



SEAFARERS LOG

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

Newly Reflagged ARC Endeavor Boosts SIU Jobs, U.S. Sealift

SIU members are sailing aboard the *ARC Endeavor*, a recent addition to the Seafarers-crewed fleet. Operated by TOTE Services for American Roll-On Roll-Off Carrier, the ship reflagged in Baltimore in late September. Steps are being taken to enter the vessel into the U.S. Maritime Security Program fleet – a vital component of the nation's sealift capacity – next year. *Page 3.*



Containership Construction Commences

Philly Shipyard Building 3 More Vessels for Matson

The first of three newbuilds for Seafarers-contracted Matson is officially under construction, following a recent steel-cutting ceremony at Philly Shipyard, a union facility. The Aloha Class vessels will replace older ships in Matson's fleet. At left, a plasma cutter at Philly Shipyard melts through the first steel plate for the initial ship. *Page 3.*



Seven SIU Bosuns Successfully Complete Recertification Course

Seven Seafarers recently wrapped up the bosun recertification program at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Pictured at the school (from left) are class members Adiener Alfaro, John Walsh, Alfie Cicat, Mario Ordonez, Julio Alvarez, Edward Tennyson and Kelvin Johnson. During the graduation ceremony, the bosuns reflected on their respective journeys. *Page 9.*



International Solidarity

Having just returned from the International Transport Workers' Federation's 46th Global Congress, I am as mindful as ever about the critical need for the SIU to remain engaged with our fellow trade unionists around the world.

Our union's affiliation with the ITF is one of our most important connections, right up there with being part of the AFL-CIO. If you're new to our industry or otherwise unfamiliar with the ITF, the federation is a London-based organization with affiliates from more than 150 countries, collectively representing millions of transportation workers.

In simplest terms, the ITF – much like the AFL-CIO – gives us strength far beyond our own numbers, and helps us speak with an effective voice that's too loud to ignore when we're weighing in on particularly crucial issues.

Very honestly, none of this was fully on my radar when I joined the SIU and began sailing many years ago. But eventually, I learned from two of the best: the late SIU President Mike Sacco, and the late SIU Executive Vice President John Fay. John passed away back in 2005, but for those who don't know the history, he was a true trailblazer for U.S. involvement in international maritime affairs. John was active not only with the ITF but also the International Maritime Organization and the International Labor Organization starting in the mid-1970s. He was the first American ever to serve as chairman of the ITF's Seafarers' Section, a position he held from 1995 to 2002 – and one in which he helped make groundbreaking strides not only for the rights of U.S. mariners but for foreign seamen, too. Mike's leadership helped sustain our involvement and our gains.

Specifically regarding the ITF, I don't think it's possible to overstate the importance of the federation's work. I wish we didn't have the Covid 19 pandemic as a recent example to underscore that point, but I can't think of a better illustration of how the ITF stands up for seafarers and gives them a voice. The pandemic was an extreme circumstance, but can you imagine how helpless the world's seafarers would have been without the ITF and our affiliates?

The ITF's work is no less important during routine times. We secure millions of dollars a year – or more – in unpaid wages for crews around the world. We provide the security of a collective bargaining agreement for tens of thousands of

mariners. We give them a voice in international forums, and we aggressively fight against the scourge of crew abandonment. Those are crucial responsibilities.

During the recent ITF Congress, I was honored to be reelected as Chair of the Seafarers' Section. Throughout the proceedings, the various delegates, officials and guests took clear-eyed looks at the challenges facing our industry, and we sharpened our strategies.

One of the most significant considerations is that the global maritime industry faces massive changes related to new fuels. The ITF is helping make sure mariners' voices are heard throughout what undoubtedly will be a decades-long process.

One way we've taken positive steps on this front is the formation of what is called the Maritime Just Transition Task Force. Formed by unions, vessel owners and United Nations entities a few years ago, the group's mission statement underscores that its objective is "to ensure that shipping's response to the climate emergency puts seafarers and communities at the heart of the solution." Obviously, that's a big assignment, but we are up to the task.

We're also staying vigilant when it comes to unjust criminalization of mariners, substandard working and living conditions, and other forms of mistreatment. Navigating a positive way forward for seafarers was at the heart of plans confirmed at the gathering in Morocco. International solidarity is foundational to our progress and our future success. Working together, we will get the job done.

Looking Ahead

We are wrapping up this edition a couple of weeks before Election Day, but I realize that some of our dedicated readers won't see this column until after November 5.

Since our union was chartered in 1938, the United States has seen 14 individuals serve as president – eight Republicans, and six Democrats. The SIU has worked with every single one of those administrations, and we'll do the same with the next one, regardless of how this year's votes turn out. As always, we'll look for common ground on as many issues as possible, and where none exists, we'll find other channels to promote and protect your job security.

Kelly/Waltz U.S. Maritime Legislation Named 'Ships for America Act'

After some delays, a new piece of pro-maritime legislation authored by U.S. Sen. Mark Kelly (D-Arizona) and U.S. Rep. Mike Waltz (R-Florida) has been named and scheduled for introduction. The bipartisan bill, now titled the Ships for America Act, is planned to be submitted in November, sometime after Election Day.

According to the summary of the bill: "This legislative proposal represents a comprehensive approach to revitalizing the U.S. Merchant Marine by establishing national oversight and consistent funding for the U.S. maritime industry, making U.S.-flagged vessels commercially competitive in international commerce, rebuilding the U.S. shipyard industrial base, and expanding and strengthening mariner and shipyard worker recruitment, training, and retention."

As previously reported, the SIU has worked closely with congressional and industry allies in helping craft the legislation.

Kelly and Waltz in late September participated in a joint, in-depth interview during a Center for Strategic and International Studies (CSIS) discussion titled "Rebuilding America's Maritime Strength." They underscored the severe economic

and security risks posed by a declining U.S. maritime industry.

During the event, Kelly and Waltz emphasized that the United States fleet of oceangoing merchant vessels is not adequately equipped for a protracted conflict in the Pacific, where peer adversaries like China have highly sophisticated naval forces and nearly seventy times as many ships as the U.S. fleet.

In May, Kelly, Waltz, U.S. Sen. Marco Rubio (R-Florida), and U.S. Rep. John Garamendi (D-California) released their Congressional Guidance for a National Maritime Strategy, a bipartisan report that provides a comprehensive vision for planning guidance, strategic objectives, and actionable steps to revitalize the nation's maritime sector. The Ships for America Act is a direct result of this effort, incorporating key recommendations from the report to ensure the U.S. fleet can meet both economic and national security demands by incentivizing domestic shipbuilding, creating regulatory reforms, and providing financial support to U.S.-flagged vessels.

"If you remember what happened in 2021 and 2022, when we had bottlenecks at our seaports ... it raised the cost of everything for Americans," said Kelly. "Most of the goods that come into our country, at least about 80 percent, come on ships. So, this is a huge vulnerability. And if China wanted to leverage their dominant role in global shipping to hurt our country, to hurt Americans, they could easily do that."

"[China] literally could turn off our entire economy by essentially choking off that shipping fleet," said Waltz. "And, conversely, turn theirs into warships or into levers of geopolitical influence. It's just completely unacceptable. And we have to stop admiring the problem and stop complaining about the problem. And I think, as Senator Kelly and I are trying to do, start chipping away at it and digging us out of this hole."

"If passed, the Ships for America Act will renew key sectors in our domestic industrial base

and provide thousands of Americans with new job opportunities that don't require a four-year degree," Kelly explained. "If we're successful, this is going to create a lot of great-paying jobs for Americans, and also revitalize our shipbuilding industry and shipbuilding communities across the country."

Kelly's grandfather sailed as a merchant mariner during World War II; Kelly is a U.S. Merchant Marine Academy graduate who also spent time at sea.

During the recent interview, Kelly was asked if he favors repealing the Jones Act, specifically the construction-related components.

He replied, "We do not need, and are not suggesting, we repeal the Jones Act. But what we do need to do is look for opportunities to collaborate with our allies and our partners across the globe. Some of the best shipbuilders in the world are in Japan and South Korea. And the congressman also mentioned India as being a very capable shipbuilder. We can collaborate with them. The current secretary of the Navy, Carlos Del Toro, has done a lot of work to encourage shipbuilders from those countries to invest in the United States, which could help our shipyards. Our hope, through our legislation, is that we can make the business case for investing in the United States easier through things like tax credits, loan guarantees, and other incentives and partnerships. And that could get our allies making investments here. We need the capability here."

The bill also includes substantial components aimed at mariner recruiting and retention.

Among other topics, those sections address methods for modernizing Coast Guard credentialing; modifying requirements for sea-time and training requirements for unlicensed mariners in the deck department; launching an official recruiting campaign under the purview of the Maritime Administration; and further facilitating entry into the maritime workforce by U.S. military veterans.

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



ARC Endeavor Reflags Under Stars and Stripes

New Ship Among Most Militarily Useful Vessels in Commercial Fleet

The newly reflagged vessel signals new jobs for Seafarers. (Full ship photo by Huw Gibby, via MarineTraffic)

SIU members are sailing aboard the newly reflagged *ARC Endeavor*, which entered the U.S. registry Sept. 27 in Baltimore.

“On behalf of the entire union, I credit ARC for their ongoing commitment to our industry,” stated SIU President David Heindel. “I am as confident as always that SIU members will do excellent work aboard the newly reflagged vessel.”

Operated by TOTE Services for American Roll-On Roll-Off Carrier, the *ARC Endeavor* is the tenth U.S.-flag roll-on roll-off (Ro-Ro) vessel in ARC’s fleet. The reflag was conducted by the U.S. Coast Guard.

“ARC has consistently invested in new tonnage and this latest Ro-Ro is the ninth ship we have brought into the American fleet since 2016. *ARC Endeavor* further strengthens ARC’s position as a leading logistics company and the largest U.S.-flag Ro-Ro carrier,” said ARC President and CEO Eric Ebeling. “We are proud that this investment will also enable us to grow our talented team, hiring more captains, mates, engineers, mariners and more to crew these critical vessels. And, a thank you to Captain Pat Burkett and the entire Coast Guard Sector Maryland-National Capital Region team for the exceptional support during the reflag.”

The *ARC Endeavor* is the fifth ship in the company’s fleet that is categorized as a Large Car Truck Carrier (LCTC). Built in 2011 in South Korea and formerly sailing as the *Tugela*, the vessel measures 754 feet in length with a 21-foot-high stern opening and a stern ramp rated for cargo weighing up to 320 tons. In terms of car-equivalent units, the *ARC Endeavor* can carry more than 7,500 vehicles at once.

American Roll-on Roll-off Carrier Group Senior Vice President Chris Heibel said, “The *M/V ARC Endeavor* will be among the most capable and militarily useful vessels in the U.S.-flag commercial fleet, able to carry tracked and wheeled vehicles, aviation assets (including CH 47 Chinooks and V 22 Ospreys), and other high and heavy project cargoes.”

Willie Barrere, president of the Seafarers-affiliated American Maritime Officers, said, “Congratulations to ARC on another addition to their superb fleet of vessels. AMO appreciates our outstanding working relationship with ARC and its service to our nation’s armed forces, and we look forward to continuing our partnership and growing together in the future.”

