

SEAFARERS LOG

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

U.S. House Hearing Underscores Need for Strong Maritime Industry Readiness Requires Reliance on ‘Commercial Industry Partners’



The commanding officer of the U.S. Transportation Command and the acting head of the U.S. Maritime Administration recently told a key House subcommittee that the U.S. Merchant Marine remains vital to the nation's security. Gen. Jacqueline Van Ovost (left in photo at left) and Acting Maritime Administrator Lucinda Lessley (right in same photo) also offered candid assessments of challenges facing the industry. U.S. Rep. Joe Courtney (D-Connecticut) (right in photo above) chaired the hearing. *Page 3.*

U.S. Ready Reserve Force Becomes More Modern

Modernization of the U.S. Ready Reserve Force (RRF) is underway, as the Department of Transportation's Maritime Administration recently announced its purchase of two vessels: the *Honor* (below) and *Freedom* (photo at right), both roll-on/roll-off ships. Formerly part of the U.S. Maritime Security Program, both ships will be renamed as they join the RRF. *Page 4.*



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President's Report

Union Yes

The recent win by workers who formed a union at an Amazon distribution center in New York is excellent news in its own right, but it also signals even greater potential for employees across the country.

For anyone who missed it, this was no April Fools' Day joke: On April 1, more than 2,500 individuals voted to join the Amazon Labor Union. They won the election by more than 500 votes, overcoming a massive anti-union campaign and securing the first such victory in the company's history. One prominent publication called it "one of the biggest wins for organized labor in a generation."



Michael Sacco

Whether an election happens at a large facility like the Amazon warehouse or at comparatively smaller ones like the various Starbucks locations that have recently unionized, it's always heartening to see workers pulling together and choosing union representation. It also demonstrates that even though our nation's labor laws remain severely outdated, workers can in fact beat the odds and win.

Labor unions have always served as the strongest employee advocate in any workplace. From factory floors to the federal government to the deckplates, union members have always counted on their organization to fight for their rights, wages, safety and health care. Through continual work and perseverance, unions will remain a cornerstone of the American workforce.

It would be even better news if wins like the one at Amazon were the rule rather than the exception. And I believe that'll be the case if the Protecting the Right to Organize (PRO) Act becomes law. This legislation, long overdue, would restore fairness to a process that gradually has become severely slanted in management's favor.

When workers want to form or join a union, they should be free to do so, without employer interference. The PRO Act would give them that chance. Meanwhile, kudos to the grassroots movement in New York that culminated in a spirit-lifting victory for workers.

Industry Remains Vital

Comments from the commanding officer of the U.S. Transportation Command during a recent congressional hearing clearly spelled out how our nation depends on a strong U.S. Merchant Marine. Gen. Jacqueline Van Ovost reiterated her support of our industry – including our crews – saying the time is now for American-flag fleet revitalization.

On the latter point, the Ready Reserve Force began taking steps in the right direction with the acquisitions of two newer ships. This is a good start, and I'm hopeful it's just that: a start. The RRF is a critical component of our nation's sealift. It should consist of modern vessels.

Be sure to read our coverage of the hearing, which also included excellent remarks by Acting Maritime Administrator Lucinda Lessley and by representatives from both sides of the aisle.

Upgrading in Piney Point

I've recently had opportunities to spend a fair amount of time at the SIU-affiliated school in Piney Point, Maryland. It's good to see our operations safely moving back towards something that resembles pre-pandemic times, even if we're not totally there yet.

As the school ramps up its course frequency, I encourage Seafarers to take advantage of everything it offers. The Paul Hall Center is the key to moving up, boosting your earning power, and staying on top of the requirements for your particular job.

Check out the upgrading course schedule in the LOG or on the SIU website. If you need help getting started, contact the school, your port agent or the union's membership assistance office. Plenty of people are ready and willing to help.

I remain proud of the school, which has come a long, long way in its nearly 55 years of operation. It's a first-class facility with modern equipment and a great staff, and it happens to be located on a very scenic spot. Utilize it for a brighter future.



Committee members convene at headquarters and begin their work.

Members Review Paperwork at Headquarters

Rank-And-File Seafarers Approve Union's 2021 Financial Records

Seven SIU members in early April approved the union's financial records for 2021.

The SIU Constitution requires that a group of rank-and-file Seafarers (elected by fellow members) annually examines the organization's financial records for the previous calendar year. Accordingly, this process began with the financial committee's election in Piney Point, Maryland, and then in the following days when they reviewed the paperwork at SIU Headquarters in Camp Springs, Maryland.

The committee found that the SIU's financial records for 2021 are in good order. Their report, filed with the secretary-treasurer's office, will be read in all ports and presented for approval at the union's June membership meetings.

Serving on the committee were Recertified Bosun **Karl Mayhew** (chairman), Chief Steward **Richard Toth**, QMED **Riley Donahue**, Chief Cook **Marilou Toledo**, Recertified Bosun **Gerard Costello**, Chief Steward **Cayetano Toledo** and Recertified Steward **Exxl Ronquillo**.

They were elected April 4 at the monthly membership meeting at the Paul Hall Center for Maritime Training and Education.

The members handled their tasks in accordance with Article X, Section 14-c of the SIU Constitution, which lists the duties of the an-

nual financial committee along with rules and procedures for electing the group.

In part, their report reads, "We, the committee, do hereby state that we have examined the procedure for controlling of the funds of the union and have found that the system of internal control is adequate to safeguard them properly.... We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The members reported that they met with representatives from the certified public accounting firm that periodically audits the union's books and records. Those representatives explained their procedures for checking the secretary-treasurer's financial report of the union's records, and they also further discussed the SIU's overall financial operation. SIU Assistant Vice President Pat Vandegrift also worked with the committee "and made himself and the records of his office available" to the group, according to the report.

Finally, the union's legal counsel met with the committee and made themselves available should the committee members have any questions.



Finance committee members and headquarters personnel are pictured as the group wrapped up its work. Seated (from left) are Chief Steward Cayetano Toledo, Chief Cook Marilou Toledo and QMED Riley Donahue. Standing (also from left) are Recertified Steward Exxl Ronquillo, Chief Steward Richard Toth, Recertified Bosun Gerard Costello, SIU Asst. VP Pat Vandegrift, Recertified Bosun Karl Mayhew (who chaired the committee), and Chelsea Heindel from the office of the union's secretary-treasurer.

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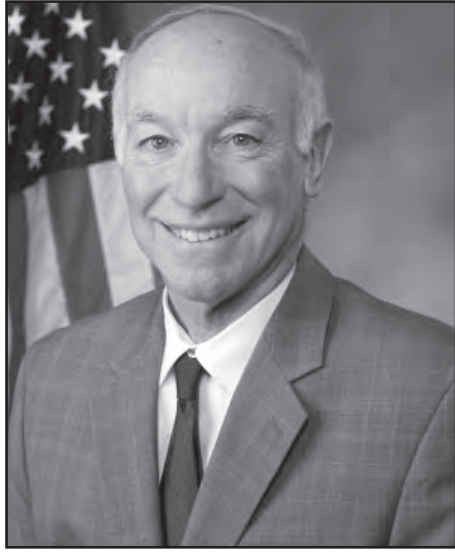
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U.S. Rep. Rob Wittman
(R-Virginia)



U.S. Rep. Joe Courtney
(D-Connecticut)



Gen. Jacqueline Van Ovost
Commander, TRANSCOM



Lucinda Lessley
Acting U.S. Maritime Administrator

Military Readiness 'Inextricably Linked' To U.S. Commercial Maritime Industry

House Hearing Emphasizes Need for U.S. Crews, Newer Ships

A recent hearing in the U.S. House of Representatives featured candid discussion about challenges facing the maritime industry, and also emphasized the critical need for a strong U.S. Merchant Marine.

Two individuals testified at the March 31 gathering, conducted by the House Armed Services Subcommittee on Readiness and Seapower and Projection Forces: U.S. Air Force Gen. Jacqueline Van Ovost, commanding officer of the United States Transportation Command (TRANSCOM); and Acting U.S. Maritime Administrator Lucinda Lessley.

Titled "Posture and Readiness of the Mobility Enterprise," the hearing featured strong words of support for U.S. mariners, not just from the panelists but also from legislators.

Chairman Joe Courtney (D-Connecticut), after pointing out that U.S. "mobility forces" already had conducted more than 200 missions "in support of the effort to deliver weapons and supplies to the brave people fighting in Ukraine" expressed wide-ranging distress about sustaining the ability to execute such missions.

"Today, the ships and aircraft that comprise our sealift and airlift capabilities are challenged by readiness shortfalls, obsolescence, and an evolving threat landscape," he said. "Congress has acted on a bipartisan basis to address some of these issues...."

For example, Courtney commended the recent securing of full authorization for the Tanker Security Program (TSP).

Courtney also said he remains "very concerned about the path forward on recapitalizing our sealift fleet. In just a decade, nearly three-quarters of our fleet will reach the end of their service life.... I remain firmly committed to the three-pronged strategy of cost-effective life extensions for current ships, the procurement of a discrete number of used ships and the start of a domestic new-build effort.... We will continue to look at an 'all of the above plan' for sealift, rather than the either-or choice between used or new ships."

Ranking Member Rob Wittman (R-Virginia) said of Russia's invasion of Ukraine, "If there is anything in this war that we can use as a lesson learned, it is the value of our logistics forces and their need to pace with the combat forces.... I would propose a strategy that expands our Tanker Security Program; that ensures our intra-theater connector strategy is coupled with a prepositioned force appropriate for the Pacific distances our forces will be required to traverse; that has adequate surge sealift forces; and, that has adequate bulk fuel stores positioned at the correct locations...."

Van Ovost stressed the military's reliance on "our commercial industry partners" to help ensure ongoing readiness. She said the country's ability to "project and sustain military forces anywhere on the globe at a time and place of our nation's choosing ... could not happen without our total force and civilian personnel, who are critical to our daily capacity and ability

to seamlessly transition to a wartime footing. The DOD's ability to project military forces is inextricably linked to commercial industry. These industry partners provide critical transportation capacity and global networks to meet day-to-day and wartime requirements."

Emphasizing those points, the general added, "During times of war, 90% of our personnel are transported via commercially contracted air and 90% of our military cargo is transported by sealift vessels."

Van Ovost also said recapitalizing the sealift fleet must be a top priority.

