaPread, Jylinn LeCounte, Eduardo Lopez Guity, Mario Martin, Sara Mesa, Amar Ogletree, Josh Rivera, Tre Scott, Donald Slue and Ian Tarwater. Instructor Patrick Coppola is at the front left.



**GOV'T VESSELS** – Graduated July 26 (above, not all are pictured): David Alvarez, Amelia Brown, Norrell Casey, Nichol Corley, Michael Elmore Jr., Shanitta Felton, Andrew Macleod, Christian Mercado Nunez, Reinaldo Rivera Rivera and Kaishona Stimphil.



**JUNIOR ENGINEER (BASIC ELECTRICITY)** – Graduated August 2 (above, not all are pictured): Abdul-Ghaffar Abu-Bakr, Saif Al Tamimi, Rohmy Butler, Maria Escobar, Michael Gaylord, King Haber, Ivan Kondakov, Isacc Lesh, David Seymore, Shawn Smith, Calvin Taylor and Kevin Willis. Instructor Christopher Morgan is at far right.



**RFPNW** – Graduated July 19 (above, not all are pictured): Nathan Angst, Kaleb Brock, Max Cronley, Torin Holly II, Nicholas Howard, Nathan Laverdure, Matthew Lee, Mayson Lyndes, Brandon Mitchell, Adam Nasser, Autum Pough, Ezekiel Smart Jr., Taye Stapleton, Tevin Toliver, Darryl Williams Jr. and Raymond Winter.



**TANK SHIP FAMILIARIZATION (DL)** – Graduated July 5: Dedrick Carpenter Jr., Walter Figueroa, Dennis Freeman Jr., Jasper Hayward, Diamond Jackson, Kenyatta Mabine, Alexis Martinez, Marcos Medina-Vargas, Frederick Rivers III, Simeon Roberts, Andrew Tingle and Emma Wang.



**RFPEW** – Graduated July 26 (above, not all are pictured): Edwin Abueg Jr., Ismael Andriamasy, Jason Binosa, Raenell Brewster, Shawn Byers, Theodore Cash Jr., Paul Green, Gideon Korley, Kevin McCann, Corey Porter, Gabriel Rodriguez III, Braden White and Mario Yancey.





# SEAFARERS LOG

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

## Hands-On Training a Piney Point Staple for 57 Years

Cataloguing all of the changes that have taken place throughout the years at the SIU's affiliated school in southern Maryland would be quite an undertaking.

The Paul Hall Center for Maritime Training and Education (PHC) opened 57 years ago this month – with no formal classrooms. Those were located in a barge at the Piney Point, Maryland, facility.

Today, the school is state-of-the-art in every way. It features modern simulators and classrooms, a fully operational training vessel, and other high-tech equipment that's utilized by apprentices as well as upgraders from all three shipboard departments (deck, engine, and steward).

The PHC also boasts a well-equipped marine firefighting school located on a nearby satellite campus. One thing that hasn't changed during the PHC's history is its emphasis on practical training. Although the school started small, hands-on instruction has been a prominent part of the mix from day one. That's still the case today, as practical training is featured in most of the 70-plus U.S. Coast Guard-approved curriculums offered in Piney Point.

The photos on this page depict students taking various classes at the PHC in 2024. For more information about the school, visit the SIU website ([www.seafarers.org](http://www.seafarers.org)) and/or [MyMaritimeCareer.org](http://MyMaritimeCareer.org).