ARC is the largest U.S.-flag Ro-Ro operator and is actively supporting America’s national defense



through the Maritime Security Program and Voluntary Intermodal Sealift Agreement.

Among the first SIU members to sail aboard the *ARC Endeavor* were Bosun **Vladimir Baez**, ABs **Ningning Li** and **Saif Obad**, STOSs **John Davis** and **Brandon Haffner**, Oilers **Peter Espinosa**, **Rubenia Flores** and **James Tolan**, Steward/Baker **Marquisha Simmons**, Chief Cook **Tahisha Watson**, and SA **Nelson Sanabria Gonzalez**.

Construction Starts on New Matson Ship

New tonnage for the SIU is on the horizon, following an early October communication from Seafarers-contracted Matson.

The company announced the start of construction on the first of three new “Aloha Class” containerships eventually destined for Matson’s Hawaii and China-Long Beach Express (CLX) services.

After a small ceremony at Philly Shipyard in Pennsylvania, the cutting of steel plates began, initiating the work to build the ships for delivery to Matson in 2026 and 2027.

“This is great news for our industry, our union, and indeed our country. This union-built, union-crewed ship will enhance the U.S. Merchant Marine and will benefit our nation for many years to come,” stated SIU Vice President Contracts George Tricker.



The SIU-crewed *Daniel K. Inouye* is part of Matson’s Aloha Class of vessels.

The three new Jones Act-compliant vessels, representing an investment of approximately \$1 billion, will be built to match the size and speed of Matson’s two existing Aloha Class ships, the Seafarers-crewed *Daniel K. Inouye* and *Kamina Hila*, which were also built by Philly Shipyard and entered service in 2018 and 2019, respectively, as the largest containerships ever constructed in the U.S.

Like their sisterships, the new vessels will be equipped with dual fuel engines designed to operate on either conventional marine fuels or liquefied natural gas (LNG). They also will boast other “green ship technology” features, such as a fuel-efficient hull design, environmentally safe double hull fuel tanks, and freshwater ballast systems. While the earlier ships required some modification to operate with LNG, the new ships will be delivered LNG-ready.

The first vessel is expected to be delivered in the fourth quarter of 2026 with subsequent deliveries in 2027.

“Our existing Aloha Class ships are among the fastest, most efficient vessels in the Matson fleet,” said Matt Cox, chairman and chief executive officer. “And like their sisterships, these three new vessels will help Matson achieve its 2030 greenhouse gas emissions reduction goal while also

providing additional capacity and speed benefiting our Hawaii service as well as the CLX.”

Matson has set corporate goals to achieve a 40 percent reduction in Scope 1 greenhouse gas (GHG) fleet emissions by 2030 and net-zero Scope 1 GHG emissions by 2050, the company reported.

“With a carrying capacity of 3,600 TEU, the 854-foot Aloha Class vessels are designed to operate at speeds in excess of 23 knots in support of Matson’s service hallmark – fast and reliable delivery of goods,” the company noted.

The three new Aloha Class ships will replace three vessels currently deployed in Matson’s Hawaii and CLX services.

Philly Shipyard – a union facility – is a leading U.S. commercial shipyard constructing vessels for operation in the domestic Jones Act trade lanes. Prior to Matson’s first two Aloha Class ships, the shipyard delivered four newly built Jones Act containerships for Matson between 2003 and 2006.

“Today we celebrate not only the beginning of production, but also the return of Matson to Philly Shipyard for our third project together,” said Steinar Nerbovik, Philly Shipyard’s president and CEO. “We are thrilled to build these next vessels which are expected to help Matson achieve its 2030 greenhouse gas emissions goal, an initiative well-aligned with our commitment to people and planet.”

Matson plans to name the three new containerships *Makua*, *Malama*, and *Makena*.

Voting for 2024 Union Election Began Nov. 1

Voting started Nov. 1 for the election of officers for the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters. SIU members will be able to cast secret ballots at union halls, on certain ships (that are within reasonable respective driving distances to hiring halls), or by mail through Dec. 31, 2024.

Seafarers eligible to vote in this election to determine union officials for the 2025-2029 term are full-book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution.

The ballot lists the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election.

A sample of this ballot was published in last month's *LOG* and mailed to eligible members in October. The credentials committee report, which was prepared Aug. 16 and submitted to the membership at the September monthly meetings, indicated 27 candidates had qualified to run for 25 positions. (The committee's report was published in the September 2024 Seafarers *LOG*.) Subsequently, the union determined that 27 candidates were qualified. This finding was approved by rank-and-file voting at the September membership meetings.

The 25 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents.

2024 SIU Election Absentee Voting Info

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled to begin on Nov. 1. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2024 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Capital Gateway Drive, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2024 and must be received at 5201 Capital Gateway Drive, Camp Springs, MD 20746 no later than Nov. 25, 2024.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2024.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2024 and received by the bank depository no later than Jan. 5, 2025.

There are also a number of proposed constitutional amendments that can be found on the reverse side of the ballot; eligible members should vote yes or no on each proposed amendment. A rank-and-file constitutional committee approved placing these proposed amendments on the ballot, as did other Seafarers during the July membership meetings.

20 Polling Places

The election is being conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage-paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full-book members in good standing at 20 hiring halls around the country. (See list of voting locations on this page.) Significant efforts also will be made to bring ballots to SIU-crewed ships and at crew gathering locations whenever reasonably viable, as was done during the 2020 election.

Eligible Seafarers may pick up their ballots and envelopes marked "Ballot" and mailing envelopes at these halls between 9 a.m. and noon, Mondays through Saturdays, except legal holidays, from Nov. 1 to Dec. 31.

Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope. When the Seafarer

receives the ballot and envelopes, his or her book will be marked with the word "Voted" and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenged." His or her book will be stamped with the words "Voted Challenge" and the date.

Full-book members in good standing who prefer to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters: 5201 Capital Gateway Drive, Camp Springs, MD 20746. Such requests must be received at headquarters by 12 p.m. on Dec. 1, 2024.

Secret Ballots

Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot for the candidates of his or her choice and puts it in the envelope marked "Ballot." This envelope is sealed by the member and then dispatched in the mail (or given to the port agent or patrolman if

voting aboard ship, though members also can opt to mail it themselves). These steps ensure the integrity of the secret ballot process.

The union's constitution, in Article XIII, details the procedures for voting in union elections. All ballots will be counted by the rank-and-file committee consisting of two members elected from each of the union's constitutional ports. These committee members will be elected in December. They will convene in early January 2025.

Notice on Unopposed Candidates

One part of the article of the SIU Constitution covering rules for elections concerns the election of candidates who are unopposed for the office in question.

The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job and that the tallying committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5 of the SIU Constitution, reads as follows: "A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee."

Voting Locations

Elections will be conducted by secret mail ballot. Ballots may be obtained at the following locations from 9 a.m. to noon (local time), Mondays through Fridays and from 9 a.m. to noon on Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2024 and shall continue through Dec. 31, 2024.

Voting Locations

ALGONAC	520 St. Clair River Dr., Algonac, MI 48001
ANCHORAGE	721 Sesame Street, Suite 1C, Anchorage, AK 99503
BALTIMORE	2315 Essex St., Baltimore, MD 21224
FT. LAUDERDALE	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
GUAM	Cliffline Office Ctr., Suite 103B, 422 West O'Brien Dr., Hagatna, Guam 96910
HONOLULU	606 Kalihi St., Honolulu, HI 96819
HOUSTON	625 N. York St., Houston, TX 77003
JACKSONVILLE	5100 Belfort Road, Jacksonville, FL 32256
JOLIET	10 East Clinton St., Joliet, IL 60432
MOBILE	1640 Dauphin Island Pkwy., Mobile, AL 36605
NEW ORLEANS	3911 Lapalco Blvd., Harvey, LA 70058
JERSEY CITY	104 Broadway, Jersey City, NJ 07306
NORFOLK	115 Third St., Norfolk, VA 23510
OAKLAND	1121 7th St., Oakland, CA 94607
PHILADELPHIA	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	Paul Hall Center, 45353 St. George's Avenue, Piney Point, MD 20674
PUERTO RICO	659 Hill Side St., Summit Hills, San Juan, PR 00920
ST. LOUIS	4581 Gravois Ave., St. Louis, MO 63116
TACOMA	3411 South Union St., Tacoma, WA 98409
WILMINGTON	510 North Broad Ave., Wilmington, CA 90744

SIU Supports ILA Job Action

Following a three-day work stoppage, members of the International Longshoremen's Association (ILA) returned to work Oct. 4 and also headed back to the bargaining table.

According to a joint statement by both parties, issued on Oct. 3: "The International Longshoremen's Association and the United States Maritime Alliance, Ltd. have reached a tentative agreement on wages and have agreed to extend the Master Contract until January 15, 2025 to return to the bargaining table to negotiate all other outstanding issues. Effective immediately, all current job actions will cease and all work covered by the Master Contract will resume."

The SIU pledged to honor the strike, and did so. In communications sent to Seafarers, the union vowed to address any crew-change issues on a case-by-case basis, without crossing any picket lines; and also to make sure that SIU members receive any extra pay that is contractually stipulated in the event of restriction to ship.

The Maritime Trades Department (MTD) also offered support. In a statement issued shortly before the strike, the MTD noted that the organization "unequivocally stands in solidarity with our brothers and sisters of the International Longshoremen's

Association as their contract nears expiration. Much has already been written and aired about how a potential job action would affect the flow of commerce. By contrast, there hasn't been nearly enough focus on the basic fairness sought by the ILA and (thus far) denied by USMX. Rank-and-file ILA members have made many sacrifices, particularly in recent years, and they deserve a collective bargaining agreement that reflects their importance to our nation's ports and to the U.S. economy."

The MTD statement concluded, "Strikes are always, without exception, an absolute last resort. That is the case today for the ILA, and it is one more reason why the MTD has their backs. It's time for management to deliver a contract with fair wages, reasonable approaches to automation, and job security that has been earned over many years."

SIU President David Heindel also serves as MTD president.

Following the joint announcement that ILA members were returning to work, Vice President Kamala Harris noted, "This step indicates progress toward a strong contract and represents the power of collective bargaining."

In a separate statement, President Joe Biden said, "I want to thank the union workers, the carriers, and the port operators for acting patriotically to reopen our ports and ensure the availability of critical supplies for Hurricane Helene recovery and rebuilding. Collective bargaining works, and it is critical to building a stronger economy from the middle out and the bottom up."

The ILA hadn't gone on strike since 1977.



ILA members and supporters picket outside of the Red Hook Container Terminal in New York on Oct. 3. (Photo by Michael Nigro/Pacific Press via ZUMA Press Wire)

ITF Updates Flag-of-Convenience Campaign

SIU's Heindel Re-Elected to Key Post During Federation's World Congress

SIU officials helped map out vital strategies for the world's seafarers during the International Transport Workers' Federation's (ITF) 46th Global Congress, which took place Oct. 13-19 in Marrakech, Morocco.

During the gathering, SIU President David Heindel was re-elected as Chair of the ITF Seafarers' Section. Among the SIU personnel joining Heindel for the conference were Secretary-Treasurer Tom Orzechowski, Vice President Atlantic Coast Joseph Soresi, Assistant Vice President Pat Vandegrift, and ITF Inspectors Ricky Esopa, Shwe Aung and Jordan Esopa.