"By 2032, approximately 70% of government-owned surge sealift ships will approach the end of their service life and must be replaced," she stated. "DOD, DOT, U.S. Navy and TRANSCOM made initial progress in executing the strategy to recapitalize the fleet with used sealift ships from the commercial market and are working through the process of the initial purchases. The Vessel Acquisition Manager will also survey additional ships authorized for purchase in FY22. These first ships are a welcome beginning to the recapitalization of vital square footage and capacity."

Lessley described many of the laws and programs that help maintain the U.S. maritime industry and then pointed out, "These programs are sustained by a strong and highly qualified U.S. Merchant Marine and shoreside personnel. As they always have during times of crisis in our nation's history, U.S. Merchant Mariners

and other critical transportation infrastructure workers – including longshore workers, truckers, rail workers, and warehouse workers – have gone above and beyond during the COVID-19 pandemic to ensure the effective operation of our maritime transportation system and our intermodal supply chains. These essential workers have moved record volumes of cargo often at great personal risk, and we remember their heroic efforts and sacrifices during the COVID-19 pandemic."

Like other speakers, Lessley also described challenges to the nation's strategic sealift capability, which she said includes "an aging fleet, operations in increasingly contested environments, a shortage of available mariners, and unprecedented readiness challenges brought on by the COVID-19 pandemic."

She pointed out, for instance, that the Ready Reserve Force (RRF) consists of just 41 government-owned vessels. "This is nearly the smallest the RRF has been since inception and provides only a fraction of the sealift needed by the DOD," she said.

Lessley added, "Due to the declining number of ships in the U.S.-flag oceangoing fleet, MARAD is concerned about our ability to quickly assemble an adequate number of qualified mariners to operate large ships for surge and sustainment sealift operations if an extended mobilization were to occur."

She then explained some of the steps the agency is taking for potential mitigation.

Meeting With Ukrainian Ambassador



SIU Secretary-Treasurer David Heindel (fifth from left), in his role as Chair of the ITF Seafarers' Section, joined other officials in meeting with Ukrainian Ambassador to Singapore Kateryna Zelenko (fourth from right). During an April gathering in Singapore, they discussed current conditions for Ukrainian mariners and the suffering of citizens in Ukraine. ITF General Secretary Steve Cotton is between Heindel and the ambassador. Also pictured are (from left) John Canias, ITF Maritime Department; Simon Spacey, VP Human Resources, CMA-CGM; Guy Platten, Secretary General, International Chamber of Shipping; George Pitaoulis, Marine Personnel and Development Director, ABC Maritime; Vitalii Chaika, Group Crewing Director at ASP Ship Management; Capt. Belal Ahmed, Managing Director, Western Shipping; and Francesco Gargiulo, CEO, International Maritime Employers Council.

RRF Adds Two Newer Vessels to Fleet

The Ready Reserve Force (RRF), a vital component of United States combat deployment capability, is set to receive some critically needed tonnage this year. The *Honor* and *Freedom* are expected to enter service this fall, according to an announcement by the U.S. Department of Transportation's Maritime Administration's (MARAD).

The two ships, formerly part of the American Roll-On/Roll-Off Carrier (ARC) fleet, will be renamed the *Cape Arundel* and *Cape Cortes*, respectively, adding more than 432,000 square feet of total sealift capacity and 316,000 square feet of military cargo capacity, MARAD reported. Both vessels carried military cargoes (and SIU crews) for many years and participated in the Maritime Security Program (MSP). The two ships will replace older vessels retired in Fiscal Year 2022 and will be owned by the Department of Transportation.

"The Ready Reserve Force is an essential element of U.S. national security," said Transportation Secretary Pete Buttigieg. "We are proud to use this innovative method to more quickly acquire two additional vessels and ensure America's Ready Reserve Fleet is always ready to answer the call."

According to MARAD, "The Ready Reserve Force is a subset of vessels within MARAD's National Defense Reserve Fleet (NDRF) ready to support the rapid worldwide deployment of U.S. military forces. As a key element of Department of Defense (DOD) strategic sealift, the RRF primarily supports transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during critical surge periods – the period of time before commercial ships can be secured for similar support."



The *Freedom* is one of the new scheduled additions to the RRF.

The current RRF is comprised of 41 vessels, which are required to be "at the ready," defined by MARAD as "fully operational within their assigned five- and 10-day readiness status." Most if not all of those ships include SIU crews, both during an activation as well as during periods of reduced operating status (ROS).

"We selected these ships to continue the RRF recapitalization because each meets criteria set forth in the National Defense Authorization Act and provides a standard set of capabilities that we identified with the U.S. Navy, Military Sealift Command, and U.S. Transportation Command," said Acting Maritime Administrator Lucinda Lessley. "These vessels will provide reliable sealift capacity for years to come."

These vessels were purchased using a vessel acquisition manager (VAM), an integrated program office that includes MARAD and Naval Sea Systems Command members and leverages commercial practices, according to MARAD. This enables the Departments of Transportation and Defense "to partner with the industry to effectively and more quickly replace aging sealift vessels with newer ships to meet national security requirements," the agency reported.

Previous Maritime Administrator RADM Mark Buzby, speaking in 2018, explained the importance of the RRF when he noted, "From 2002 to June of 2008, 118 ship activations were called for in support of Operations Enduring Free-

dom and Iraqi Freedom. In that period, there were 13,575 ship operating days with a reliability rate of 99 percent. Almost 25 percent of the initial equipment needed to support the U.S. armed forces operations in Iraq was moved by the RRF. By comparison, Military Sealift Command's combined sealift fleet of large, medium-speed roll-on/roll-off (RO/RO) and fast sealift ships carried 29 percent of the cargo required for the invasion.

"The RRF provides significant cost savings to the Department of Defense by maintaining shipping capacity in a reduced operating status until needed," Buzby added. "These vessels also provide maximum flexibility to an already thinly stretched Navy."

Mobilizing for Atlantic Resolve



The SIU-crewed *Endurance* (below) and *Liberty Passion* (above) are among the vessels that recently began sailing in support of Operation Atlantic Resolve, described by the U.S. Army as a "pre-planned, rotational force deployment (that) was announced in December 2021." The *Endurance* (operated by TOTE Services for ARC) is pictured April 6 arriving in Denmark, while the *Liberty Passion* (Liberty Maritime) is shown March 21 in Greece as an M1 Abrams tank disembarks. According to the Army, "The rotation will include joint and multinational training events to build readiness, increase interoperability and enhance the bond between NATO Allies and regional partner nations." (*Endurance* photo courtesy ARC; *Liberty Passion* photo by Spc. Austin Steinborn, 5th Mobile Public Affairs Detachment)



NLRB General Counsel Abruzzo: Ditch Captive-Audience Meetings

National Labor Relations Board (NLRB) General Counsel Jennifer Abruzzo on April 7 issued a memorandum to all field offices announcing that she will ask the board to find mandatory meetings in which employees are forced to listen to employer speech concerning the exercise of their statutory labor rights, including captive audience meetings, a violation of the National Labor Relations Act (NLRA).

Abruzzo explained that the board has long recognized that the NLRA protects employees' right to listen to – or refrain from listening to – employer speech concerning their rights to act collectively to improve their workplace. "Forcing employees to attend captive audience meetings under threat of discipline discourages employees from exercising their right to refrain from listening to this speech and is therefore inconsistent with the NLRA," the board announced.

The memo asserted that years ago, the board incorrectly concluded that an employer does not violate the NLRA by compelling its employees to attend meetings in which it makes speeches urging them to reject union representation. As a result, employers commonly use explicit or implied threats to force employees into meetings about unionization or other statutorily protected activity.

"This license to coerce is an anomaly in labor law, inconsistent with the Act's protection of employees' free choice. It is based on a fundamental misunderstanding of employers' speech rights," said Abruzzo. "I believe that the NLRB case precedent,



Jennifer Abruzzo
NLRB General Counsel

which has tolerated such meetings, is at odds with fundamental labor-law principles, our statutory language, and our Congressional mandate. Because of this, I plan to urge the board to reconsider such precedent and find mandatory meetings of this sort unlawful."

She said she'll urge the board to correct that anomaly and propose they adopt "sensible assurances that an employer must convey to employees in order to make clear that their attendance at these meetings is truly voluntary. Such an approach will appropriately protect employers' free-speech rights to express views, arguments, or opinions concerning the employees' exercise of their protected labor rights without unduly infringing on the rights of employees to refrain, or not, from listening to such expressions."



Young is pictured in 1998 (photo at right) addressing a Maritime Trades Department meeting, and (third from left in the photo above) in 2015 during the Maritime Congressional Sail-In, a yearly event (during non-pandemic times) that promotes the industry. Among those also in the photo are SIU VP Contracts George Tricker (second from right).



Pro-Maritime Congressman Young Dies

Alaska and the U.S. maritime industry lost a unique advocate March 18 when U.S. Rep. Don Young (R-Alaska) died at age 88.

"It's with heavy hearts and deep sadness that we announce Congressman Don Young, the Dean of the House and revered champion for Alaska, passed away today while traveling home to Alaska to be with the state and people that he loved. His beloved wife Anne was by his side," said a statement from his spokesperson, Zach Brown.

Young was an unwavering backer of the U.S. Merchant Marine. He was the only member of Congress who was a licensed merchant mariner, from his days as a tugboat captain prior to becoming an elected official. He also spearheaded a direct connection between Alaska citizens and the apprentice program at the SIU-affiliated school in Piney Point, Maryland.

President Joe Biden stated, "There is

no doubt that few legislators have left a greater mark on their state. Don's legacy lives on in the infrastructure projects he delighted in steering across Alaska; in the opportunities he advanced for his constituents; in the enhanced protections for Native tribes he championed. His legacy will continue in the America he loved."

"I had many meetings over the years with Don Young," recalled SIU President Michael Sacco. "He truly was one of a kind. You always knew where you stood with him. And he always stood with us."

Young was born on June 9, 1933, in Meridian, California. He earned a bachelor's degree in teaching at Chico State College in 1958. Young moved to Alaska in 1959, the same year Alaska became a state. After becoming mayor of Fort Yukon in 1964, he held various state-level offices until he was elected to the U.S. House in 1973. He remained U.S. Representative

for nearly 50 years, and was the longest-serving current member of Congress at the time of his death.

Young spoke at the Executive Board meetings of the SIU-affiliated Maritime Trades Department, AFL-CIO in both 1998 and 2003. He contributed his voice and presence in support of many key maritime programs and laws, such as the recently enacted Tanker Security Program, the Maritime Security Program, The Merchant Mariners of World War II Congressional Gold Medal Act, and the Jones Act.

