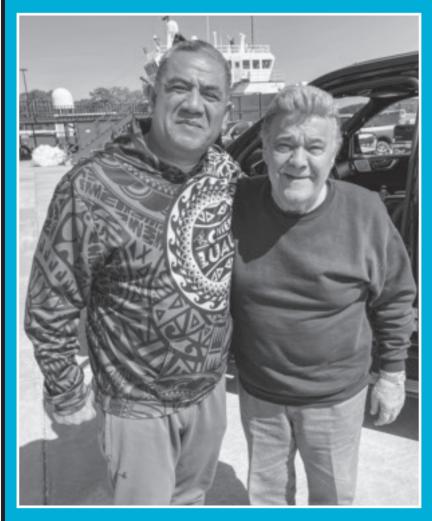
JUNE 2022 VOLUME 84, NO. 6

SEAFARERS-LOG

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





Catching Up in Piney Point

Recertified Bosun LBJ Tanoa (left) recently completed safety training at the Paul Hall Center – and also chatted with SIU President Michael Sacco (right) while at the school in Piney Point, Maryland. "It was great to catch up," the bosun noted.

D.C. Event Focuses on Jobs

Pictured at a wind-energy event in Washington, D.C., on May 4 are (from left) SIU New Bedford Port Agent James Bast, AFL-CIO President Liz Shuler and SIU Jersey City Port Agent Ray Henderson.



SIU Members Help Conclude Operation Deep Freeze 2022



The SIU-crewed *Ocean Giant* handled the second segment of this year's resupply mission to McMurdo Station, Antarctica. Bosun Richard Hamilton provided this photo (and others), shot from the Waterman-operated vessel as it sailed to the National Science Foundation facility. *Page* 24.

DHS Secretary Backs Jones Act
Page 2

Contracts Ratified

Page 4

President's Report

Answering the Call

Congratulations to SIU members and to all of our union's port personnel for the incredible job you did last month in filling a large number of jobs in less than 24 hours, in response to a handful of no-notice vessel activations. Our industry, like so many others, is currently weathering

a manpower strain, so this wasn't exactly an ideal time to handle those activations – but you all rose to the occasion, like always.

On one hand, sure, this was just a case of doing our jobs. But realistically, it wasn't easy, it was important and time-sensitive, and our team answered the call.

I extend my thanks and admiration to everyone who helped get it done.



Speaking of congratulations, I'm glad to note the recent confirmation of Rear Adm. Ann Phillips (USN, Ret.) to the post of maritime administrator. She definitely has big shoes to fill – our longtime friend, Rear Adm. Mark Buzby, did an excellent job at MARAD (and previ-

ously at the Military Sealift Command) – but I know she's up to the task. We're already working with the new administrator and will continue doing everything possible to help the agency fulfill its critical mission of strengthening and maintaining the U.S. Merchant Marine. MARAD obviously is a crucial agency for Seafarers; their work to promote American-flag shipping and U.S. crews is part of our lifeblood.

My thanks also go to Lucinda Lessley for her outstanding work as acting administrator prior to Adm. Phillips' confirmation. Her integrity and thoughtfulness shined through at all times.

Register and Vote

Michael Sacco

While some Seafarers already have voted in this year's primaries, it's not too soon for others to double-check their voter registration status ahead of Election Day 2022 (Tuesday, November 8). Make sure you and your eligible family members are registered, and please support promaritime, pro-worker candidates.

Without question, there has been an awakening across the U.S. regarding workers' rights. In part, that's why the labor movement finds itself at a crossroads with the elections on the horizon. The combination of a labor-friendly administration and a rising interest in collective action has generated considerable momentum, but at the same time, the opponents of labor are as well-funded and determined to dismantle worker power as they have ever been. To make matters even more complicated, partisan gridlock has stalled progress on more than one item on the labor movement's agenda.

It's no secret that union membership across the country has declined over the years, but union households still play a major role in determining outcomes of many elections. This depends, though, on everyone from the movement exercising their constitutional right to vote. That the enemies of the working class have attempted so many times to interfere with that right only reveals how terrified they are of a unified labor movement making its voice heard.