The SIU is a longtime ITF affiliate.

In one of the most noteworthy developments from the conference, the federation updated its flags-of-convenience (FOC) campaign via a document named the Marrakech Policy. The ITF described the policy as a "major step forward with new standards for international seafarers' rights and working conditions," and noted that it "now forms the governing framework for the global union's campaigning work on FOCs."

According to the ITF, the policy is the culmination of five years' work by union representatives from ITF maritime affiliates to examine, plan and develop a new strategy in line

with the shifting reality faced by mariners since 2010 – when the preceding Mexico City Policy was adopted at the ITF's 42nd Congress in Mexico City.

The Marrakech Policy identifies the minimum conditions the ITF and its affiliated unions will accept on FOC merchant ships, "incorporating the new understanding of the critical importance of global supply chains that emerged out of the Covid-19 pandemic, as well as the central role for shipping and seafarers in combating climate change through a just transition. The Marrakech Policy will now form the baseline for the ITF's Collective Bargaining Agreements, which set the wages and working conditions for crews on FOC vessels, irrespective of nationality."

Heindel, who also co-chairs the ITF Fair Practices Committee, said, "There is a lot of focus in shipping on the need for sustainability, and we warmly welcome this. But shipping can never be truly sustainable if it does not respect the labor rights of the seafarers without whom shipping and global trade can't function. As we have done for so many years, the ITF will continue to fight for a better future for seafarers on FOC ships, and we won't rest until we've secured it – and I'm proud that the new Marrakech Policy now sets the framework for this crucial work."

The policy also highlights the importance of cooperation and solidarity between dockers and mariners that ensures seafarers are not forced to do dockers' work and protects dockers from the erosion of their jurisdiction over their work. ITF Dockers' Section Chair and Co-Chair of the ITF's Fair Practices Committee, Paddy Crumlin, emphasized the importance of these considerations.

"For dockers, the inclusion of the Non-Seafarers' Work Clause in the CBAs isn't just about job security, it's about safety – both for dockers and for seafarers," he said. "Companies are trying to cut corners, making seafarers do lashing, putting them at serious risk. We've fought against this before, and we'll continue to fight against any shipowner who puts seafarers' lives in danger."

The ITF's campaign against FOCs is governed by the Fair Practices Committee – a joint committee made up of docker and seafarer unions.

Earlier during the congress, officials and delegates from the Seafarers' Section identified additional ways to safeguard mariners and improve their working conditions. Much of the dialogue and planning focused on the use of new fuels in maritime.

"We will continue to build a future in which seafarers are recognized, valued, respected, protected," said Heindel. "Let there be no doubt that the ITF and all its affiliated unions will always stand shoulder to shoulder with unjustly treated seafarers, wherever they may be and whatever they may be facing."

The handling of potentially dangerous new fuels is already being addressed by the ITF in collaboration with industry and international organization partners – a mutually beneficial effort enhanced through joint work during the pandemic. A key example of this effort is the Maritime Just Transition Task Force, which brings together the ITF, the International Chamber of Shipping, the United Nations Global Compact, the International Labor Organization, and the International Maritime Organization. When the group met last year in Dubai, it launched the "Baseline Training Framework for Seafarers in Decarbonization" project to begin providing the skills an estimated 800,000 mariners worldwide will need to acquire, including for work involving potentially dangerous fuels such as ammonia and hydrogen.

Comprehensive information about the ITF World Congress and the federation's various campaigns is available online at itfglobal.org.



Attendees converge in Morocco for the ITF World Congress.

At Sea & Ashore with the SIU



ABOARD OCEAN GRAND – The deck gang on the Patriot ship earned kudos for their recent work on the hatches, as reflected in these photos. Pictured are Bosun Larry Mann, AB Teddy Swift, AB Terrill Tyler, and Paul Hall Center Apprentice Nicholas Howard.



BOOKS RECEIVED IN MICHIGAN – Both of these snapshots were taken at the Algonac hall. In the photo above, left, AB Adam Laliberte (right) receives his A-seniority book. He's pictured with Admin. Asst. Rachel Tuttle. In the remaining photo, GUDE Saleh Saeed displays his newly acquired B-seniority book.



ABOARD ISLA BELLA – These snapshots were taken during an Oct. 4 servicing of the TOTE ship. Pictured from left in the larger group photo are AB Jarrett Andrews, QEE Hector Ginel, SIU Port Agent Ashley Nelson, SA Tyvesha Dixon, Recertified Steward Richard Jones, AB Dalrick Fleming, Oiler Richard Vega, ABM Prymus Buckholtz and Recertified Bosun Tavell Love. In the remaining photo are AB Jan "Mo" Jalloh and Port Agent Ashley Nelson.



CONGRATS IN GARDEN STATE – QEE Alberto Magsucang (left) receives his full book at the Jersey City hall. He's pictured with SIU Patrolman Ozzy Ramos.



ABOARD MATSON KODIAK – AB Anthony Antonio is in the solo snapshot. From left to right in the other one are Recertified Steward Greg Lynch and Chief Cook Matthew Carroll (deftly demonstrating a surefire way to be featured in the LOG and on our socials).



ABOARD MAERSK IOWA – Pictured from left aboard the Maersk Line, Limited ship are AB/Watch Stander John Paul and Paul Hall Center Apprentice Ezekiel Smart Jr.



BRIGHTENING HOLIDAYS FOR MILITARY FAMILIES – SIU personnel recently toured the Santa's Castle facility in the Pacific Northwest. The union is gearing up to support this year's project as Santa's Castle celebrates its 30th year. Pictured from left in the group photo are SIU Port Agent Warren Asp, Patrolman Dennison Forsman, Safety Director Danielle Woodward, Santa's Castle President Donna Handoe and VP Anita Vargo. Santa's Castle generates donations of toys and other presents for U.S. military families (primarily E-4 and below) from Joint Base Lewis-McChord (JBLM), Washington, and from other bases.

At Sea & Ashore with the SIU



WELCOME ASHORE IN WILMINGTON – AB Lloyd La Beach (right), pictured at the hall with SIU Port Agent Gerret Jarman, receives his first pension check. Brother La Beach started sailing with the SIU in 1978, and spent considerable time in both the inland and deep sea divisions during his 46-year career.



ABOARD PATRIOT – Among those pictured aboard the TOTE ship in Baltimore are Paul Hall Center Apprentices Brandon Mitchell, Junrong Xie, and Torin Holly, AB Samuel Davis, OS Loretta Gailyard, Bosun Paulin Augustin, and Safety Director Jose Argueta.



ABOARD MATSON ANCHORAGE – Pictured from left are QMED David Smart and Recertified Bosun Shawn Strand.



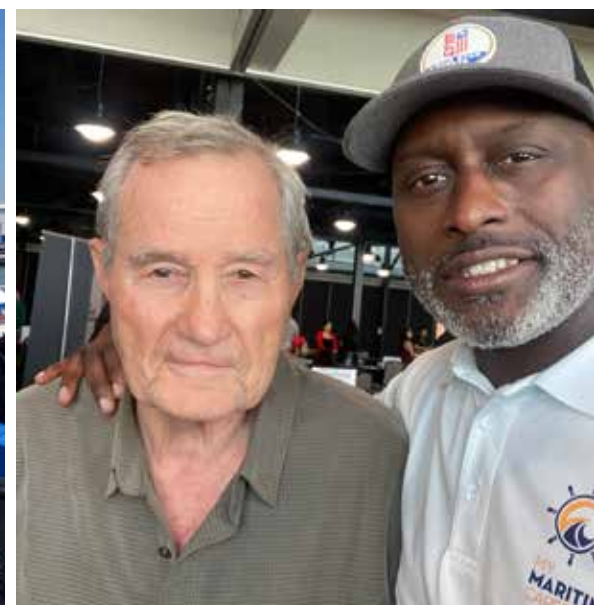
TAKING THE OATH IN PUERTO RICO – Two Seafarers recently received their respective B books at the hiring hall in San Juan. AB Jovanny Otero is at left in photo above, right, with office assistant Mary Gomez. Chief Cook Rafael Tavera is second from right in the other photo, with his wife, Andrea Tavera (second from left); Safety Director Ricky Rivera (far right) and Gomez.



TALKING MARITIME WITH CONGRESSWOMAN – SIU Port Agent Warren Asp (right) chats with pro-maritime U.S. Rep. Marilyn Strickland (D-Washington) at a brief coffee meeting Oct. 3. “We discussed all things maritime and thanked her for her support,” Asp noted.



RECRUITING IN LONE STAR STATE – Houston Safety Director Kevin Sykes recently participated in a “Maritime Expo & Career Fair” hosted by Workforce Solutions Coastal Bend in Corpus Christi, Texas. He is at right in the posed photo, with former Seafarer Mike Keyshawn, who credited the union with helping him launch a rewarding maritime career. In the other photo, guests check out an SIU crewed G&H Towing tug.



ABOARD FISHER – Pictured from left in the group photo aboard the TOTE-operated vessel are Bosun Mukhtar Yahia, AB Samuel Schwimmer, and Safety Director Danielle Woodward.



At Sea & Ashore with the SIU



FOR A GREAT CAUSE – The SIU is teaming up with the Labor Council for Latin American Advancement (LCLAA) in Puerto Rico for a toy drive benefiting local schoolchildren. Participation at the hiring hall in San Juan is off to a great start, as reflected in these recent photos.

MILESTONES IN CALIFORNIA

– AB George W. Washington (right) receives his A-seniority book. He's pictured at the Wilmington hall with SIU Port Agent Gerret Jarman. Washington also recently attained his AB-Unlimited rating.



SUPPORTING OUR TROOPS – The Seafarers-crewed *Cape Hudson* (Patriot) recently took part in a key multinational military exercise: Super Garuda Shield 2024. The vessel is pictured at the Port of Banyuwangi, Indonesia, as military vehicles are staged near it. The U.S. Department of Defense described Super Garuda Shield as “one of the largest multinational exercises in the Indo-Pacific region” and noted that it “continues to solidify the U.S.-Indonesia Major Defense Partnership Defense Cooperation Agreement and advances cooperation in support of a free and open Indo-Pacific region.” (Navy photo by Grady T. Fontana)



WITH SEAFARERS IN TACOMA – Members of the Matson shore gang gather for a photo in the Pacific Northwest.

Coast Guard Announces Temporary Changes For STCW Deck Rating Endorsements

Editor's note: The Coast Guard's National Maritime Center (NMC) distributed the following bulletin on Oct. 10. Both the announcement and the related policy letter are linked on the SIU website and on the agency's website. For eligible Seafarers, these changes essentially mean that it should be possible to complete all coursework and testing necessary to become an AB in eight weeks. In part, that is because the new policy offers credit for sea time accumulated as an OS that previously would not have counted towards upgrading to AB (if the sea time was earned prior to the individual mariner successfully completing a Coast Guard-approved Ratings Forming Part of a Navigational Watch course, abbreviated as RFPNW). Questions may be directed to the NMC (contact information follows) or the admissions office at the SIU-affiliated Paul Hall Center for Maritime Training and Education (admissions@seafarers.org).