"As a mariner myself, I recognize the crucial role the maritime industry plays in delivering goods to communities across the globe," said Young in 2014. "I am a strong supporter of the Jones Act, which I believe is necessary to maintaining a viable U.S. Merchant Marine fleet that keeps Alaskan communities fueled and supplied even in some of the world's most

challenging conditions. Alaska's maritime industry is not only critical to our state's economy, it is also an important part of our state's identity."

Paul Doell, president of the Seafarers-affiliated American Maritime Officers, said, "Don Young was a tough, blunt, reliable advocate of the U.S. merchant fleet and American merchant mariners in all trades, and he held close ties to AMO throughout his long service in the U.S. House of Representatives. Our union always had an open door to his office, and I was privileged to have been among AMO staff members to discuss maritime issues with him, reveling in his earthy perspective."

"Everybody knows Don Young," Young himself said in a 2016 interview. "They may not like Don Young; they may love Don Young. But they all know Don Young."

UVC Gains Status as Official AFL-CIO Labor Constituency Group

The Union Veterans Council (UVC) in mid-March got a boost from the AFL-CIO.

The federation's executive council (SIU President Michael Sacco is the longest-serving member of that group) unanimously voted to recognize the UVC as the AFL-CIO's seventh official labor constituency group.

UVC Executive Director Will Attig noted, "During the 2009 AFL-CIO Convention, the AFL-CIO passed a resolution to form the Union Veterans Council. From its inception, the UVC was a force multiplier for union veterans and all working families in their fight for economic freedom and security. And we are proud to announce that because of our success and growth, the UVC is becoming its own nonprofit labor organization...."

He continued, "This decision by the UVC board, with the support of the AFL-CIO, will allow us to scale our programmatic work and capacity to be even more effective as we fight to help union veterans and all working families better their lives. The Union Veterans Council's foundation will remain unchanged and our mission to bring working-class vet-

erans together to speak out on the issues that impact us most remains the same.... The Union Veterans Council was built to protect working-class veterans and their interests. We will continue to do so now with greater authority and reach. I want to thank everyone who was a part of this transition and for your continued support in the next part of our journey."

The related AFL-CIO Executive Council statement reads in part: "Union members in every industry, occupation and region of the country have proudly and bravely served in the armed forces of the United States.... Since its founding 13 years ago, the UVC has steadily and sustainably grown in its outreach, its effectiveness and its fundraising capacity. With a diligent focus on organizing – at the national and local level – coupled with the initiative and creative thinking of UVC leadership, the UVC has evolved into a force multiplier for federation and affiliate organizing, legislative and electoral campaigns, and other important initiatives. The UVC has now reached operational capacity that makes its status as a constituency organization more appropriate than its former project status."

The federation's other constituency groups are as follows (with descriptions from the AFL-CIO website:

A. Philip Randolph Institute: APRI is an alliance between labor and the civil rights movement. Today, it fights for racial equality and economic justice.

Asian Pacific American Labor Alliance: APALA is the nation's first national organization of AAPI workers. It focuses on advancing worker, immigrant and civil rights.

Coalition of Black Trade Unionists: CBTU is an independent voice for Black workers within the labor movement.

Coalition of Labor Union Women: CLUW unifies union women to face shared concerns. The coalition focuses on action on issues important to women workers.

Labor Council for Latin American Advancement: LCLAA represents 2 million Latino workers. The council organizes working people to protect the rights and expand the influence of Latinos.

Pride At Work: Pride@Work brings together the labor movement and the LGBTQ community in pursuit of social and economic justice.



Will Attig
UVC Executive Director

Seafarers Contract Ratified at Inland Lakes Management

A new four-year contract between the SIU and Inland Lakes Management (ILM) covering licensed mariners has been negotiated and ratified.

ILM operates the *SS Alpena* on the Great Lakes. The vessel is a self-unloading bulk carrier that hauls cement.

The contract is retroactive to Nov. 1, 2021 and runs through Oct. 31, 2025. It calls for annual wage in-

creases and maintains the current health and pension benefits.

Additionally, the new agreement maintains the Paul Hall Center benefit for training and upgrading.

Negotiating on behalf of the union were Assistant Vice President Bryan Powell and Port Agent Todd Brdak.

With Seafarers Aboard Maersk Michigan



Vessel master Capt. T. Pham submitted these snapshots from the U.S. Marine Management, Inc. vessel, which is operating in the Far East. The photo directly above with members holding flags includes ABDM Fernando Haber, ABW Harvey Carvajal, Bosun Gregorio Cudal, ABDM Tomas Calderon Robinson, ABW Peter Stoker and ABW Roy Enriquez. The tank-cleaning photo (immediate right) includes the aforementioned Seafarers plus Pumpman Walden Galacgac, QMED Joshua Bonita, and QMED Elhassene Elkori, while the remaining photo at top right includes (almost) the whole crew. The *Maersk Michigan* is a 600-foot-long product tanker that was built in 2003 in Japan. It has a beam of 104 feet.



Spotlight on Mariner Health

Migraine: More Than a Headache, It's a Disease

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

A migraine is not merely a headache, but a neurological disease that can cause debilitating attacks, often with other symptoms such as nausea, vomiting, and sensitivity to light or sound.

Episodic and chronic migraines are terms used to describe how many migraines a person has per day or per month. These attacks can last for several hours to days.

Migraines are thought to result from changes in levels of the brain chemicals in certain regions of the brain. Symptoms vary at different stages of migraines, and they may occur in children and teenagers as well as adults.

Warning signs that a migraine may be imminent might include mood swings, food cravings, increased thirst and frequent yawning. An aura may be experienced before or during the migraine. There can be changes in vision and hearing, and difficulty speaking.

A headache is the actual phase of the migraine attack and may include pain on one or possibly both sides of the head, along with eye pain, blurred vision, sensitivity to light or sounds and even smells.

Treatment can range from taking Ibuprofen or Tylenol to heavy sedatives and narcotics. There are many medica-

tions on the market for treatment. Alternative treatments include hypnosis, relaxation tapes, head-bands, nasal sprays and acupuncture.

Persistent migraines warrant an appointment with a specialist.

According to the Mayo Clinic, "Migraines are often undiagnosed and untreated. If you regularly have signs and symptoms of migraine, keep a record of your attacks and how you treated them. Then make an appointment with your doctor to discuss your headaches. Even if you have a history of headaches, see your doctor if the pattern changes or your headaches suddenly feel different."

The organization further recommends immediate treatment if an individual experiences any of the following signs and symptoms, which may suggest an urgent medical situation: an abrupt, severe headache like a thunder-clap; headache with fever, stiff neck, confusion, seizures, double vision, numbness or weakness in any part of the body, which could be a sign of a stroke; headache after a head injury; a chronic headache that is worse after coughing, exertion, straining or a sudden movement.

Moreover, the American Migraine Foundation estimates that at least 39 million Americans live with migraine, but "because many people do not get a diagnosis or the treatment they need, the actual number is probably higher."

Healthy Recipe

Honey Sriracha Grilled Chicken Thighs

Servings: 24

Ingredients

- 3/4 cup sriracha sauce, separated 1/4 cup & 1/2 cup
- 3/4 cup honey
- 7 pounds chicken thigh, boneless
- 1/2 cup apple cider vinegar
- 1 1/2 teaspoons kosher salt
- 1 1/2 teaspoons red pepper flakes
- 24 whole plums, cut into wedges
- 1/2 cup canola oil
- 2 tablespoons fresh parsley, chopped

Preparation

Whisk together 1/4 cup Sriracha sauce and honey; set aside. Place chicken in a large resealable plastic storage container; add remaining 1/2 cup Sriracha sauce, apple cider vinegar, salt, and crushed red pepper. Seal container and turn to coat chicken. Let stand in refrigerator for 2 hours. Preheat a charcoal or gas grill with greased grill rack for direct cooking over medium heat. Drain chicken; discard marinade. Grill chicken 15 to 20 minutes or until done (165 degrees), turning several times and brushing with reserved Sriracha-honey mixture. Brush cut sides of plums with oil and grill, cut sides down, during the last 5 minutes of grilling or until slightly charred. Remove chicken and plums to platter. Cover and let stand 5 minutes. Sprinkle chicken with parsley, if desired.

Nutrition Information

Per Serving (excluding unknown items): 330 Calories; 21g Fat (56.4% calories from fat); 19g Protein; 18g Carbohydrate, 1g Dietary Fiber; 88mg Cholesterol; 198mg Sodium. Exchanges: 2 1/2 Lean Meat; 0 Vegetable; 1/2 Fruit; 2 1/2 Fat; 1/2 Other Carbohydrates.

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



Seafarers International Union Directory

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Nicholas Celona, Vice President Government
Services



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Inquiring Seafarer

This month's question answered by upgraders attending classes at the union-affiliated Paul Hall Center for Maritime Training and education in Piney Point, Maryland.

Question: Has being a mariner measured up to what you thought it would be since you joined the union?



Nadine Nomed-Ryf
Chief Cook

Yes, it has, because I have learned a lot about the job, people and what being a mariner is really all about. I'm from France, so all of this was really new to me when I first started. I have been sailing for almost three years and I am very happy about what I have achieved so far. It's been a rewarding experience.



Samuel Ortiz
Chief Cook

Being a mariner is far more exciting and rewarding than I thought it would be when I joined. Put simply, it has changed my life in a real good way.



Dennis Vega
Chief Cook

It's been awesome so far. Since joining, I've had the opportunity to see a lot of new places and meet a lot of new people. The experiences have been great with some ups and downs, but mostly ups. Overall, it's been a really great experience.



Dewayne Thomas
Chief Cook

I have learned a lot since sailing as chief cook. And yes, being a mariner is everything that I thought it would be. I've sailed for the last three years as a chief cook and it has been a really good experience for me.



Kevin Santiago
Chief Cook

Being a mariner is way more than I expected it to be. Sailing has changed so many things in my life in a positive way. It's really been a dream come true for me.



Johanns Rivera Rivera
Chief Cook

Yes, it has. Being a merchant mariner so far has been an awesome career for me and I'm glad I chose it. Going to sea has made my life better and better.

Pic From The Past



SIU pensioner Farid Zaharan submitted this photo, taken in July 1974 in Poti, Georgia. He's standing third from right. "Some of the people were from the crew of the *SS Eagle Traveler* (Sea Transport Corp.) and the others were from the seamen's club," wrote Zaharan, an OS on that voyage and an active Seafarer from 1970-2008.

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



SUPPORTING PRO-LABOR CONGRESSMAN – U.S. Rep. Bill Pascrell (D-New Jersey) (second from left) greets SIU personnel during a campaign kickoff March 21. Pictured from left are SIU VP Atlantic Coast Joseph Soresi, Pascrell, SIU Port Agent Ray Henderson and SIU Patrolman James Bast.