This encouragement goes beyond presidential and congressional elections. Union families must vote the whole ballot from state legislatures to city hall to local school boards. Those who seek to swipe power away from America's working class operate best under the cover of darkness, funneling money into races and legislative manipulations that mostly escape the notice of national and even your local media.

That's why labor cannot leave any political stone unturned. Leadership must do its part to educate members on the issues, but ultimately the responsibility rests with each union member to cast her or his ballot strategically. Without concentrated political power at every level of government, the labor movement cannot achieve its goals. And make no mistake, those goals benefit not just America's working families, but all of America.

DHS Secretary Backs Jones Act

U.S. Department of Homeland Security Secretary Alejandro Mayorkas recently underscored his support of America's freight cabotage law.

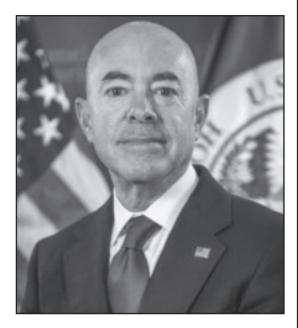
During an April 27 hearing of the House Appropriations Subcommittee on Homeland Security, the secretary answered a question from U.S. Rep. Steven Palazzo (R-Mississippi) about the Jones Act.

Palazzo noted that during his time in Congress, he has seen "constant attacks against the Jones Act by special interest groups bent on allowing foreign ships and crews to push out American sailors and shipbuilders."

The congressman then pointed out that President Biden's Made in America executive order "explicitly emphasized the importance of Jones Act shipping.... Do you support the Jones Act and are you committed to rigorous enforcement of the Jones Act?"

Mayorkas replied, "I do and I am. And I want you to know that the President's Buy American initiative is something that he is holding the entire administration to. We have strict protocols to which we must adhere and we do so quite proudly with respect to our contracting to make sure that we are indeed buying American.... I do believe in the Jones Act. I do support it. I know I have a waiver authority and we exercise that quite prudently in only cases of emergency...."

The hearing concerned the Fiscal Year 2023 Department of Homeland Security Budget.



DHS Secretary Alejandro Mayorkas

The Jones Act is vital to U.S. national, economic and homeland security. It helps sustain more than 650,000 American jobs while pumping billions of dollars into the U.S. economy each year.

House Staffers May Form a Union

U.S. Rep. Andy Levin (D-Michigan), longtime union organizer and member of the House Education and Labor Committee and the House Labor Caucus, announced on May 10 that the U.S. House of Representatives adopted his resolution to grant congressional staff in the right to organize and bargain collectively, which was included in the rule for the Ukraine supplemental, by a vote of 217-202. The passage of the House resolution is the final step required to grant legal protection to most congressional House employees. The Senate must pass its own resolution in order for Senate employees to have the same protections.

"After 26 years, the House has finally provided its workers the fundamental human right to form a union without fear of retaliation. As someone who has spent decades in the labor movement and devoted their life to protecting and enhancing workers' rights, this moment stands out as a major highlight," said Levin. "Congressional staff are joining a broader movement of workers in our society who are organizing, bargaining collectively and stepping up to make clear that they want more of a voice in their workplaces. I'm so proud that Congressional Democrats upheld our values of believing in the collective voice today. If there is any place in the country that needs to walk the walk and respect the will of workers, it is the U.S. Congress the bedrock of democracy. We cannot stop fighting until every worker in the country can form a union without interference."

He added, "I want to thank deeply Speaker Nancy Pelosi (D-California), Majority Leader Steny Hoyer (D-Maryland), Whip James Clyburn (D-South Carolina) and Chairperson Zoe Logfren (D-California) for their partnership in this important effort and for their steadfast commitment to workers in the People's House. Finally, I want to express my sincere gratitude and admiration to the congressional staff who fought to make this moment possible, shared bravely their workplace experiences, good and bad, clearly illustrated their need for the protected right to organize and demonstrated the sheer power of worker solidarity."