On October 8, 2024, the Coast Guard Office of Merchant Mariner Credentialing (CG-MMC) published CG-MMC Policy Letter 04-24, Temporary Changes in Service Requirements for STCW Deck Rating Endorsements. This policy letter addresses the impact of the temporary reduction in sea service requirements for Able Seaman (AB), enacted in the National Defense Authorization Act for Fiscal Year 2024, on

the service requirements for STCW deck ratings.

The change in sea service requirements for national AB endorsements impacts the qualification process for STCW deck rating endorsements. The reduction in the service requirements to obtain national endorsements results in a longer period of additional service to qualify for the STCW endorsements as Able Seafarer-Deck (AS-D). It does not change the service for the STCW endorsements. This policy letter allows for service toward Ratings Forming Part of the Navigational Watch (RFPNW) and AS-D to accrue concurrently.

This policy letter is effective upon publication. The concurrent credit toward RFPNW and AS-D will be applied to all applications that have not reached final agency action. The NMC will apply these new criteria without requiring a new or amended application. A new application will be required if the MMC has already been issued or if the application has reached final agency action.

This policy letter is available on the Merchant Mariner Credentialing Policy Letter webpage. Mariners and other interested parties should contact the Mariner Credentialing Program Policy Division at MMCPolicy@uscg.mil or (202) 372-2357 with any questions or feedback.

Well-Earned Retirement



Longtime Paul Hall Center Executive Chef John Hetmanski recently called it a career, following more than a quarter-century of service at the SIU-affiliated school in Piney Point, Maryland. Union and school officials thanked Hetmanski during a well-attended retirement luncheon in Piney Point; this photo was taken immediately afterward.



Recertified Bosuns Express Gratitude for Transformative SIU Careers

Pictured from left at the SIU-affiliated school in Piney Point, Maryland, in early October are Recertified Bosuns John Walsh, Adiener Alfaro, Kelvin Johnson, Mario Ordonez, Julio Cesar Alvarez, Alfie Cicat, and Edward Tennyson.

After completing a two-week course at the Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland, seven bosuns achieved a major milestone in their educational journeys with the SIU. **Adiener Alfaro, Julio Cesar Alvarez, Alfie Cicat, Kelvin Johnson, Mario Ordonez, Edward Tennyson, and John Walsh** concluded the bosun recertification course in early October, reaching the highest level of vocational training in the deck department. The bosuns spent the duration of this course learning additional ins and outs of the maritime industry, receiving classroom instruction, undergoing additional training aimed at bolstering their shipboard work and leadership, and meeting with representatives from several departments within the union and the Seafarers Plans.

The bosuns on Oct. 7 continued the tradition of sharing their graduation speeches at the PHC's monthly membership meeting, attended by apprentices, upgraders, union officials and guests.

The following sections highlight the bosuns' respective graduation speeches.

Adiener Alfaro

Alfaro, who sails from San Juan, Puerto Rico, kicked off the remarks.

In November 2001, Alfaro, having grown tired of working a series of low-paying jobs, visited Puerto Rico's hiring hall (then located in San-turce). That moment marked a change in his life's trajectory. The same year, he shipped out as an OS with Crowley. Alfaro's career change not only increased his pay and the quality of his and his family's life, but it also allowed him to travel the world.

"The SIU truly represents the American dream for those willing to commit to the industry by working hard and upgrading here at Piney Point every year," Alfaro said.

His speech also contained a brief explanation of the motives of opponents to the U.S. maritime industry, who do not support the Jones Act or other pro-U.S.-flag programs.

"Our local government is constantly pushed to bypass and undermine our cabotage laws to allow non-U.S.-flag ships to navigate domestic waters, especially during emergencies and disasters," Alfaro said. "SIU staff in Puerto Rico is constantly working towards promoting our industry by teaching the government about all aspects of the industry and its benefits – not only on the mainland, but also in Puerto Rico, Guam and Hawaii. This industry provides excellent union-wage jobs with great benefits, health care, and pension. It also provides an express transportation line between Puerto Rico and the mainland for commercial shipping and addresses natural disasters as we have seen many times."

Alfaro thanked the union's officials and staff members for fighting to protect not only the SIU but the industry as a whole. He added that even though the pay and benefits are good, "our U.S. maritime industry and the SIU are not only about making money with benefits and pension, but also about national security in peace and war.

"Being an SIU member means job security, benefits, excellent affordable health care, vacation pay, excellent pension, and lots of quality time home between jobs," he continued. "None of

this is possible without having the best-qualified and prepared administration."

Julio Cesar Alvarez

Alvarez has been sailing with the SIU for more than 20 years and says it would have been even longer had he known about the union when he was 18.

"The SIU changed my life. If it weren't for the SIU I probably would have been in jail or dead, because of my undisciplined lifestyle," he said. "The SIU showed me a prosperous lifestyle where I can make money and have enough time off to spend with my loved ones, take care of my financial future and one of these days be able to retire with dignity."

He assured all those who were new union members that they made a good decision that would change their lives. Alvarez emphasized the importance of teamwork and how satisfying it is to work alongside union brothers and sisters who share similar values.

He continued with more words of wisdom for the apprentices: "A piece of advice, take care of each other. Don't get comfortable with staying in the same job. Upgrade and increase your wages. It will make you feel good, and you will always be prosperous. If you play it right you will be more than okay. You will have a good life."

Alvarez reminded those listening to continue supporting the Jones Act, which "keeps us American sailors working and thriving," and to contribute to SPAD the union's voluntary political action fund, which also helps the union advocate for the wellbeing of its members in the political sphere.

He thanked his wife, Vicky, and for her support. He also thanked his children Bryan Alvarez and Christian Marty, who are both SIU members, and his other children Kevin and Bryan Marty, who have had to "put up with my absence sometimes."

He expressed gratitude for those at his home hall in Port Everglades, Florida, and at the Puerto Rico hall, the latter of whom offered support when it become known that Bryan Alvarez is facing a health challenge.

Alfie Cicat

Cicat was born and raised on the island of Anda in the Philippines. He began his career with SIU in his early twenties, and said it has truly changed his life by allowing him to help his family and provide financial security for himself. He has family and friends who are mariners, too.

Cicat advised the trainees to listen to their instructors and ask questions to make sure that they know their job well by the time they board the ship. "Again, ask your supervisors questions on board, learn how to work together, and have fun. If you take it seriously and work hard, you will succeed," Cicat said.

He also urged his fellow union members to continue being involved with SPAD, which helps the union maintain support for the industry, and to continue upgrading at the PHC: "It will help you widen your skills for your future if you stay in this business."

Cicat went on to thank all the instructors and staff for their help at the school, as well as his family. "I want to thank my mom my dad, kids,

and my lovely wife, Rona, for putting up with all the times that I wasn't home for birthdays and holidays while she was navigating our family to the right course," he said.

Lastly, he thanked "all the old timers and my old bosuns" who helped him become a better sailor and a better person.

Kelvin Johnson

Kelvin Johnson of Lifeboat class 455 was fourth to approach the podium. "Like all of you, I learned the basics of how to be the best merchant seaman whenever I board a ship," he said. "I wanted to go on board a ship being the best, completing all my tasks, and being a team player."

He urged the rising class of apprentices to take seize the many opportunities they will have to upgrade and enhance their skills. "I took advantage of upgrading as much as possible. It will pay off for you in the long run by making you more money and having good benefits, just as it did for me," he noted.

Johnson also highlighted the importance of participating in SPAD before ending his remarks with thanks to "all who made it possible for me to be accepted into the bosun recertification class."

Mario Ordonez

Ordonez grew up in his native Honduras. Since 1989, he has lived in the United States. In 1999, Ordonez first walked through the doors of the hiring hall in Brookly, New York, with his cousin and became an SIU member. A quarter-century later, he took the podium in the PHC as a graduating recertified bosun.

"Being part of this union has made me the man I am today because I have been able to provide for my family and to have the lifestyle I have today," said Ordonez. "It has been a long journey that takes a lot of hard work. I want to thank my family for their support and for being so understanding of my absences through birthdays, graduations, and holidays and all the special events that I could not attend."

Ordonez rounded out his speech with a reminder to continue supporting the Jones Act and an expression of gratitude to SIU officials and school personnel "for the great job they have done to keep us strong as a union with the support of SPAD."

His advice for up-and-coming trainees was to stay focused on their goals, keep upgrading and never give up.

Edward Tennyson

Tennyson began his life at sea working with a coastal tug and barge in Miami. "At the time I was working two weeks on, and two weeks off, but I could barely pay my bills," he said. When he joined the SIU in 1997, his finances took a turn for the better. His hard work has since allowed him to buy a house and provide additional support for his family.

"To all the SIU apprentices, go out there and take this opportunity seriously," said Tennyson. "Keep upgrading and enhancing skills and keep contributing to SPAD because it helps keep the Jones Act going strong."

He closed with a message of thanks to the union's officials and to PHC instructors and staff.

John Walsh

Walsh, who joined the union in the mid-1990s after serving in the U.S. Navy, concluded the graduation ceremony.

He told the apprentices that the future of maritime starts with them. "This union has the finest training facility and teachers in the maritime industry," Walsh said. "You all have a great opportunity to provide a good future for yourself and your families. Please take advantage of all that is being offered to you."

He commended the ongoing, decades-long joint efforts by the union and the school to remain current with new courses and technology as the industry continues evolving. He also encouraged everyone in the auditorium to spread the word about the SIU and to "take pride in yourselves and our union, invest in your 401ks, contribute to SPAD, and support the Jones Act."

Walsh dedicated the final statements of gratitude in his speech to his family and friends, and his "brothers and sisters in the union who supported me through the years."

political action

A MATTER OF SURVIVAL FOR MARITIME

As the late SIU President Paul Hall famously put it, “Politics is porkchops.” Meaty, substantial, and a frequent centerpiece of our union’s activity – politics affects the livelihoods of Seafarers in many ways. That’s why the SIU is always working to ensure that American mariners stay top of mind for lawmakers. Our consistent efforts to remain politically active make all the difference in successfully navigating the heavily regulated U.S. maritime industry.

The Seafarers Political Activities Donation – better known as SPAD, our voluntary political action fund for which union member participation is highly encouraged – is a crucial component of the SIU’s political strength. Other grassroots activities carry great weight, too, including precinct walks/door-knocking, phone banking, and more.

This infographic details several government entities with varying levels of oversight on the maritime industry, along with the agencies and programs under their respective purviews. Maritime’s reach is broad, which is why we stress the importance of political action and how imperative it is to elect and keep pro-maritime individuals in office.