TALKING MARITIME WITH CONGRESSMAN – SIU Asst. VP Bryan Powell (left) meets with U.S. Rep. Bill Foster (D-Ill.) during a labor gathering in Chicago in late March. They spoke at length about the Maritime Security Program, the Jones Act, and America's cargo preference laws and their collective importance to the nation's security and economy.

At Sea and Ashore with the SIU



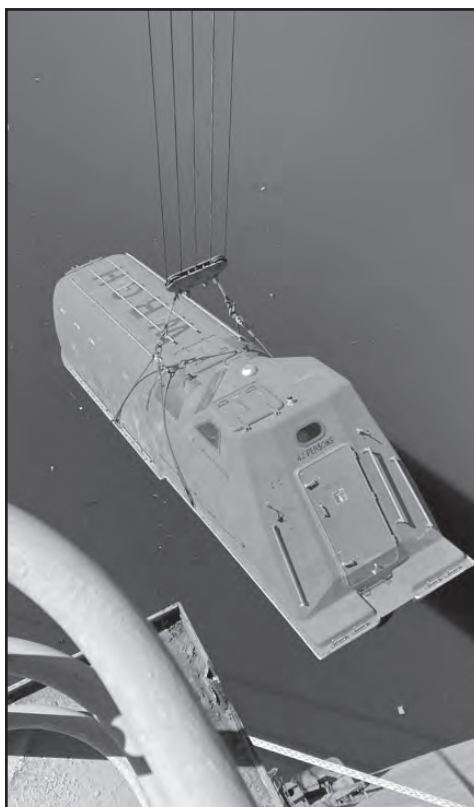
WELCOME ASHORE IN NEW ORLEANS – Two longtime members recently called it a career in the Crescent City. Carl Gegenheimer (second from left in photo at left) retired from Crescent Towing after 47 years of service. He worked his way up from deckhand to captain and served as a union delegate. This photo was taken at his retirement luncheon. Pictured from left are SIU New Orleans Port Agent Chris Westbrook, Carl, Kurt Gegenheimer (Carl's brother and also Crescent's director of sourcing and procurement), and Crescent VP Eddie Pinner. The photo at right includes Chief Engineer Grant Wilkinson (center), pictured at the New Orleans hall with his wife, Lynn, and Westbrook. A Seafarer for 33 years, Grant spent most of his career sailing with Crescent Towing, but he also sailed in the deep-sea division, including during Operation Desert Storm.



READY TO SHIP OUT – Seafarer Anthony Roman (right) displays the shipping card for his first relief steward job as he prepares to head to the *Maersk Misaki*. He's following the footsteps of his brother, Jorge Roman, who also sails from the San Juan hall in the steward department. SIU Asst. VP Amancio Crespo is at left.



ABOARD CAPE WASHINGTON – Seafarers aboard the Crowley vessel recently delivered materiel overseas for a publicly reported, multinational military exercise. Some of the crew (and one lifeboat) are pictured here, including Recertified Bosun Rick James (above).



At Sea and Ashore with the SIU



WELCOME ASHORE IN OAKLAND – Recertified Steward Perry McCall (left) receives his first pension check at the hall, from SIU VP West Coast Nick Marrone. McCall sailed with the SIU for nearly 40 years.



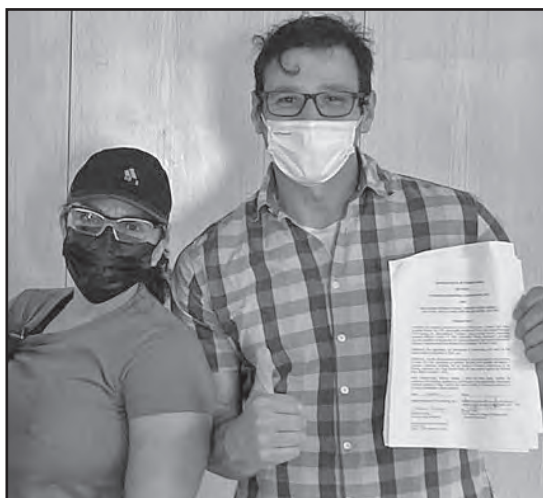
FULL BOOK IN HOUSTON – AB Erik Ruiz (left) receives his full B-book at the hiring hall on March 29. SIU Patrolman Kelly Krick is at right.



A-BOOK IN SUNSHINE STATE – Chief Steward Grazyna Tomaszewska (left) receives her A-seniority book at the Fort Lauderdale, Florida, hall. SIU Asst. VP Kris Hopkins is at right.



NEW CONTRACT FOR NATIONAL GLORY – Seafarers in mid-March overwhelmingly ratified a new collective bargaining agreement covering the Intrepid Personnel and Provisioning ship. The four-year contract includes yearly wage increases and maintains benefits. Among those pictured on the vessel are AB Roger Utter, AB Hernando Bansuelo, Recertified Bosun Jay White, QMED Keith Carswell, Chief Cook Esperanza Crespo-Guillen, Bosun Richard Molina-Blackman, Recertified Steward Lionel Packnett, Electrician Linarys Castillo Ortiz, SIU Houston Safety Director Kevin Sykes and SIU Houston Port Agent Joe Zavalá.



ABOARD OCEAN GLORY – Pictured from left aboard the Intrepid Personnel and Provisioning ship in Richmond, California, in early March (photo below) are SIU Oakland Port Agent J.B. Niday, AB Oliver Vickers and AB Steven Sparenborg.





ABOARD GLOBAL SENTINEL – Pictured on the SubCom vessel are (from left) Bosun's Mate Richard Molina Blackman, AB/SJ Desmond Unutoa, AB/SJ Andre Barbary, GVA James Stanford, AB Jorge Alamo, AB Stokley Callender, GVA Darius Harley, Recertified Bosun Lee Hardman and AB Kyle Kinsley.



A-BOOK IN GOLDEN STATE – QMED Yuri Hernandez (left) receives his A-seniority book at the hall in Wilmington, California. He's pictured with SIU Patrolman Jesse Sunga Jr.



WELCOME ASHORE IN HOUSTON – Seafarer James Wilkison (right), a tugboat captain with G&H Towing, picks up his first pension check at the hall. SIU Asst. VP Mike Russo is at left.

At Sea and Ashore with the SIU



A-BOOK IN JERSEY – QEE Nicholas Panagakos (right) picks up his A-seniority book. He's pictured at the Jersey City hall with SIU Port Agent Ray Henderson.



ABOARD SEABULK ARCTIC – SIU Asst. VP Kris Hopkins (right in photo above) is pictured with Pumpman Jeff Roddy aboard the Seabulk Tankers Inc. vessel, while the snapshot below includes (from left) Chief Steward Al Ramseur and Chief Cook George Burgos.



ABOARD TAINO – Pictured in late March aboard the Crowley vessel in San Juan, Puerto Rico, are (photo above, from left) Bosun Kemer Rojas, Recertified Bosun Rafael Franco, Crowley Chief Port Engineer (and SIU hawsepiper) Armando Garayua, Second Mate Germaine Williams and ABM Raymond Maldonado (all from San Juan). In the photo immediately below (also from left) are Chief Cook Yoaquin Gonzalez, Recertified Steward Kim Strate and ABM Victor Cortes, stripping and waxing galley decks.



Welcome Ashore

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



DEEP SEA

LILIA BARRACA

Sister Lilia Barraca, 65, began her career with the SIU in 2001 when she sailed aboard the *Allegiance*. She sailed in both the deck and steward departments and upgraded at the Paul Hall Center on several occasions. Sister Barraca most recently shipped on the *Pacific Collector*. She makes her home in Kunia, Hawaii.



JOHN BENNETT

Brother John Bennett, 66, started sailing with the Seafarers in 1978, initially working for States Steamship. He was a steward department member and upgraded at the Piney Point school on multiple occasions. Brother Bennett concluded his career aboard the *Lurline*. He lives in Sacramento, California.



ROBERT BROWN

Brother Robert Brown, 58, donned the SIU colors in 1982 when he shipped on the *Taurus*. He upgraded at the Paul Hall Center on numerous occasions. Brother Brown was a steward department member and most recently worked on the *Cape Washington*. He calls Catonsville, Maryland, home.



STEVEN BROWN

Brother Steven Brown, 67, began his career with the Seafarers International Union in 1975, initially sailing aboard the *Long Lines*. He upgraded at the Piney Point school on multiple occasions and shipped in the engine department. Brother Brown's final vessel was the *Tacoma*. He is a resident of Ashford, Washington.

GWENDOLYN CAMPBELL

Sister Gwendolyn Campbell, 66, joined the Seafarers in 1976. She sailed in the steward department and upgraded often at the Paul Hall Center. Sister Campbell's first vessel was the *Santa Mariana*; her last, the *El Morro*. She makes her home in



Bradenton, Florida.

JEFFRY CESVET

Brother Jeffry Cesvet, 66, signed on with the SIU in 2005, first sailing aboard the *RJ Pfeiffer*. He shipped in the deck department and upgraded at the union-affiliated Piney Point school on several occasions. Brother Cesvet concluded his career on the *Green Cove*. He resides in Laguna Woods, California.



LESLIE CHOICE

Brother Leslie Choice, 65, started sailing with the union in 1977, initially working for Dixie Carriers. He primarily sailed in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Choice last shipped on the *OMI Star* and settled in Houston.



JAMES CLARK

Brother James Clark, 65, became a member of the Seafarers International Union in 1973 when he shipped on the *Transpanama*. He sailed in the engine department and upgraded at the Paul Hall Center in 1976. Brother Clark's final vessel was the *Producer*. He resides in Port Charlotte, Florida.

KEVIN COMBS

Brother Kevin Combs, 66, embarked on his career with the Seafarers in 1981, initially sailing on the *Virgo*. He was a member of the deck department and upgraded at the Piney Point school on numerous occasions. Brother Combs most recently shipped on the *Maersk Idaho* and lives in Gainesville, Florida.



JAMES DAVIS

Brother James Davis, 65, joined the SIU in 1998 when he sailed on the *USNS American Osprey*. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Davis concluded his career on the *Maersk Carolina* and makes his home in Norfolk, Virginia.

SAMUEL DAVIS

Brother Samuel Davis, 65, signed on with the union in 1974. He first sailed aboard the *Baltimore* and worked in both the deck and engine departments. Brother

Davis upgraded at the Piney Point school on multiple occasions. He last shipped on the *Seabulk Trader* and is a resident of Mobile, Alabama.