Logfren stated, "One of the first votes I cast as a Member of the House – late on my very first day in that Congress – was to pass the Congressional Accountability Act. As someone who grew up in a union family, as a former congressional staffer, and as a longtime advocate of workers' rights and protections, I was proud to cast that vote. However, Congress failed to follow through on an important part of the law that would provide legislative branch staff with the option to organize, if they choose. Today, I'm proud to cast my vote for Congress to follow through on that promise. I am thankful for the tireless advocacy on behalf of Congressional staff by my colleague Representative Levin, the members of the Congressional Workers Union for their courage, and Speaker Pelosi for her leadership as we act to support those who make our work on behalf of the American people possible."

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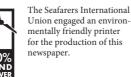
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U.S. Rep. Joe Courtney (D-Connecticut)

International Propeller Club Honors U.S. Rep. Joe Courtney At Event

U.S. Rep. Joe Courtney (D-Connecticut), a longtime advocate of the U.S. maritime industry, received the prestigious Salute to Congress award May 17 in Arlington, Virginia. The award is sponsored by the International Propeller Club. When announcing Courtney's selection as this year's honoree, International Propeller Club President C. James Patti said, "During his time in Congress, Chairman Courtney has been a forceful and outspoken advocate for all segments of the maritime industry. Throughout his career, he has played a key role in the enactment of numerous maritime legislative initiatives and has worked tirelessly to ensure that the programs and policies important to our industry are funded, implemented and enforced." SIU Executive Vice President Augie Tellez and Legislative Director Brian Schoeneman attended the

USA Maritime: Keep 'Ship American' Rules

The coalition USA Maritime, to which the SIU is affiliated, has expressed strong opposition to a misguided attempt to turn over the transportation of U.S.-government financed cargoes to foreign-flag, foreign-crewed shipping interests. Such a move would, according to USA maritime, severely weaken the U.S.-Flag Merchant Marine, cost thousands of American maritime workers their jobs, and destroy the ability of the U.S.-flag industry to provide the commercial sealift readiness capability relied upon by the Department of Defense.

Writing in response to a pair of concurrent resolutions introduced in the U.S. Senate, the coalition described the "ship American" components of cargo preference as "essential to the maintenance of our U.S.-Flag Merchant Marine."

Further, USA Maritime called the resolutions unnecessary, because the law "already allows for the waiver of Ship American preferences if U.S.-flag vessels are not available at fair and reasonable rates. USAID currently waives Ship American rules for 40% of its flagship Food for Peace program and awards 70% of such cargoes to foreign carriers"

The statement continued, "The resolutions are overbroad. They are not limited only to supplies for Ukraine but would waive Ship American rules everywhere. Resolution bined – accounts for only 8% of program costs. The premium for using U.S.-flag ships accounts for less than 1% of program costs."

The statement concluded, "Today's environment of rising peer nation competition from Russia and China is not the time to give up our U.S.-flag shipping capacity or turn it over to foreign interests. We need to be

it over to foreign interests. We need to be

"The premium for using U.S.-flag ships accounts for less than 1% of program costs." — $USA\ Maritime$

37 would waive Ship American rules indefinitely; Resolution 38 would divert cargoes to foreign carriers for an arbitrary three-year period."

Significantly, the coalition also spelled out how the resolutions "dramatically overstate the cost of shipping American. All ocean shipping under the Food for Peace program – foreign-flag and U.S.-flag com-

prepared to support our allies in Europe and elsewhere with American sealift ships and American mariners who have never failed to answer the call when needed by our nation."

According to the U.S. Department of Transportation, cargo preference "is the general term used to describe U.S. laws, regulations and policies that require the use of U.S.-flag vessels in the movement

of cargo that is owned, procured, furnished, or financed by the U.S. Government. It also includes cargo that is being shipped under an agreement of the U.S. Government, or as part of a Government program."

Preference cargoes typically include military items, food aid, and shipments generated by the U.S. Export-Import Bank. There are corresponding percentage requirements that specify how much of the cargo must be moved on American bottoms, ranging anywhere from 50 to 100 percent.