EXECUTIVE BRANCH

Department of Agriculture
Administers funding for Food for Peace cargoes subject to cargo preference

Department of Energy
Strategic Petroleum Reserve
LNG Facility Environmental Impact Statements

Department of Homeland Security
U.S. Coast Guard
Transportation Security Administration
U.S. Customs and Border Protection

Department of Transportation
Maritime Administration
Saint Lawrence Seaway Development Corporation

Department of Defense
United States Transportation Command
Military Sealift Command
Surface Deployment and Distribution Command
U.S. Army Corps of Engineers
Defense Logistics Agency

LEGISLATIVE BRANCH

House of Representatives

- 435 voting members, 5 non-voting delegates
- 10 committees with oversight of maritime issues
- Committees to watch: Agriculture, Appropriations, Armed Services, Budget, Energy & Commerce, Foreign Affairs, Homeland Security, Natural Resources, Transportation & Infrastructure, Ways & Means

Senate

- 100 voting members
- 9 committees with oversight of maritime issues
- Committees to watch: Agriculture, Appropriations, Armed Services, Commerce-Science-Transportation, Energy & Natural Resources, Environment & Public Works, Finance, Foreign Relations, Homeland Security

INDEPENDENT AGENCIES

Agency for International Development
in conjunction with the Department of Agriculture, arranges overseas carriage of P.L. 480 cargoes

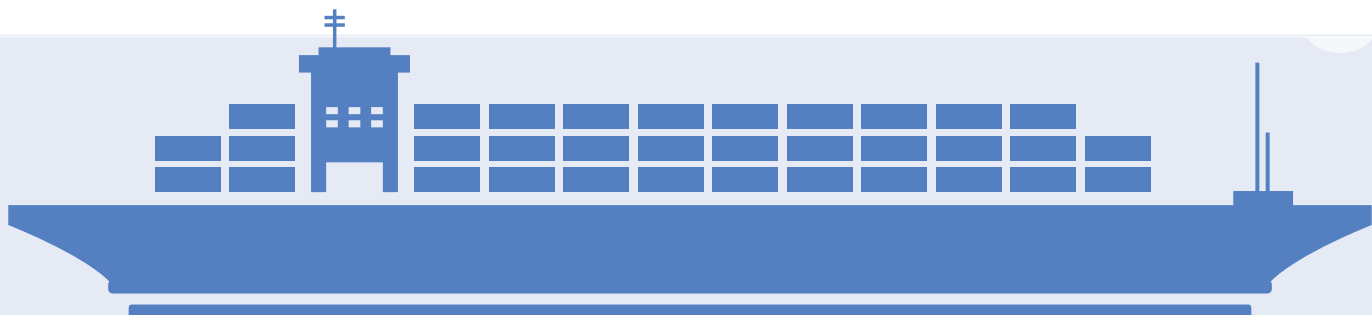
Architectural and Transportation Compliance Board
Transportation accessibility for the disabled

Environmental Protection Agency
Vessel air emissions; prosecution of marine pollution incidents (with Department of Justice); Vessel fluid discharge management

Export-Import Bank of the United States
Assists in the financing of U.S. exports and triggers applicable U.S.-flag transportation requirements

Federal Maritime Commission
Regulates scheduled U.S. liner service; Assesses unfair foreign trade practices

National Transportation Safety Board
Investigates maritime accidents and issues subsequent safety recommendations





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November & December Membership Meetings

Piney Point	Monday: Nov. 4, Dec. 2
Algonac	Friday: Nov. 8, Dec. 6
Baltimore	Thursday: Nov. 7, Dec. 5
Guam	Thursday: Nov. 21, Dec. 19
Honolulu	Friday: Nov. 15, Dec. 13
Houston	Tuesday: Nov. 12 , Monday: Dec. 9
Jacksonville	Thursday: Nov. 7, Dec. 5
Joliet	Thursday: Nov. 14, Dec. 12
Mobile	Wednesday: Nov. 13, Dec. 11
New Orleans	Tuesday: Nov. 12, Dec. 10
Jersey City	Tuesday: Nov. 5, Dec. 3
Norfolk	Friday: Nov. 8, Dec. 6
Oakland	Thursday: Nov. 14, Dec. 12
Philadelphia	Wednesday: Nov. 6, Dec. 4
Port Everglades	Thursday: Nov. 14, Dec. 12
San Juan	Thursday: Nov. 7, Dec. 5
St. Louis	Friday: Nov. 15, Dec. 13
Tacoma	Friday: Nov. 22, Dec. 20
Wilmington	Monday: Nov. 18, Dec. 16

Houston change due to holiday observance

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from September 14 - October 14, 2024.
"Registered on the Beach" data is as of October 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
Deck Department										
Algonac	15	10	1	8	6	1	4	27	13	2
Anchorage	2	1	1	2	3	0	3	2	0	2
Baltimore	5	3	0	4	2	1	4	4	2	0
Fort Lauderdale	10	7	2	12	6	1	3	31	11	5
Guam	4	0	2	3	0	1	0	4	1	2
Harvey	4	1	5	7	3	3	2	7	5	7
Honolulu	2	0	1	8	1	0	1	5	1	1
Houston	16	16	6	24	8	3	16	43	32	11
Jacksonville	26	26	5	22	17	8	19	47	34	3
Jersey City	17	5	4	16	5	5	5	28	12	2
Joliet	1	2	0	0	0	0	0	4	2	1
Mobile	8	2	5	4	1	2	2	9	4	5
Norfolk	22	10	7	10	11	4	9	37	10	11
Oakland	9	2	1	5	0	1	1	14	5	2
Philadelphia	4	1	0	3	2	0	0	2	2	0
Piney Point	1	1	0	0	2	0	1	1	2	0
Puerto Rico	6	5	2	8	4	0	4	6	6	1
St. Louis	0	3	0	0	2	1	4	3	3	0
Tacoma	16	3	2	15	2	2	5	22	5	4
Wilmington	29	4	3	16	3	1	7	57	10	4
TOTAL	197	102	47	167	78	34	90	353	160	63
Engine Department										
Algonac	2	2	0	4	1	1	1	4	3	0
Anchorage	0	0	0	0	0	0	0	2	0	0
Baltimore	4	4	3	3	2	2	1	2	4	1
Fort Lauderdale	8	5	1	5	3	0	3	13	8	4
Guam	2	0	1	1	1	0	0	2	0	1
Harvey	3	2	2	1	1	1	0	3	2	2
Honolulu	3	2	0	1	0	0	1	9	4	2
Houston	5	8	3	4	7	0	3	11	8	5
Jacksonville	17	8	2	11	11	1	8	25	19	5
Jersey City	5	5	0	8	3	1	3	13	5	0
Joliet	2	4	0	1	2	1	1	3	3	0
Mobile	4	1	1	4	0	0	2	1	1	1
Norfolk	14	17	6	7	12	4	3	22	16	9
Oakland	3	1	2	2	0	3	1	6	1	4
Philadelphia	1	0	0	2	0	0	0	2	0	0
Piney Point	1	2	0	1	3	0	1	1	2	0
Puerto Rico	4	2	1	3	2	0	3	3	0	2
St. Louis	1	1	0	0	0	0	0	4	2	0
Tacoma	9	3	1	6	2	0	2	9	8	2
Wilmington	8	4	1	3	2	0	0	18	8	5
TOTAL	96	71	24	67	52	14	33	153	94	43
Steward Department										
Algonac	2	1	0	2	2	0	1	5	0	0
Anchorage	0	2	0	0	0	0	0	1	3	0
Baltimore	1	1	0	0	0	2	2	1	1	1
Fort Lauderdale	2	2	1	8	1	0	2	11	5	1
Guam	3	0	0	2	0	0	0	2	2	0
Harvey	2	4	0	2	2	0	0	4	3	2
Honolulu	3	1	0	5	0	0	2	6	2	0
Houston	9	5	3	3	3	1	0	20	6	4
Jacksonville	17	27	5	9	16	3	8	25	36	3
Jersey City	6	0	1	5	1	0	2	9	2	1
Joliet	1	1	0	0	1	0	0	2	1	0
Mobile	4	0	0	2	2	0	1	5	3	0
Norfolk	7	9	4	12	5	1	3	24	15	7
Oakland	6	3	0	1	0	2	1	15	7	0
Philadelphia	2	0	1	2	1	0	0	1	0	1
Piney Point	1	4	3	1	1	3	0	4	9	2
Puerto Rico	3	6	3	1	3	1	2	7	8	3
St. Louis	1	0	0	0	0	0	0	2	0	0
Tacoma	8	1	0	4	3	1	2	10	8	0
Wilmington	18	11	1	14	7	3	2	25	15	1
TOTAL	96	78	22	73	48	17	28	179	126	26
Entry Department										
Algonac	0	10	13	0	3	2	2	1	14	22
Anchorage	0	1	1	0	2	0	1	0	1	2
Baltimore	0	0	4	0	1	3	5	0	0	3
Fort Lauderdale	1	6	8	1	2	2	3	0	9	15
Guam	0	0	2	0	0	0	0	0	0	2
Harvey	1	0	5	1	0	0	0	0	3	8
Honolulu	1	1	6	0	1	3	0	1	5	9
Houston	2	16	18	3	11	5	2	5	27	32
Jacksonville	0	23	51	0	23	23	4	3	38	84
Jersey City	0	13	15	1	9	9	3	1	25	24
Joliet	0	1	2	0	0	0	0	0	0	4
Mobile	0	1	2	0	0	1	0	0	2	1
Norfolk	1	5	22	0	3	10	2	1	10	50
Oakland	0	5	11	0	4	5	0	0	10	11
Philadelphia	0	0	0	0	0	0	0	0	0	0
Piney Point	0	2	13	0	3	6	3	0	2	13
Puerto Rico	1	0	0	1	0	0	1	0	0	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	1	9	4	1	5	2	0	5	10	9
Wilmington	0	13	17	1	6	6	3	0	13	25
TOTAL	8	106	194	9	73	77	29	17	169	316
GRAND TOTAL	397	357	287	316	251	142	180	702	549	448

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

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ALGONAC

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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) 549-4001/4002

Inquiring Seafarer

This month's question was answered by students in the advanced galley operations course at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

Question: What are some things you enjoy about the winter holidays?



Raymond Forse
Chief Cook

If you're not working, it's great to be with your family. But if you are working, the holiday pay is fantastic!



Jessica Davis
Chief Cook

The snow – it's so peaceful and calm. I'm from Tennessee; we get a lot of snow, and I like the colder weather anyway.



Steven Lopez
Chief Cook

I'm a Christmas person, especially coming from Puerto Rico. I love the atmosphere, I love the food, I love the Christmas spirit of the people, I love the music.



Chadon Williams
Chief Cook

How everybody comes together. I like the decorations of the winter holidays, and I like the movies – specifically "How the Grinch Stole Christmas."



Andrea Sharpe
Chief Cook

For me, it's about baking – all of the smells in the kitchen. The butter, the cinnamon, the sugar, the pumpkin spices. It's about everything coming out of the kitchen, feeding people with love at the holidays.



Jasmin Franklin
Chief Cook

I don't like winter; I like the fall better. I love being in my hoodies and sweats and boots and scarves. I'm from Cleveland, so when the winter hits, it's crazy.

Pic from the Past



Pictured aboard the *Cove Liberty* (Cove Shipping) in 1984 are Floyd Acord, Patrick Amo, Jerry Westphal, Sal Lagare, and Errol Nicholson.

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

SANTIAGO AMAYA

Brother Santiago Amaya, 63, started sailing with the Seafarers International Union in 1989 when he shipped on the *Independence*. Brother Amaya was a steward department member. He upgraded at the union-affiliated Paul Hall Center on multiple occasions and concluded his career aboard the *Overseas Houston*. Brother Amaya is a Houston resident.