DANIEL DEAN

Brother Daniel Dean, 62, began sailing with the Seafarers in 1978, initially shipping on the *Columbia*. He sailed in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Dean last shipped aboard the *Safmarine Mafadi*. He lives in Poplar Bluff, Missouri.



MICHAEL FAY

Brother Michael Fay, 63, joined the Seafarers International Union in 1975 when he shipped on the *Notre Dame*. He worked in the engine department and upgraded the Paul Hall Center on multiple occasions. Brother Fay was last employed by Crowley. He lives in Westmont, New Jersey.



VIRGILIO FUCANAN

Brother Virgilio Fucanan, 67, donned the SIU colors in 2001. He first sailed aboard the *Chemical Pioneer* and worked in the deck department. Brother Fucanan upgraded at the Piney Point school on numerous occasions. He most recently sailed on the *Charleston Express* and is a Houston resident.



FRANCISCO GAMBOA

Brother Francisco Gamboa, 70, began his career with the SIU in 1997. He shipped in both the deck and engine departments and initially sailed aboard the *Independence*. Brother Gamboa upgraded at the Paul Hall Center on multiple occasions. He last shipped aboard the *Puget Sound* and resides in Honduras.

RALPH GARNER

Brother Ralph Garner, 60, started sailing with the union in 1986, initially working on an OMI ship. He sailed in the engine department and upgraded often at the Paul Hall Center. Brother Garner concluded his career aboard the



Cape Knox and settled in Panama City, Florida.

GREGORY HAMILTON

Brother Gregory Hamilton, 66, joined the union in 1972 and first sailed aboard the *Fairland*. He was a member of the deck department and upgraded at the Piney Point school on several occasions. Brother Hamilton last shipped aboard the *Alaskan Navigator*. He lives in Vista, California.



ROBERT IVANAUSKAS

Brother Robert Ivanauskas, 68, embarked on his career with the SIU in 1973 when he shipped on the *Brooklyn*. An engine department member, he upgraded often at the Paul Hall Center. Brother Ivanauskas most recently shipped on the *Integrity*. He calls Bel Air, Maryland, home.



DONALD LUMPKINS

Brother Donald Lumpkins, 65, became a member of the Seafarers International Union in 1992, initially sailing aboard the *Anders Maersk*. He worked in the engine department and upgraded often at the Piney Point school. Brother Lumpkins last shipped on the *USNS Stockham*. He resides in Goose Creek, South Carolina.



GREGORY MCNIEL

Brother Gregory McNiel, 66, signed on with the SIU in 2006. He initially shipped aboard the *Bonny* and was a steward department member. Brother McNiel upgraded at the Paul Hall Center on numerous occasions. He most recently sailed on the *Texas* and resides in Pompano Beach, Florida.



DIANE MICHENER

Sister Diane Michener, 65, joined the union in 1979 when she sailed aboard the *El Paso Southern*. She was a steward department



member and upgraded at the Piney Point school on multiple occasions. Sister Michener's final vessel was the *Express*. She lives in Athens, New York.

CAROLYN MILSTEAD

Sister Carolyn Milstead, 65, started her career with the SIU in 2000, initially sailing on the *Patriot*. She worked in the steward department and upgraded at the Paul Hall Center on numerous occasions. Sister Milstead most recently shipped on the *Independence II*. She calls Valdosta, Georgia, home.



SCOTT OPSAHL

Brother Scott Opsahl, 63, started his career with the Seafarers in 1980 and first sailed aboard the *Oceanic Independence*. A steward department member, he upgraded often at the Piney Point school. Brother Opsahl last shipped on the *Horizon Kodiak* and makes his home in Tacoma, Washington.



DENNIS PICKERING

Brother Dennis Pickering, 65, signed on with the union in 1978. He initially sailed on the *Aries* and worked in the deck department. Brother Pickering upgraded on numerous occasions at the Paul Hall Center. He last shipped on the *Liberator* and is a resident of Harbor City, California.



ALBERTO SEMEDO

Brother Alberto Semedo, 69, joined the SIU in 2001 and first sailed on the *Kenai*. He upgraded at the Piney Point school on multiple occasions and shipped in the engine department. Brother Semedo most recently sailed on the *Ocean Jazz* and makes his home in Harbor City, California.



CHARLES SNEED

Brother Charles Sneed, 68, signed on with the Seafarers International Union in 2001. He first shipped on the *Over-*

Continued on next page

Welcome Ashore

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seas Marilyn and sailed in both the deck and engine departments. Brother Sneed upgraded often at the Paul Hall Center. He concluded his career aboard the *Philadelphia Express* and calls Mobile, Alabama, home.



ORLANDO SUAZO

Brother Orlando Suazo, 65, began sailing with the SIU in 2002. He sailed in the steward department and first shipped on the *USNS Able*. Brother Suazo upgraded his skills at the Piney Point school on multiple occasions. He most recently sailed on the *Maersk Montana* and lives in New York.



LIONEL TAYLOR

Brother Lionel Taylor, 73, signed on with the SIU in 1999, first sailing aboard the *Independence*. He was an engine department member and upgraded often at the Paul Hall Center. Brother Taylor last shipped on the *Ocean Gladiator*. He resides in Brooklyn, New York.



SANYBOY WHITING

Brother Sanyboy Whiting, 60, joined the union in 1990. He was a deck department member and upgraded on several occasions at the Piney Point school. Brother Whiting's first vessel was the *Independence*; his last, the *Global Sentinel*. He makes his home in Ewa Beach, Hawaii.



JAMES WILLIAMS

Brother James Williams, 69, started sailing with the Seafarers in 1978 when he worked on the *Galveston*. An engine department member, he upgraded his skills at the Paul Hall Center in 2001. Brother Williams concluded his career on the *Horizon Pacific*. He lives in Dayton, Ohio.



TECUMSEH WILLIAMS

Brother Tecumseh Williams, 64, embarked on his career with the Seafarers in 1977, initially sailing on the *USNS Potomac*. He primarily sailed in the deck department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Williams last shipped aboard the *Maersk Ohio* and resides in Green Cove Springs, Florida.



GREAT LAKES

JAN KAMINSKI

Brother Jan Kaminski, 66, embarked on his career with the Seafarers in 1990. He initially sailed on the *St. Clair* and was a deck department member. Brother Kaminski last shipped aboard the *Walter J. McCarthy* and resides in Boca Raton, Florida.

INLAND

LUIS ALVAREZ PAGAN

Brother Luis Alvarez Pagan, 65, donned the SIU colors in 1983. An engine department member, he was employed by Crowley Puerto Rico Services for his entire career. Brother Alvarez Pagan lives in Puerto Rico.

FRANCIS ARNONA

Brother Francis Arnona, 64, embarked on his career with the Seafarers in 1975. He was a member of the deck department and worked for Crescent Towing and Salvage for the duration of his career. Brother Arnona makes his home in Picayune, Mississippi.



RAYMUNDO ESTAYA

Brother Raymundo Estaya, 66, signed on with the union in 1990. His first vessel was the *Sealift Atlantic* and he sailed in the engine department. Brother Estaya upgraded at the Paul Hall Center on numerous occasions. He last sailed aboard the *Terrapin Island* and settled in Richmond, Texas.



CARL GEGENHEIMER

Brother Carl Gegenheimer, 65,

donned the SIU colors in 1975. A deck department member, he worked for Crescent Towing and Salvage for the duration of his career. Brother Gegenheimer is a New Orleans resident.



ANGEL GONZALEZ

Brother Angel Gonzalez, 63, started sailing with the Seafarers in 1980. He was a deck department member and upgraded at the Piney Point school on multiple occasions. Brother Gonzalez worked for G&H Towing for most of his career. He resides in League City, Texas.



MARK HAYES

Brother Mark Hayes, 57, joined the SIU in 2000, initially working on the *Dodge Island*. He upgraded at the Paul Hall Center within his first year of membership and was an engine department member. Brother Hayes concluded his career on the *Padre Island* and settled in Virginia Beach, Virginia.

DALLAS HIGGINS

Brother Dallas Higgins, 62, signed on with the union in 1978. He first sailed with Hvide Marine and was a member of the deck department. Brother Higgins upgraded at the Paul Hall Center on numerous occasions. He was last employed by Seabulk Tankers Inc. and makes his home in Nederland, Texas.



MARK LASKOWSKI

Brother Mark Laskowski, 62, started his career with the Seafarers in 2006 when he worked on the *Sound Reliance*. He sailed in the engine department and upgraded at the union-affiliated Piney Point school on several occasions. Brother Laskowski's final vessel was the *Pacific Reliance*. He lives in Vassalboro, Maine.



BOBBY MALONE

Brother Bobby Malone, 62, joined the SIU in 1981. He was first employed by Dravo Basic Materials and sailed in the deck department. Brother

Malone concluded his career working for Martin Marietta and resides in Poplarville, Mississippi.

FRANK MARTINE

Brother Frank Martine, 60, donned the SIU colors in 2003. He was a member of the deck department and first sailed with Moran Towing of Texas. Brother Martine most recently shipped with G&H Towing. He is a resident of Livingston, Texas.



HAL OWEN

Brother Hal Owen, 65, embarked on his career with the SIU in 1978 when he sailed with Inland Tugs. He was a member of the deck department and upgraded at the Piney Point school on multiple occasions. Brother Owen was last employed by Crowley Towing and Transportation. He makes his home in Naples, Florida.



ASCENCION PASTOR

Brother Ascencion Pastor, 72, joined the Seafarers International Union in 2001 when he sailed with Delta Queen Steamboat Company. He sailed in the steward department and concluded his career aboard the *Mississippi Queen*. Brother Pastor is a New York resident.



JOHN PHILLIPS

Brother John Phillips, 65, started his career with the SIU in 1977. An engine department member, he first sailed with Dixie Carriers. Brother Phillips upgraded often at the Paul Hall Center. He most recently worked with Crescent Towing & Salvage and settled in Bay St. Louis, Mississippi.



ORLANDO RODRIGUEZ

Brother Orlando Rodriguez, 66, started sailing with the Seafarers in 1977. He primarily sailed in the steward department and worked for Crowley Puerto Rico Services for the duration of his career. Brother Rodriguez makes his home in Miami.

ERIC SHORT

Brother Eric Short, 62, signed on with the union in 1979. A deck department member, he upgraded at the Piney Point school in 1981. Brother Short worked with Crescent Towing & Salvage for his entire career. He resides in Covington, Louisiana.

MICHAEL STEPHENS

Brother Michael Stephens, 60, joined the SIU in 1978, initially working for American Towing. He sailed in both the deck and engine departments and upgraded at the Paul Hall Center on numerous occasions. Brother Stephens most recently shipped on the *Resolve*. He lives in Cape May Courthouse, New Jersey.



JAMES TOMLINSON

Brother James Tomlinson, 64, began his career with the Seafarers International Union in 1999 when he worked for Higman Barge Lines. A deck department member, Brother Tomlinson was last employed by Crowley in 2004. He calls Trinity, Texas, home.



AUGUST WERDENBERG

Brother August Werdenberg, 62, signed on with the SIU in 1984. The deck department member's first vessel was the *Northerly Island*. Brother Werdenberg last shipped aboard the *Dodge Island*. He settled in Merritt Island, Florida.



GRANT WILKINSON

Brother Grant Wilkinson, 65, joined the Seafarers in 1990 when he sailed on the *Stephen W. Pless*. He sailed in both the deck and engine departments and upgraded at the Paul Hall Center in 2014. Brother Wilkinson was most recently employed with Crescent Towing & Salvage. He lives in Mandeville, Louisiana.



Final Departures



DEEP SEA

THOMAS ALLEN

Pensioner Thomas Allen, 86, died January 16. He signed on with the Seafarers International Union in 2000. Initially sailing aboard the *USNS Loyal*, Brother Allen was a steward department member. He last shipped aboard the *Cyprine* and went on pension in 2015. Brother Allen was a resident of East Wareham, Massachusetts.



FRANK CASBY

Pensioner Frank Casby, 84, passed away January 17. He donned the SIU colors in 1979 and sailed in all three departments. Brother Casby's first vessel was the *Cove Engineer*; his last, the *USNS Belatrix*. He became a pensioner in 2007 and settled in Franklinton, Louisiana.



JEFFREY CHAPPELOW

Pensioner Jeffrey Chappelow, 70, died November 30. He began his career with the Seafarers in 2001 and first shipped on the *Paul Buck*. Brother Chappelow worked in the deck department and last sailed on the *Lightning*. He became a pensioner in 2016 and lived in Ontario, California.



JULIUS COPELAND

Pensioner Julius Copeland, 83, passed away January 24. He joined the union in 1972 and first sailed aboard the *President Fillmore*. A steward department member, Brother Copeland last shipped on the *Achiever*. He retired in 2005 and made his home in Clovis, California.



ROBERT DAVIS

Pensioner Robert Davis, 68, died February 8. He started sailing with the SIU in 1988. Brother Davis was a steward department member and first shipped on the *Independence*. He most recently sailed aboard the *Liberty Promise* and went on pension in 2021. Brother Davis resided in Montgomery, Texas.



HYDEN ELWIN

Pensioner Hyden Elwin, 74, passed away January 22. Born in Honduras, he signed on with the Seafarers International Union in 1968. Brother Elwin initially sailed aboard the *Steel Flyer* and was an engine department member. He last shipped on the *Overseas Arctic* and became a pensioner in 2012. Brother Elwin called Petal, Mississippi, home.

BILLY HILL

Pensioner Billy Hill, 64, died February 26. He joined the union in 1976 when he sailed aboard the *Trans-seastern*. Brother Hill worked in the deck department and most recently shipped on the *Maersk California*. He retired in 2016 and lived in Livingston, Texas.



LESTER HOFFMAN

Pensioner Lester Hoffman, 78, passed away March 7. Signing on with the SIU in 1967, he was first employed by Hudson Waterways. Brother Hoffman was a deck department member. He concluded his career aboard the *USNS Algol* before retiring in 2005. Brother Hoffman resided in Bay City, Michigan.



JULIUS KOTAN

Pensioner Julius Kotan, 80, died December 10. He started sailing with the union in 1965, initially working for Sea-Land. Brother Kotan sailed in the steward department. He last shipped on the *Wabash* and became a pensioner in 2006. Brother Kotan lived in Daytona Beach, Florida.

PETE MACARAEG

Brother Pete MacAraeg, 92, passed away January 12. He began his career with the Seafarers in 1968. Brother MacAraeg was a steward department member and first worked on the *Santa Magdalena*. He last sailed aboard the *Liberator* in 1985 and was a San Francisco resident.

FRANK MARTIN

Pensioner Frank Martin, 68, died January 4. He embarked on his career with the Seafarers in 1987 when he shipped on the *Kauai*. Brother Martin worked in the steward department. He most recently sailed aboard the *John U.D. Page* in 2019. Brother Martin became a pensioner earlier this year and lived in Jacksonville, Tennessee.



ODELL MURRAY

Pensioner Odell Murray, 81, passed



away January 30. An engine department member, he started sailing with the union in 2001. Brother Murray's first vessel was the *Marine Chemist*; his last, the *Resolve*. He went on pension in 2011 and made his home in Houston.

EDDY NEWMAN

Pensioner Eddy Newman, 66, died February 17. He donned the SIU colors in 1990. Brother Newman was a member of the engine department and first shipped aboard the *USNS De Steiguer*. He last sailed aboard the *Howard O. Lorenzen* before retiring in 2019. Brother Newman resided in Las Vegas.



JORGE OSORIO

Pensioner Jorge Osorio, 83, passed away December 25. He embarked on his career with the Seafarers International Union in 1960. Brother Osorio initially sailed aboard the *Titan*. He worked in the deck department and last sailed on the *J.E.B. Stuart*. Brother Osorio retired in 1996 and lived in Costa Rica.

ISMAEL PURGANAN

Pensioner Ismael Purganan, 74, died January 25. He joined the SIU in 1995 when he sailed on the *Independence*. Brother Purganan shipped in the deck department and concluded his career on the *Horizon Kodiak*. He became a pensioner in 2017 and resided in Renton, Washington.



JOSEPH QUITUGUA

Pensioner Joseph Quitugua, 73, passed away January 21. He first sailed with the SIU in 2001, initially working on the *Patriot*. Brother Quitugua shipped in both the deck and engine departments. He last shipped on the *Dewayne T. Williams* and retired in 2019. Brother Quitugua lived in Guam.



EDGARDO VAZQUEZ

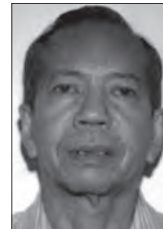
Pensioner Edgardo Vazquez, 91, died September 22. He embarked on his career with the Seafarers International Union in 1963 when he worked with Waterman Steamship. A steward depart-



ment member, Brother Vazquez also worked on shore gangs. He became a pensioner in 2002 and made his home in Brooklyn, New York.

EFREN VILLAROSA

Pensioner Efren Villarosa, 85, passed away January 19. He signed on with the union in 1996 when he sailed on the *Independence*. An engine department member, Brother Villarosa last sailed aboard the *Jack Lummus*. He became a pensioner in 2015 and was a resident of Honolulu.



SAMUEL WOOTEN

Pensioner Samuel Wooten, 83, died February 13. He embarked on his career with the Seafarers International Union in 1988, first sailing aboard the *USNS Triumph*. Brother Wooten was a deck department member. He concluded his career aboard the *Developer* before retiring in 2005. Brother Wooten called League City, Texas, home.



JEFFREY YAP

Brother Jeffrey Yap, 61, passed away January 1. He started sailing with the SIU in 1980. Brother Yap was a deck department member and first shipped on the *Oceanic Independence*. He last sailed aboard the *Jack Lummus* in 2009 and resided in Kaunakakai, Hawaii.



GREAT LAKES

MUSAID ISMAIL

Pensioner Musaid Ismail, 86, died February 4. He joined the SIU in 1966 when he sailed on the *Reiss Brothers*. Brother Ismail worked in all three departments and last shipped on the *John Boland*. He retired in 2001 and lived in Yemen.



INLAND

RODGER ALLBRITTON

Pensioner Rodger Allbritton, 76, passed away November 28. He began his career with the union in 1976. Brother Allbritton sailed



in both the deck and engine departments and worked for G&H Towing for the duration of his career. He became a pensioner in 2002 and resided in Houston.

ACCURSIO BALBO

Pensioner Accursio Balbo, 89, died February 2. He became a member of the SIU in 1980, initially sailing with Gloucester Fishermen. Brother Balbo retired in 1997 and settled in his hometown, Gloucester, Massachusetts.



WILLIAM BOBAC

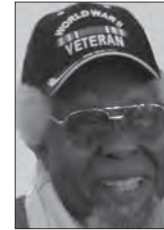
Pensioner William Bobac, 99, passed away February 17. He signed on with the Seafarers in 1956. Sailing in the deck department, Brother Bobac first worked for Arundel Corporation. He was last employed by McAlister Towing of Baltimore before going on pension in 1984. Brother Bobac was a Baltimore resident.



NMU

JOHN MURRAY

Pensioner John Murray, 96, died January 15. Born in Philadelphia, he sailed with the NMU prior to the 2001 merger with SIU. Brother Murray went on pension in 1968. He was a New York resident.



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

NAME	AGE	DOD
Anderson, Admiral	89	02/28/2022
Batista, Ricardo	88	03/16/2022
Bazile, George	94	03/13/2022
Brenton, Michael	89	07/28/2021
Calderon, Jose	92	02/15/2022
Cardinale, Orazio	96	01/04/2022
Cardriche, Jules	97	02/05/2022
Carpio, Federico	84	01/28/2022
Chaves, Antonio	87	02/23/2022
Fafard, Alfred	74	01/29/2022
Ford, Frank	96	11/29/2021
Hernandez, Luis	77	02/18/2022
Hobbs, Henry	96	02/15/2022
Katz, John	97	01/25/2022
Kerns, James	82	02/22/2022
Kranz, Herbert	96	12/19/2021
Lewis, Marvin	94	01/18/2022
Martinez, Juan	87	12/31/2022
Martins, Carlos	89	01/29/2022
Perez, Juana	97	02/26/2022
Rodriguez, Alexander	95	12/31/2021
Santiago, Jose	91	01/14/2022
Tanner, Samuel	88	01/20/2022
Townsend, John	95	02/17/2022
Vaneckelen, Emanuel	95	02/06/2022
Wallace, Clarence	68	01/17/2022

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

USNS MONTFORD POINT (Ocean Shipholdings Inc.), January 21 – Chairman **Kenneth Steiner**, Secretary **Jean Favreaux**, Educational Director **Jose Encarnacion**, Deck Delegate **Jason Bentz**, Engine Delegate **Robert Varney**, Steward Delegate **Jose Sadaya**. Crew still needs email access. Satellite phone is the only means of communication. Next port of call Suez Canal and over to Greece to drop supplies. Fueling to take place in Spain for trip to U.S. Ship scheduled for ROS in Virginia. Thirty-day stores received in Bahrain and possibly will take on more in Spain. BBQs will be held while at sea per secretary's report. Educational director reminded members to update vaccine cards and to check requirements before applying to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew reviewed latest COVID-19 guidelines and ROS schedule. Ship in need of new washer and dryers. Members discussed 401K and pension benefits.