SAMUEL ANSAH

Brother Samuel Ansah, 68, joined the union in 2002, initially sailing aboard the *Little Hales*. He worked in the deck department and most recently shipped on the *Golden State*. Brother Ansah resides in North Charleston, South Carolina.

ANDRE BERNARD

Brother Andre Bernard, 65, donned the SIU colors in 1990. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Bernard's first vessel was the *USNS Desteiguer*; his last, the *Global Sentinel*. He makes his home in Kennewick, Washington.



EDWIN COLEMAN

Brother Edwin Coleman, 65, embarked on his career with the Seafarers in 2006, initially sailing aboard the *USNS Soderman*. He upgraded his skills at the Paul Hall Center on numerous occasions and shipped most recently shipped as a storekeeper on the *USNS Henson*. Brother Coleman calls Suffolk, Virginia, home.



DANIEL CRAWFORD

Brother Daniel Crawford, 65, became a member of the union in 1979 when he shipped on the *Cove Trader*. A steward department member, he upgraded at the Piney Point school on multiple occasions. Brother Crawford concluded his career aboard the *Horizon Discovery*. He lives in Mobile, Alabama.



BELARMINO DAROSA

Brother Belarmino Darosa, 65, signed on with the SIU in 2001. He first sailed aboard the *USNS Bellatrix* and worked in the deck department. Brother Darosa upgraded at the Paul Hall Center on multiple occasions. He last shipped on the *Maersk Hartford* and is a resident of Central Falls, Rhode Island.



JOHN FALLON

Brother John Fallon, 66, joined the Seafarers International Union in 1983, initially working with Delta Queen Steamboat Company. A steward department member, he upgraded on multiple occasions at the Piney Point school. Brother Fallon's final vessel was the *Mag-nolia State*. He resides in Baton Rouge, Louisiana.



RICHARD GRAY

Brother Richard Gray, 72, embarked on his SIU career in 1992 when he shipped on the *Cape Carthage*. He sailed in the steward department and upgraded at the Paul Hall Center on several occasions. Brother Gray's final vessel was the *Jack Lummus*. He makes his home in Freedom, New Hampshire.



KEVIN HALL

Brother Kevin Hall, 56, began sailing with the Seafarers in 1989. An engine department member, he first sailed on the *Independence*. Brother Hall upgraded his skills at the Piney Point school on numerous occasions. He most recently shipped on the *Louisiana* and settled in Humble, Texas.



PATRICIA HAUSNER

Sister Patricia Hausner, 65, joined the union in 2000, initially sailing aboard the *Global Mariner*. She sailed primarily in the deck department and upgraded at the Paul Hall Center on multiple occasions. Sister Hausner last sailed on the *USNS Denebola*. She makes her home in Milton, Florida.



GERALD KELLY

Brother Gerald Kelly, 65, signed on with the SIU in 1989 when he shipped on the *Independence*. He sailed in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Kelly's final vessel was the *Baldomero Lopez*. He lives in Aurora, Colorado.

DAVID KENNEDY

Brother David Kennedy, 65, became an SIU member in 2001. A deck department member, he first sailed on the *Keystone Texas*. Brother Kennedy upgraded at the Paul Hall Center on several occasions. He most recently worked on the *Acadia Trader* and resides in Grand Haven, Michigan.



LEOPOLDO MALOLOS

Brother Leopoldo Malolos, 68, embarked on his career with the Seafarers International Union in 2006 when he shipped on the *Pride of Aloha*. He worked in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Malolos last sailed on the *Pride of America*. He lives in Kapolei, Hawaii.



ABDELHAK MOUTMIR

Brother Abdelhak Moutmir, 68, joined the union in 2004, initially sailing aboard the *Cape Hudson*. He worked in all three departments and upgraded often at the Paul Hall Center. Brother Moutmir's final vessel was the *Maersk Sele-tar*. He makes his home in New York.



PAUL MUELLERSMAN

Brother Paul Muellersman, 67, became a member of the union in 1988. He first shipped on the *USNS Bartlett* and upgraded at the Piney Point school on multiple occasions. Brother Muellersman's final vessel was the *Dewayne T. Williams*. He lives in Fred-ericktown, Missouri.

FRANCIS OTOO-JOHNSON

Brother Francis Otoo-Johnson, 69, signed on with the SIU in 2002 when he shipped on the *Atlantic Forest*. He sailed in the deck department and upgraded his skills at the Paul Hall Center in 2004. Brother Otoo-Johnson most recently sailed aboard the *Maersk Montana*. He resides in Humble, Texas.



RONALD TARANTINO

Brother Ronald Tarantino, 63, joined the Seafarers in 1980, initially sailing on the *Gemini*. He worked in the steward department and upgraded at the Piney Point school on several occasions. Brother Tarantino's final vessel was the *Colorado Express*. He makes his home in La Porte, Texas.



KIM TYE

Brother Kim Tye, 55, donned the SIU colors in 1994 when he sailed on the *Sealift Arabian Sea*. He upgraded his skills often at the Paul Hall Center and worked in the engine department. Brother Tye most recently shipped aboard the *Ocean Grand*. He is a resident of Lesage, West Virginia.



GREAT LAKES

RICARDO FREDERICK

Brother Ricardo Frederick, 65, signed on with the union in 2001. An engine department member, he upgraded his skills at the Piney Point school on multiple occasions. Brother Frederick's first vessel was the *Keystone Texas*; his last, the *American Spirit*. He calls South Windsor, Connecticut, home.



Notice to Medicare Pensioners Eligible For Health Benefits from SHBP

If you are a pensioner receiving Medicare and receiving health benefits through the Seafarers Health and Benefits Plan (SHBP), you are receiving your prescription drug coverage from Retiree RxCare. This coverage is called Medicare Part D. The Seafarers Health and Benefits Plan pays for this coverage for you.

Retiree RxCare recently sent you a letter and a notice, dated October 2, 2024. We want to re-assure you that your prescription coverage remains in place, and there is no change in your coverage. There is no need for you to take any action at this time.

If you have any questions, please contact the Plan at (800) 252-4674, option 3.

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

PEDRO ALICEA

Pensioner Pedro Alicea, 90, died July 26. He began his career with the Seafarers in 1977. Brother Alicea first shipped on the *Charleston* and was a member of the steward department. He last sailed aboard the *Producer*, before retiring in 2000. Brother Alicea resided in Santa Isabel, Puerto Rico.



JAMES BALL

Pensioner James Ball, 84, passed away July 25. He donned the SIU colors in 1970 and first worked with Michigan Tankers Inc. A member of the steward department, Brother Ball concluded his career aboard the *Grand Canyon State*. He became a pensioner in 2007 and settled in Sheridan, Oregon.



HAROLD CALDEIRA

Pensioner Harold Caldeira, 88, died July 22. He became a member of the union in 1988 when he sailed aboard the *Producer*. Brother Caldeira worked in the deck department. He last sailed aboard the *Newark Bay* and retired in 2000. Brother Caldeira lived in Las Vegas.



DOYLE CORNELIUS

Pensioner Doyle Cornelius, 84, passed away August 28. He joined the Seafarers International Union in 1973. A steward department member, Brother Cornelius first shipped on the *Santa Mariana*. His final vessel was the *Liberty Grace*. Brother Cornelius went on pension in 2004 and lived in Reno, Nevada.



EARNEST DILLARD

Brother Earnest Dillard, 49, died August 18. He signed on with the SIU in 1998 when he sailed aboard the *Maersk Tennessee*. Brother Dillard was a member of the deck department. He last shipped on the *Sulphur Enterprise* and lived in Mobile, Alabama.



FEDERICO GIRAY

Pensioner Federico Giray, 77, passed away July 9. He joined the Seafarers International Union in 1986. Brother Giray first shipped on the *Independence*. An engine department member, his final vessel was the *Horizon Enterprise*. Brother Giray became a pensioner in 2012 and made his home in Honolulu.



JIM HASSAN

Pensioner Jim Hassan, 77, died August 16. Sailing first aboard the *Charleston*, he donned the SIU colors in 1977. Brother Hassan worked in the deck department and last shipped aboard the *Maersk Missouri* in 2003. He became a pensioner the following year and resided in Wantagh, New York.



RAY JOHNS

Pensioner Ray Johns, 66, passed away July 4. He signed on with the Seafarers in 1997. A deck department member, he first shipped on the *Allegiance*. Brother Johns most recently sailed on the *Seabulk Challenge*. He became a pensioner earlier this year and was a resident of Wilmington, Delaware.



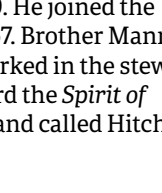
LEON JOHNSON

Pensioner Leon Johnson, 82, died July 1. He embarked on his career with the SIU in 1988, initially sailing aboard the *USNS Bartlett*. Brother Johnson worked in the deck department and concluded his career aboard the *USNS Wright* in 2003. He began collecting his pension in 2013 and lived in Southfield, Michigan.



RAY MANN

Pensioner Ray Mann, 87, died July 19. He joined the Seafarers International Union in 1967. Brother Mann first shipped on the *Rambam*. He worked in the steward department and last sailed aboard the *Spirit of Texas*. Brother Mann retired in 1991 and called Hitchcock, Texas, home.



JOSE MARTINEZ

Brother Jose Martinez, 64, passed away July 4. A steward department member, he signed on with the SIU in 2000. Brother Martinez first worked on the *Bernard F. Fisher*. He last shipped aboard the *Resolve* in 2022. Brother Martinez made his home in Bronx, New York.



EFREN MATIAS

Pensioner Efren Matias, 71, died August 30. He became a member of the union in 2001 and initially sailed aboard the *USNS Sisler*. Brother Matias worked in the steward department and last sailed on the *USNS Watson*. He retired in 2021 and was a resident of Virginia Beach, Virginia.



STANLEY SPORNA

Pensioner Stanley Sporna, 70, died July 17. He became a member of the Seafarers International Union in 1976. Brother Sporna first sailed aboard the *Jefferson Davis*. He was an engine department member and last shipped on the *Lawrence Gianella*. Brother Sporna went on pension in 2017 and lived in Mobile, Alabama.



LAWRENCE WINFIELD

Pensioner Lawrence Winfield, 73, passed away August 7. Brother Winfield embarked on his career with the Seafarers in 1968, initially sailing on the *Oberlin Victory*. He worked in the steward department. Brother Winfield's final vessel was the *Maersk Chesapeake*. He began collecting his pension in 2014 and resided in Portsmouth, Virginia.



GREAT LAKES

JAMES ANDRZEJEWSKI

Pensioner James Andrzejewski, 83, died August 5. He joined the Seafarers in 1960 and first worked with Inland Lakes Management. Brother Andrzejewski sailed in the deck department. He became a pensioner in 1997 after concluding his career on the *Paul H. Townsend*. Brother Andrzejewski made his home in Alpena, Michigan.

LEE BLAHNIK

Brother Lee Blahnik, 71, passed away August 20. He donned the SIU colors in 1971 and initially worked with Michigan Interstate Railway. Brother Blahnik last sailed with Luedtke Engineering Company. He resided in Frankfort, Michigan.