LIBERTY PEACE (North Star Shipping Company), January 23 – Chairman **German Nunez**, Deck Delegate **Ruben Lopez**, Engine Delegate **Lionel Alvarez Jr.**, Steward Delegate **Nikia Stripling**. Company still charging for Wi-Fi access. Crew requested more towels, wash cloths, fitted sheets and refrigerators in each room. Internet works only half of the time. Educational director urged members to upgrade whenever possible.

Deck delegate reminded crew to check documents before expiration. No beefs or disputed OT reported. Members plan to include lobster and prime rib in future Thanksgiving and Christmas meals.

USNS WATERS (Ocean Shipholdings Inc.), February 3 – Chairman **Nagi Mihakel**, Secretary **Charles Sassone**, Educational Director **Randy Slue**. Members revisited various topics from previous meeting. Chairman discussed overtime issues. Department delegates should receive one hour per meeting and members should receive one hour weekly for room sanitation. Crew should receive penalty pay for power washing or handling chemicals. Issues from last meeting are still ongoing. Educational director reminded crew to be mindful of internet usage and encouraged them to upgrade at the Piney Point school. Members requested equal internet accessibility, company-provided TVs, new mattresses and better pillows.

MAERSK DENVER (Maersk Line, Limited), February 6 – Chairman **James Walker**, Secretary **Ronaldo Torres**, Educational Director **Herman Castro**, Engine Delegate **Reynaldo Lacayo-Bermudez**. Shipyard period postponed to June. Secretary reminded members to get COVID-19 vaccine booster to ship out. No beefs or disputed OT reported. Members requested increases in retirement as well as prescription eyeglass coverage.

MAERSK KINLOSS (Maersk Line, Limited), February 13 – Chairman **Ion Boros**, Secretary **Caesar Mercado**, Educational Director **Tijani Rashid**. Chairman praised steward department for serving delicious meals and for their professionalism. Crew discussed safety protocols and requirements for attending courses at Paul Hall Center. No beefs or disputed OT reported. Members requested increases to the food budget, higher vacation pay, better internet connectivity, and the return of annual medical requirements. Next port: Newark, New Jersey.

MAERSK KENSINGTON (Maersk Line, Limited), February 20 – Chairman **Hussein Mohamed**, Secretary **Arlene Thomas**, Educational Director **George Bieselin**, Deck Delegate **Yamira Colon Del Moral**, Engine Delegate **Juan Rochez**, Steward Delegate **Frederick Conroy**. Crew discussed possibility of acquiring larger TV and hopes for better reception and Wi-Fi. Chairman encouraged crew to renew documents as early as six months in advance. Vote of thanks given to steward department for working hard and serving good food. No beefs or disputed OT reported. Big washing machine needs to be fixed. Crew offered input on future contract negotiations. Members asked for 18 for 30 vacation days and a day off every 30 days. Crew requested 30-minute coffee time and a pay increase to reflect cost of living expenses.

EDWARD A. CARTER, JR. (Sealift, Inc.), February 27 – Chairman **Daron Tinney**, Secretary **Janelle Harper**, Educational Director **Joshua King**. Crew reviewed old business including Wi-Fi "vouchers" and satellite phones in lounge. Chairman mentioned the possibility of losing Wi-Fi and/or cell capabilities during March 14-March 18 exercise. No beefs or disputed OT reported. Members discussed ship-joining procedures and quarantine protocol. Ship gym in need of floor padding, new treadmill, equipment repairs and overall updating. Crew lounge couches need to be replaced. Next port: Jinhae-gu, South Korea.

MAERSK DETROIT. (Maersk Line, Limited.), February 27 – Chairman **William Barrett**, Deck Delegate **John Walsh**. Educational director recommended members to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Members requested heaters, and TV repairs. Crew asked for 100% dental coverage, 30 for 30 vacation, pension eligibility after 20 years and an increase to food budget.

MIDNIGHT SUN (TOTE Services), February 27 – Chairman **Thomas MacGregor**, Secretary **Dennis Skretta**, Educational Director **Sutthipong Ticer**, Deck Delegate **Bakr Saber Elbana**. Ship restrictions still in effect. MMC and medical certificates can be renewed online per chairman.

Educational director advised crew to get the LNG endorsement to work on the *North Star* and *Midnight Sun*. He reminded everyone to check the *Seafarers LOG* and union portal for class dates and informed them of the latest COVID-19 vaccination requirements. No beefs or disputed OT reported. Crew discussed watch-standing scenarios and wiper wages. Members suggested a supply of personal hygiene products in the slop chest. With ship restrictions they are not able to go ashore to purchase their own.

USNS WATERS (Ocean Shipholdings Inc.), March 4 – Chairman **Nagi Mihakel**, Secretary **Charles Sassone**, Educational Director **Randy Slue**. Members continue to ask for internet access. Captain unwilling to approve any overtime over four hours per day. All previous overtime issues remain. Secretary asked crew to be mindful of disposable items and cleaning-supply usage. Keeping ship stocked is very challenging due to company budget cuts. Members were reminded to clean up after themselves. Educational director encouraged crew to upgrade at the Paul Hall Center and to look out for one another. Engine department asked why there is no class to upgrade from QMED to 3AE. Company has allowed ship to order new linens but has deducted the cost from the consumable budget. Members requested new mattresses, better pillows, and company-provided TVs.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
Gap Closing Courses		
MSC Ship Clip	June 6	June 17
MSC Supply Configuration Management	May 23	June 3
Deck Department Upgrading Courses		
Able Seafarer-Deck	May 23 August 29 October 17 November 28	June 10 September 16 November 4 December 16
Lifeboat/Water Survival	June 6 August 1 August 29 September 26 October 24 November 21	June 17 August 12 September 9 October 7 November 4 December 2
Fast Rescue Boat	June 20 August 22	June 24 August 26
RFPNW	June 27 July 25 September 26	July 15 August 12 October 14
Leadership and Management Skills	August 8	August 12
Advanced Shiphandling	August 22	September 2
Advanced Meteorology	September 12	September 16
Advanced Stability	September 5	September 9
Engine Department Upgrading Courses		
RFPEW	July 25 September 26 November 14	August 19 October 21 December 9
FOWT	June 13 August 29	July 8 September 23
Junior Engineer	July 11	September 2
Marine Electrician	May 16	June 17
Marine Refer Tech	September 19	October 28

Title of Course	Start Date	Date of Completion
Engine Department Upgrading Courses		
Advanced Refer Containers	July 18	July 29
Welding	June 6 July 11	June 24 July 29
Engineroom Resource Management	August 1	August 5
Steward Department Upgrading Courses		
Certified Chief Cook	May 30 July 11 August 15	July 1 August 12 September 16
ServSafe Management	May 23 July 4 August 8	May 27 July 8 August 12
Advanced Galley Operations	June 20 August 15 October 10	July 15 September 9 November 4
Chief Steward	July 18 September 12 November 14	August 12 October 7 December 9
Safety/Open Upgrading Courses		
Combined Basic/Advanced Firefighting	September 19	September 23
Medical Care Provider	September 26	September 30
Basic Training	June 6 August 8	June 10 August 12
Basic Training Revalidation	June 3 June 10 July 8 July 11	June 3 June 10 July 8 July 11
Basic Training/Adv. FF Revalidation	August 29 December 12	September 2 December 16
Government Vessels	June 13 June 27 July 18 August 1 August 15	June 17 July 1 July 22 August 5 August 19
Tank Ship-DL (PIC)	October 24	October 28
Tank Ship Familiarization DL	June 27 October 24	July 1 October 28
Tank Ship Familiarization LG	May 23 August 15 October 31	May 27 August 19 November 4

UPGRADING APPLICATION

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

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

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

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

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

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

COURSE

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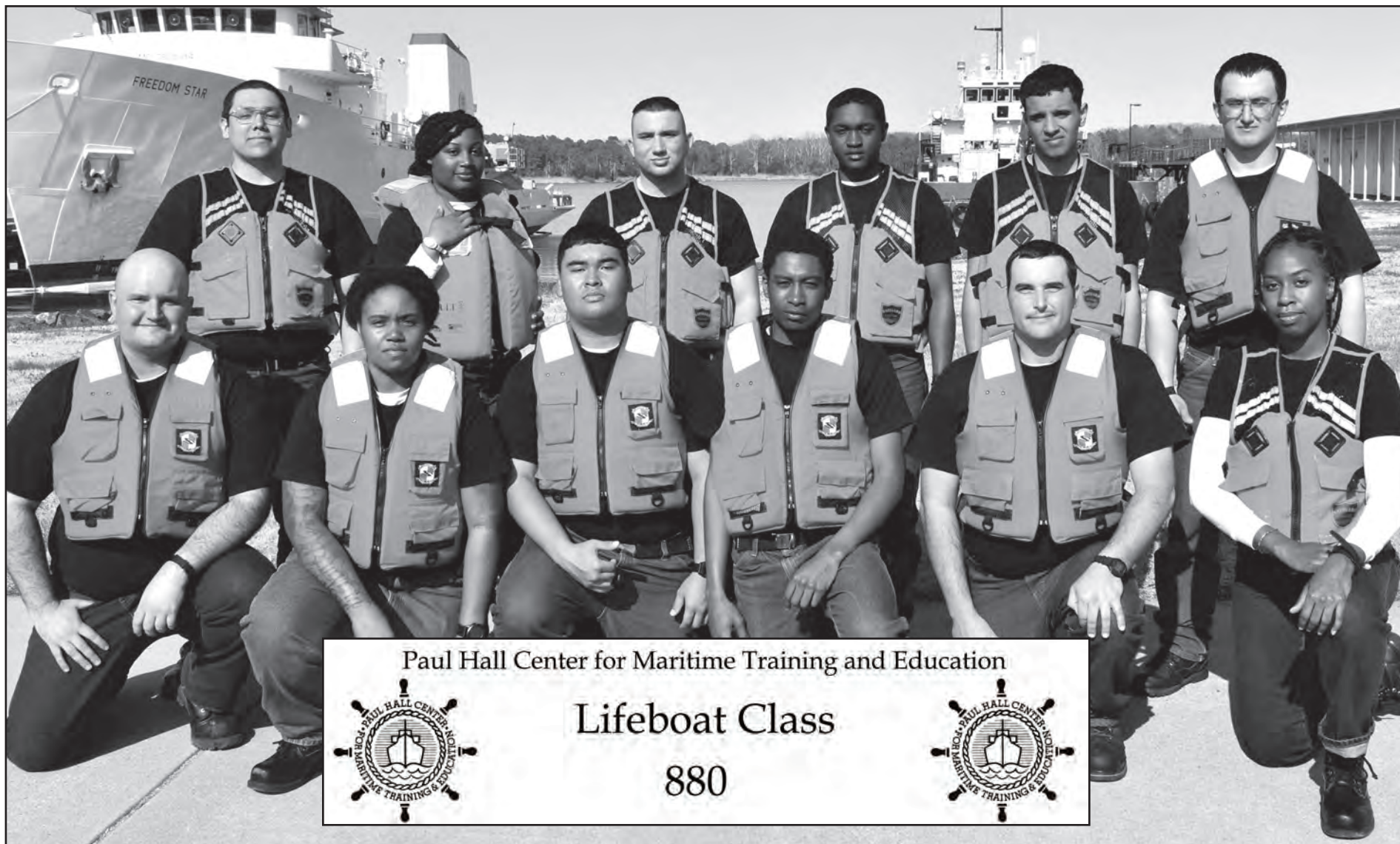
LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

The Seafarers Harry 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.