ALI HADDAD

Pensioner Ali Haddad, 92, died December 26. Brother Haddad signed on with the SIU in 1964. He first sailed aboard the *Hastings* and shipped in all three departments. Brother Haddad concluded his career aboard the *EM Ford* and retired in 1996. He lived in Dearborn, Michigan.

CLINTON KIRCHOFF

Pensioner Clinton Kirchoff, 93, passed away August 27. A deck department member, he signed on with the SIU in 1959. Brother Kirchoff first worked with Inland Lakes Management. He last shipped aboard the *JAW Iglehart* in 1976. Brother Kirchoff went on pension in 1996 and made his home in Alpena, Michigan.



MOHAMED NASSIR

Pensioner Mohamed Nassir, 86, died July 30. He became a member of the union in 1970, first sailing aboard the *Hennepin*. Brother Nassir was a member of the engine department. He last shipped on the *St. Mary's Challenger* before retiring in 2004. Brother Nassir was a resident of Coldwater, Michigan.

THOMAS SKOWRONEK

Pensioner Thomas Skowronek, 76, died July 6. He signed on with the union in 1968 when he shipped with Inland Lakes Management. Brother Skowronek worked in the deck department. He last sailed aboard the *St. Clair* and went on pension in 2012. Brother Skowronek lived in Alpena, Michigan.



INLAND

ERNEST GINGLES

Pensioner Ernest Gingles, 85, passed away July 28. He began sailing with the Seafarers in 1968. A deck department member, Brother Gingles was first employed by Dixie Carriers. He last worked with Moran Towing of Texas in 2003 before going on pension the following year. Brother Gingles called Temple, Texas, home.



EDWARD HENDRIX

Brother Edward Hendrix, 69, died August 29. He embarked on his career with the union in 1974 and shipped in the deck department. Brother Hendrix initially worked with Allied Transportation. He last sailed with Mariner Towing and resided in Virginia Beach, Virginia.

JAMES HOWE

Pensioner James Howe, 82, passed away August 7. He joined the SIU in 1987. Brother Howe worked in the deck department. He was employed with Crescent Towing and Salvage for his entire career. Brother Howe made his home in Savannah, Georgia.



CONSTANTIN IORDACHE

Pensioner Constantin Iordache, 72, died March 13. He joined the union in 1992. Brother Iordache was a deck department member and sailed with Moran Towing of Philadelphia for most of his SIU career. He became a pensioner in 2015 and settled in Philadelphia.



ANDREW KELLY

Pensioner Andrew Kelly, 69, passed away August 21. He began sailing with the SIU in 1976 when he was employed with Moran Towing of Philadelphia. Brother Kelly worked in the deck department and was last employed with Crowley Towing and Transportation. He started collecting his pension in 2011 and called Brookhaven, Pennsylvania, home.



BERRY MEEKINS

Pensioner Berry Meekins, 82, died August 12. An engine department member, he joined the union in 1990. Brother Meekins was employed with Allied Transportation for his entire career. He became a pensioner in 2007 and resided in Washington, North Carolina.



KENNETH MOORE

Pensioner Kenneth Moore, 65, passed away July 31. He donned the union colors in 1982, initially sailing with Hvide Marine. Brother Moore shipped in both the deck and engine departments. He most recently sailed on the *Zeus* and retired earlier this year. Brother Moore was a resident of Willis, Texas.



ROBERT STELLY

Pensioner Robert Stelly, 84, died July 1. He became a member of the Seafarers International Union in 1963 and worked in the deck department. Brother Stelly was employed with Hvide Marine for most of his career. He became a pensioner in 2002 and settled in Lufkin, Texas.



ROBERT WEINHARDT

Pensioner Robert Weinhardt, 66, passed away July 13. A deck department member, he joined the SIU in 1996. Brother Weinhardt was employed by Crowley for his entire career. He began collecting his pension in 2016 and made his home in Pitman, New Jersey.



NMU

CRUZ DE JESUS

Pensioner Cruz De Jesus, 82, died August 4. Brother De Jesus sailed as a deck department member. He last shipped on the *Yorktown Express* and began collecting his pension in 2004. Brother De Jesus made his home in Pasadena, Texas.

BILLY DUCHARME

Pensioner Billy Ducharme, 88, passed away July 12. Brother Ducharme worked in the deck department and last shipped aboard the *Jean Lykes* in 1997. He became a pensioner the following year and settled in Louisville, Kentucky.

GILBERTO GOMEZ

Pensioner Gilberto Gomez, 98, died July 11. He retired in 1981 after concluding his career aboard the *Doctor Lykes*. Brother Gomez resided in League City, Texas.

YIP KAM

Pensioner Yip Kam, 103, passed away August 16. Brother Kam began sailing in 1943, first aboard the *El Coston*. A steward department member, his final vessel was the *United States*. Brother Kam went on pension in 1968 and made his home in Brooklyn, New York.



FRANCISCO KING

Pensioner Francisco King, 85, died July 24. Brother King worked in the deck department. He last sailed aboard the *Philadelphia* and became a pensioner in 2006. Brother King lived in Brooklyn, New York.



RAYMOND MAREE

Pensioner Raymond Maree, 90, passed away July 9. Brother Maree sailed in the engine department and last shipped on the *Green Ridge*. He went on pension in 1996 and settled in Moncks Corner, South Carolina.

FREDERICK MUNDT

Pensioner Frederick Mundt, 100, died August 10. Brother Mundt first sailed in 1943. He shipped in the deck department, initially aboard the *John L. Stoddard*. Brother Mundt last sailed aboard the *Marine Chemist* and began collecting his pension in 1990. He was a resident of Orange Park, Florida.

MIECZYSLAW PEKALSKI

Pensioner Mieczyslaw Pekalski, 67, passed away July 7. Brother Pekalski worked in the deck department and last sailed aboard the *Energy Enterprise*. He became a pensioner in 2022 and settled in Podansko, Poland.

ANTONIO PEREZ

Pensioner Antonio Perez, 84, died August 10. Brother Perez worked in the deck department. He retired in 1987 after concluding his career aboard the *Chesapeake*. Brother Perez resided in Alicante, Spain.

SHELDON PRIVIN

Pensioner Sheldon Privin, 89, passed away August 2. Brother Privin sailed in the deck department. He concluded his career aboard the *Alliance Norfolk* and retired in 2013. Brother Privin was a resident of Deerfield Beach, Florida.

CLARENCE PUMPHREY

Pensioner Clarence Pumphrey, 98, died August 16. Brother Pumphrey began sailing in 1945. He first shipped on the *Petersburg* and worked in the steward department. Brother Pumphrey was last employed by Keystone Tankers. He became a pensioner in 1985 and lived in Philadelphia.



JOSE RODRIGUEZ

Pensioner Jose Rodriguez, 88, passed away July 23. Brother Rodriguez sailed in the deck department and last shipped on the *Green Valley*. He went on pension in 1998 and settled in Villa Carolina, Puerto Rico.

MAURO SOSA

Pensioner Mauro Sosa, 75, died July 13. He was a steward department member and first sailed on the *M.E. Lombardi*. Brother Sosa last sailed on the *Margorie Lykes*. He retired in 2001 and was a resident of Tucson, Arizona.

GERMAN TORRES

Pensioner German Torres, 84, passed away May 26. Brother Torres sailed in the steward department. He concluded his career aboard the *Export Freedom* and retired in 1988. Brother Torres lived in Aguadilla, Puerto Rico.

MICHAEL ZICHELLA

Pensioner Michael Zichella, 82, died July 7. He first shipped on the *Gulf Pride* and worked in the steward department. Brother Zichella's final vessel was the *Overseas New York*. He began collecting his pension in 2000 and lived in Crestone, Colorado.

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.

LOUISIANA (Seabulk Crew Management), July 6 – Chairman **Albert Mensah**, Secretary **Shabrielle Knight**, Educational Director **Christopher Kirchhofer**, Steward Delegate **Yolanda Martinez**. Crew discussed importance of donating to SPAD (Seafarers Political Activities Donation), the union's voluntary political action fund. Secretary offered her assistance to anyone that needs help. Educational director encouraged crew to upgrade at the union-affiliated Paul Hall Center. No beefs or disputed OT reported. Members discussed vision and medical benefits. Crew was thanked for their hard work and contributions that made significant impact.

OVERSEAS TAMPA (Overseas Ship Management), July 7 – Chairman **Jovan Williams**, Secretary **Jumaane Allen**, Deck Delegate **Lawrence Hernandez**, Engine Delegate **John Raquipiso**. Members were reminded to stay hydrated while working in the heat. Crew discussed old business including requests to for fans and unlimited Wi-Fi. Chairman encouraged crew to recruit family members to join the union. He urged members to leave clean rooms for oncoming reliefs. Educational director advised crew to renew documents one year in advance and to upgrade at the Piney Point school. No beefs or disputed OT reported. STARZ TV cable network channels are now available. New carpet installed in rooms. **OVERSEAS TAMPA** (Overseas Ship Management), July 14 – Chairman

Jovan Williams, Secretary **Jumaane Allen**, Deck Delegate **Lawrence Hernandez**. Crew reviewed requests for unlimited Wi-Fi and for increases in boot reimbursement from \$125 to \$200. Chairman asked for patience while waiting on reliefs. Educational director reiterated importance of renewing documents well in advance and encouraged members to upgrade. No beefs or disputed OT reported. Members requested new printer in crew lounge, unlimited internet on crew computer and new TVs for rooms. Crew would like increases in pay, life insurance and eyeglass allowances.

OVERSEAS TAMPA (Overseas Ship Management), July 20 – Chairman **Jovan Williams**, Secretary **Jumaane Allen**, Deck Delegate **Lawrence Hernandez**, Engine Delegate **John Raquipiso**. Chairman urged crew to stay hydrated. He asked for everyone to continue working safely and to be aware of their surroundings. Educational director advised crew to keep documents current in order to upgrade at the Paul Hall Center on time. No beefs or disputed OT reported. Members asked for various items such as new clothes dryers, large work shirts, cases of bottled water, TVs and refrigerators in DEU rooms. Crew requested raises to match cost-of-living prices.

LIBERTY PASSION (Liberty Maritime Corp), July 21 – Chairman **Val Custis**, Secretary **Yacoub Shack**, Deck Delegate **Luis Mena**, Steward Delegate **Sarah Gross**. Chairman

advised crew to renew documents early and to go to the Paul Hall Center to upgrade. He encouraged members to recruit friends and family to join the SIU. Chairman discussed 401K benefits and direct deposit option for vacation checks. Ship is clean and well maintained, per secretary report. Treasurer reviewed ship funds and encouraged members to approach captain with purchase ideas. No beefs or disputed OT reported. Crew requested memory foam mattress.

MAERSK KINLOSS (Maersk Line, Limited), August 3 – Chairman **Nathaniel Sherrill**, Secretary **George Egbert**, Educational Director **Tijani Rashid**, Deck Delegate **Laura Bess**, Steward Delegate **Wilson Palacios Arriola**. Educational director recommended members upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew requested new refrigerators, towels and linens and asked for increases in food budget and vacation days. Members would like two routers per deck to help with internet access.