5/22

Paul Hall Center Classes



Apprentice Water Survival Class # 880 – Graduated March 25 (above, in alphabetical order): Dale Armstrong III, Jonathan Cordova-Alonso, Kaylah Hill, Jerome Johnson Jr., Jacob Kitten, La'Terri Kohn, Samuel Lambert, John Rapoza, Felix Manuel Rivera Rodriguez, Dean Schrantz, Blake Seele and Brittney Sharp.



Deck Operations (Phase III) – Graduated March 25 (above, in alphabetical order): Donovan Armstrong, Seth James, Bryce Kennebeck, Colin Sabitsky, Jesse Schecher, Kyle Smith, Alec Stensaa, Stuart Waite and Jason White. Their instructor, Dominic Hix, is second from the right. Upon the completion of their training, each plans to work in the deck departments aboard SIU-contracted vessels.

Important Notice To all Students

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

Paul Hall Center Classes



Medical Care Provider – Graduated February 18 (above, in alphabetical order): Kristopher Bechtel II, Steven Benavides Jr., Christian Bryant, Aaron Burnett, Kenneth Cabrera, Carlos Mohler Vega, Patrick Montgomery, Karl Morrow Jr., and Kareem Walters.



Combined Basic & Advanced Firefighting – Graduated February 11 (above, in alphabetical order): Kristopher Bechtel II, Steven Benavides Jr., Christian Bryant, Carlos Mohler Vega, Patrick Montgomery, Michael Norman and Kareem Walters.



Basic Training (Basic Firefighting) – Graduated March 11 (above, in alphabetical order): Tyson Broussard and Mark Edgell Jr.

Government Vessels – Graduated February 25 (photo at right, in alphabetical order): Kierra Bradley, Patrick Montgomery, Karl Morrow Jr., Eric Van Mose, Gajatri Normatovea, Andrew Palmer, Blair Royal, Ronald Sease and Jamika Thomas.



Important Notice To All Students

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

Paul Hall Center Classes



Basic Training (Basic Firefighting) – Graduated February 4 (above, in alphabetical order): Alexander Benjamin Capellan Almonte and Joseph Smith.

FOWT – Graduated February 18 (above, in alphabetical order): Freeman Adamson, Cody Carroll, Nikita Featherston, Dennison Forsman, Anson Johny, Jacob Massie, Eriv Van Mose, Jose Pena, Tyson Richardson and Michael Taylor.



Basic Training (Advanced Firefighting Revalidation) – Graduated March 11 (above, in alphabetical order): Robert Boomer, Kelly Doyle, Charles Drumm, Edward Mateo Galbis, Matthew Gillespie, Alonzo Griswell, Noel Lau, Kelsey Longhi, Louis Alberto Valencia and Liberato Zacarias Viray.



Certified Chief Cook – Graduated March 18 (above, in alphabetical order): Munassar Mohamed Ali, Charlene Briggs, Keshyra Armani Brinkley, Paul Erickson Jr., Ahmed Mohamed Hussain, Mery Sofia Koch Lupa and Kristyn White.



Chief Steward – Loretta Stewart, above, graduated from this course March 25

AMP: Industry Delivers Despite 'Baseless Criticism'

The head of a major coalition recently pushed back against unfounded commentary about the domestic maritime industry.

Ku'uhaku Park is president of the American Maritime Partnership (AMP), a group whose members include the SIU along with representatives from every component of the industry. In late March, he posted an editorial under the headline: "American Maritime Serves Nation In Face of Baseless Criticisms."

Park began, "There is an old yet familiar saying in politics that you should 'never let a good crisis go to waste.' As such, it has been no surprise to see the anti-Jones Act activists come out of the woodworks – yet again – as energy prices have increased around the globe in the wake of the war in Eastern Europe.

"The anti-Jones Act ideologues and oil trader opportunists, ever predictably, are now calling for waivers to undermine America's cornerstone maritime law," he continued. "They claim that the Jones Act is responsible for the increased price at the pump across America. Not only are they wrong on the facts but doing away with the Jones Act could have severe unintended consequences for our nation's national security, homeland security, and economic security."

He explained that gas prices have "skyrocketed in recent months in part due to uncertainty in global energy markets as Russia's war in Ukraine continues."

However, Park noted, "The fact of the matter is that, according to the U.S. Energy Information Administration, the price consumers face at the pump is directly correlated to the cost of crude oil – a global commodity.

The fundamental relationship between crude oil price and gasoline price is consistent and fluctuates upwards and downwards in tandem. Similarly, when the price of wheat

"While it has become reflexive for some to point to the Jones Act in every crisis, waiving this law simply would not have an impact on lowering the price of gas. However, it would put money in the pockets of oil traders and foreign interests at the expense of American national security and American workers."--Ku'uhaku Park, president, American Maritime Partnership

changes, so does the price of bread. They're intertwined."

In February and March, Park said, crude oil prices increased by almost 57%. Given that the cost of crude correlates to around 56% of at-the-pump gasoline prices, "it's clear what is actually responsible for the increased cost of gasoline. By contrast, the incremental increase in transportation costs during this same time period due to rising fuel prices has been minuscule. In general, the cost of transportation is a small fraction of the delivered cost of gasoline."

He then turned to a question often asked

by other U.S.-flag advocates: Who might benefit from waiving the nation's freight cabotage law?

"The main group of people looking to line their pockets with a Jones Act waiver for gasoline would be oil traders," Park wrote. "In the wake of Hurricane Sandy in 2012, a reporter for Reuters coined the phrase 'disaster arbitrage' to describe situations where oil traders use broad Jones Act waivers to pocket millions of dollars. Under a broad Jones Act waiver, oil is transported on foreign vessels that pay no U.S. taxes, employ foreign mariners at substandard wages, and avoid other U.S. laws even when American vessels are standing by and available to transport the goods. 'The traders pocket the difference,' Reuters said, never passing along any savings to consumers. Despite the Jones Act exemptions, gas prices remained high only to the benefit of a select group of profiteering fuel brokers."

While a waiver wouldn't appreciably affect gasoline prices, it "could potentially have devastating consequences for our nation's security, especially at a time of uncertainty around the world," Park asserted. "If nothing else, Russia's invasion of Ukraine underscores the importance of ensuring our nation's ability to protect our economic and homeland security at home and to support our national security interests around the world. The Jones Act ensures that we have a domestic shipbuilding base as well as a pool of mariners to draw upon during cases of national emergency."

He pointed out that the domestic maritime industry "has kept our nation supplied during the pandemic and the resulting supply chain



AMP President Ku'uhaku Park

crisis with consistent, reliable service," and called it "an insult ... to take jobs away from these Americans now, at a time of rising inflation and global uncertainty."

Park concluded, "While it has become reflexive for some to point to the Jones Act in every crisis, waiving this law simply would not have an impact on lowering the price of gas. However, it would put money in the pockets of oil traders and foreign interests at the expense of American national security and American workers."

Tennessee Backs Jones Act General Assembly Adopts Resolution

The Tennessee General Assembly has unanimously passed a resolution supporting the Jones Act, America's freight cabotage law.

Text of the resolution follows.

WHEREAS, Tennessee's 950-mile-long network of navigable water-



Tennessee State Capitol

ways, including access to two of the nation's largest rivers in the Mississippi and Tennessee rivers, makes it a critical hub in the nation's transportation system; and

WHEREAS, the current global pandemic has demonstrated the critical importance of maintaining resilient domestic industries and transportation services for the citizens and workforce of Tennessee; and

WHEREAS, the Merchant Marine Act of 1920, known as the Jones Act and codified in Title 46 of the United States Code, requires that vessels carrying cargo between locations in the United States be owned by American companies, crewed by American mariners, and built in American shipyards; and

WHEREAS, America's ability to project and deploy forces globally and supply and maintain military installations domestically depends on the civilian fleet of Jones Act vessels and mariners; and

WHEREAS, mariners aboard Jones Act vessels strengthen America's homeland security as added eyes and ears monitoring the nation's 95,000 miles of shoreline and 25,000 miles of navigable inland waterways; and

WHEREAS, Tennessee is home to 20,630 maritime jobs supported by the Jones Act, the eighth highest per capita among all states, which jobs generate \$1.24 billion in worker income; and

WHEREAS, maritime industry jobs create ladders of opportunity through high-paying, family-wage careers that offer significant career advancement without generally necessitating advanced formal education and extensive student loans; and

WHEREAS, the more than 40,000-vessel-strong Jones Act fleet supports nearly 650,000 family-wage jobs and more than \$154 billion in economic output nationally and \$4.5 billion to Tennessee's economy; now, therefore,

BE IT RESOLVED BY THE SENATE OF THE ONE HUNDRED TWELFTH GENERAL ASSEMBLY OF THE STATE OF TENNESSEE, THE HOUSE OF REPRESENTATIVES

CONCURRING, that this body affirms its resolute support for the Jones Act and celebrates the centennial anniversary of the Jones Act and its important role in fostering a strong domestic maritime industry that is critical to Tennessee's and the nation's economic prosperity and to national security.