OVERSEAS TAMPA (Overseas Ship Management), August 4 – Chairman **Jovan Williams**, Secretary **Jumaane Allen**, Educational Director **Michael Robinson**, Deck Delegate **Lawrence Hernandez**, Engine Delegate **Garland Scott**, Steward Delegate **Jasmine Mable**. New dryer received and printer fixed. Chairman thanked steward department for doing an amazing job and asked members to remain patient while waiting for

reliefs. Educational director reiterated the importance of keeping documents current and taking advantage of the upgrading opportunities at the Piney Point school. No beefs or disputed OT reported. Members were reminded to keep crew computer unlocked. Crew requested higher wages and increased health insurance benefits as well as allowances for emergency flights.

PACIFIC COLLECTOR (TOTE Services), August 4 – Chairman **Kenneth Steiner**, Secretary **Terrelyn Wallace**, Educational Director **Trevor Cohn**, Deck Delegate **Mohamed Aboubaker**, Engine Delegate **Davon Brown**. Washing machine installation has begun and ship is now equipped with Starlink Wi-Fi. Crew is working well together, per chairman. Food order has been made. Educational director advised crew to take advantage of the upgrading opportunities offered at the Paul Hall Center. Ship has 401K paperwork available to members. Captain has offered help to anyone that might need assistance. No beefs or disputed OT reported. Crew requested cable TV in all rooms. Members discussed new contract and wage increase. Crew would like to add one day per month into the contract and for increased pension and dental insurance. QMED asked for penalty pay for fabrication welding work. Members would like to have chiropractor benefit again as well as work boot reimbursement after 90 days.

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
DECK DEPARTMENT UPGRADING COURSES		
Able Seafarer - Deck	November 4	November 22
STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	November 4 December 9	December 6 February 14
ServSafe Management	December 2	December 6
Advanced Galley Ops	November 18	December 13
SAFETY/OPEN UPGRADING COURSES		
Basic Training Revalidation	November 18 December 2 December 6	November 18 December 2 December 6
Government Vessels	November 4 December 9	November 8 December 13



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.

<i>COURSE</i>	<i>START DATE</i>	<i>DATE OF COMPLETION</i>
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



APPRENTICE WATER SURVIVAL CLASS #912 – Pictured above: Maximilian Bates, Robert Bergstedt Jr., Brian Bolden Jr., Daqwaun Cleveland, Jordan Cruz, Eric Davidson, Andre Dixon Jr., Yetiani Fernandez, Erik Galasso, Kilby Graham Jr., Adam Hassebrock, Kevin Hopkins, David Jackson, Azya Johnson, Jeremy Marte, Desawn Murray, Scott Nygaard, Joseph Paulin, Chad Peters and Ryan Whiter.



ADV. GALLEY OPS – Graduated September 20: Jessica Davis, Raymond Forse, Jasmin Franklin, Steven Lopez Ferrer, Andrea Sharpe and Chadon Williams.



BASIC SAFETY – Graduated September 6: Joseph Nader and Brandon Walker.



GALLEY FAM. – Graduated September 20: Azya Johnson and Desawn Murray.



ADV. REFER CONTAINER MAINTENANCE – Graduated September 6: Alex-Stephen Amarra, Justin Bodnar, Edgar Dionio, Cale Irons, Tony King Jr., Melody Mitchell, Lamont Robinson and Jimmie Williams Jr. Instructor Chris Morgan is at the far left.



CERTIFIED CHIEF COOK – Graduated September 13 (not all are pictured): Cedrick Burton Jr., Rasheed Groden, Sadie Johnson, Jamal Michel, Abel Palacios, Dochua Polanco-Nieves, Brian Rojas Perez, Kenya Scott, Lawanda Sloan and Kaishona Stimphil.



GOVERNMENT VESSELS – Graduated September 13 (above, not all are pictured): Abdul-Ghaffar Abu-Bakr, Ahmed Almusab, Alex-Stephen Amarra, Rodelo Ayaton, Carleous Brown Jr., Tekki Carter, James Davies, Mark Dennison, Edgar Dionio, Javontae Douglas, Derick Dy, Troy Fleming, Tanish King, Montel MacKey, Jony Morales Martinez, Joseph Nader, Jessica Neil, Brandon Walker and Eddie Wells Jr.

Paul Hall Center Class Photos



GOVERNMENT VESSELS – Graduated September 27 (above, not all are pictured): Jasmine Brockington, Ryan Bruun, Joshua Burton, Rudolph Castaneda, Michael Dooley, Richard Dunn, Dennis Garcia Borda, Sherlyen Gedeon, Aaron Green, Fahmy Hajj, Antonio Harrison Jr., Joshua Kazakis, Chantay Martin, Langston Mejia-Johnson, Javion Riley-Medlock, Deandre Ryan, Brian Sheeran, Michael Smith, Elijah Stepney, Terrence Thompson, Carlos Velazquez Rivera and Jacob Wharton. Instructor Daniel Reed is at far left.



GALLEY OPS – Graduated September 20: Zainab Dexter and Susan Kennedy.



JR. ENGINEER PLANT MAINTENANCE – Graduated September 20: Charles Bishop, Wilfredo Calix Maximo, Preston Eiland, Erl Encina, Michael Lane, Johnny Matthews III, Alton Simpson, Christopher Skinner, Dennis Smith Jr. and Michael Zabielski. Instructor Chris Morgan is at far right.



RFPEW – Graduated September 20: Tito Butler Jr., Korgan Chalker, Terrance Clark Jr., Victor Diaz, Matthew Lehnen and Casper Wilson.



MSC SUPPLY CONFIG MGMT – Graduated September 13 (not all are pictured): Stacy Davis, Tammy Gammage, Walter Lewis Jr., Kion Miller and Ali Yahia.



VESSEL OPS – Graduated September 20: Maximilian Bates, Robert Bergstedt Jr., Brian Bolden Jr., Daqwan Cleveland, Eric Davidson, Andre Dixon Jr., Yetiani Fernandez, Erik Galasso, Kilby Graham Jr., Adam Hassebrock, Kevin Hopkins, David Jackson, Jeremy Marte, Scott Nygaard, Joseph Paulin, Chad Peters and Bryan Whiter.



RFPNW – Graduated September 13: Iman Afifi, Tyler Brown, Alex Cancel, Jamison Coronel, Darien Davis, Edwin Edjeani, Garrett Giella, Cody Gore, James Jackson III, Wesley Jones, Ike Okparaeke, Dakota Sletten, James Smiley, Andrew Smith and Zachary Wilson.



PUMPMAN – Graduated September 20 (above, not all are pictured): Rahsaan Alexander, Kevin Brown, Marvin Fabrizio, James Grant, Carlos Gutierrez, Anibal Lopes, Alex Oliva and Jessica Valentin.

SEAFARERS LOG

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

USTRANSCOM Welcomes New Commander

Air Force Gen. Randall Reed assumed leadership of the U.S. Transportation Command (USTRANSCOM) from Gen. Jacqueline Van Ovost during an Oct. 4 ceremony at Scott Air Force Base, Illinois.

During the gathering, Reed stressed that USTRANSCOM is the leading warfighting entity in the Defense Department, from delivering aid to combat power.

"Make no mistake," Reed said, "the work we must do now to deter growing threats is serious and demands a sense of urgency. Nevertheless, we will never shy from the contested environment."

Secretary of Defense Lloyd J. Austin III presided over the event and praised the command for all it has done and continues to do to bolster freedom and security globally.

"When crisis strikes," Austin said, "... the ability to move comes first [and] when America calls, TRANSCOM moves out. You know, we've asked a lot of you over the past three years. You have delivered. And you have made history."

"Now, this kind of success doesn't just happen," he continued. "It's the direct result of the skill and dedication of the men and women of this command and [the leadership] of General Jackie Van Ovost."

During Van Ovost's tenure at USTRANSCOM, she led a total force team of more than 120,000 military, civilians, and contractors and three service component commands and one joint subordinate command that together fulfill USTRANSCOM's joint mobility mission by air, sea, and land. Throughout that time, she was an outspoken advocate of the U.S. Merchant Marine and proved consistently supportive of the SIU. She regularly emphasized the nation's dependence on a strong U.S. Merchant Marine along with her commitment to back the industry.

Since January 2022, USTRANSCOM has



Gen. Randall Reed (foreground, second from right), the new U.S. Transportation Command commander, and Gen. Jacqueline Van Ovost (left), outgoing commander, salute the colors during his change of command ceremony at Scott Air Force Base, Illinois. (Photo by Brien Vorhees)

delivered more than 3 million pieces of materiel to Ukraine, including ammunition, air defense systems, armored fighting vehicles, and more. Later that same year, the president appointed USTRANSCOM as the Defense Department's single manager for global fuel management and delivery, ensuring the joint force is fueled for a large-scale conflict.

On any given day, USTRANSCOM has more than 100 railcars, 30 ships, and 1,500 trucks delivering cargo, according to the agency. Additionally, every two minutes (on average), the combatant command has planes taking off or landing worldwide – hauling supplies, refueling aircraft, or moving patients.

"Wherever you see American forces," Van Ovost said, "TRANSCOM not only puts them there but provides the continuous sustainment required to maintain operations. Over the past three years, I challenged [the USTRANSCOM team] to improve readiness, build and empower

teammates, defend and improve the cyber domain, and drive towards 'decision advantage.' You delivered that and so much more."

Reed said he is "inspired" by the command's work and, as the former Air Mobility Command deputy commander, he has experience as a USTRANSCOM provider and customer.

Reed is the 15th commander of USTRANSCOM, one of 11 combatant commands in the Department of Defense. USTRANSCOM is a unified functional combatant command which provides support to the ten other U.S. combatant commands, the military services, defense agencies and other government organizations.

He graduated from the U.S. Air Force Academy in 1989. During Reed's career, the general held a variety of joint, headquarters, and base-level positions, including assignments in strategic airlift, special operations air refueling, and joint logistics spanning Operation Desert Storm to Operation Allies Refuge.

New Contract with Crowley Towing and Transportation Ratified

A new contract with Crowley Towing & Transportation has been ratified by the membership, and contains wage increases and additional leave time, all while maintaining the existing level of medical coverage.

The following excerpts are from a letter to the membership written by SIU Assistant Vice President Michael Russo, who led the negotiations:

"After months of dedicated negotiations, the Union and Crowley Towing & Transportation have reached a tentative agreement. This achievement is a testament to the hard work and unwavering commitment of our negotiating committee, including Capt. **Norman Skipper**, Chief Mate **Nate Leachman**, Engineer **Craig Perry**, and AB **Ronald Boatwright**. Their efforts have been instrumental in reaching this milestone and they endorse this contract."

The new contract includes wage increases every year, enhanced leave time benefits and expanded bereavement leave, while maintaining the previous level of all other benefits, including pension contributions.

Russo concluded, "And the best part, **no economic concessions** were made. We fought hard to enhance your contract without compromising your financial well-being or removing language from your contract."



From left to right: Cris Serrano, Labor Relations Advisor (Crowley); Mate Nate Leachman; Patrolman JB Niday; Dan Lowry, Director of Labor Relations (Crowley); Port Agent Ashley Nelson; Captain Norman Skipper; Port Captain Ryan Stirewalt (Crowley); Andrew Gauthier, Operations Manager (Crowley); and Chief Engineer Craig Perry.