Cargo amounts themselves vary from year to year. For example, according to the Congressional Research Service, U.S. international food-assistance outlays fluctuated from Fiscal Years 2016 to 2020 based in part on demands that changed due to conflicts in Syria, South Sudan, Somalia, and Ethiopia. In the fiscal year beginning October 1, 2020 and ending September 30, 2021, U.S.-flag ships delivered approximately 650,000 metric tons of food-aid cargoes around the globe.

Rear Adm. Phillips Takes Leadership Reins At U.S. Maritime Administration

Ann Phillips is the new head of the U.S. Maritime Administration (MARAD), following her confirmation by the Senate on May 10.

Phillips retired as a rear admiral after serving nearly 31 years on active duty with the U.S. Navy.

"We look forward to working with Admiral Phillips at the Maritime Administration," stated SIU President Michael Sacco. "She has an accomplished record within the Navy and in Virginia.

"We also thank Lucinda Lessley for her work as the acting administrator," he added.

Prior to being nominated by President Biden in October 2021, Phillips was the Special Assistant to the Virginia Governor for Coastal Adaptation and Protection. In that role, she coordinated with federal, state and local partners to create equitable strategies to deal with rising waters and climate impact to critical coastal infrastructure assets within the commonwealth.

She received her commission through the Naval Reserve Officers Training Corps upon graduation from the University of North Carolina in 1983. She served aboard two vessels – the USS Cape Cod and the USS San Jose – during Operations Desert Shield/Desert Storm. She was the first commanding officer aboard the USS Mustin.

As the executive assistant to



Ann Phillips testifies at a Senate hearing in late December 2021. (Sipa USA/Alamy)

the 6th Fleet Commander, Phillips was involved in the deployment of goods in support of the Pakistani earthquake relief efforts. Prior to her retirement, she was commander of Expeditionary Strike Group Two, which included 14 vessels and 10 subordinate commands – all part of the Amphibious Expeditionary Forces along the U.S. east coast.

She earned a Master of Business Administration from the College of William and Mary in 2016.

Ku'uhaku Park, president of the American Maritime Partnership (to which the SIU is affiliated), said Phillips' confirmation comes "at a time when maintaining a strong American Maritime is even more critical than ever. We look forward to working with Admiral Phillips to ensure our nation has the shipbuilding, sealift capacity, and reliable movement of commerce that is essential to America's security."

MARAD is self-described as the Department of Transportation agency "responsible for America's waterborne transportation system.... At our core, we support the technical aspects of America's maritime transportation infrastructure - things like ships and shipping, port and vessel operations, national security, environment, and safety. We promote the use of waterborne transportation, and ensure that its infrastructure integrates seamlessly with other methods of transportation. MARAD also maintains a fleet of cargo ships in reserve to provide surge sealift during war and national emergencies, and is responsible for disposing of ships in that fleet, as well as other non-combatant government ships as they become obsolete.

"Beyond that, we work hard to maintain the overall health of the U.S. Merchant Marine. Commercial mariners, vessels, and intermodal facilities are vital for supporting national security, and so the agency provides support and information for current mariners, extensive support for educating future mariners, and programs to educate America's young people about the vital role of maritime operations in the lives of all Americans."



One day before the medal ceremony, personnel from the American Merchant Marine Veterans, their families and friends visit the National World War II Memorial in Washington, D.C.

World War II Merchant Mariners Honored With Congressional Gold Medal in D.C.

The SIU on May 18 joined in celebrating long-overdue recognition for U.S. Merchant Mariners of World War II as they received the Congressional Gold Medal in the Capitol Building.

Ten members of the American Merchant Marine Veterans (AMMV) participated in the one-hour ceremony, which featured remarks from members of congress, the administration, and the military. SIU Executive Vice President Augie Tellez represented the SIU at the event.

The Congressional Gold Medal is the highest honor bestowed by the U.S. Congress. The veterans received the medal on behalf of the approximately 1,500 remaining mariners of World War II.

More than 1,200 SIU members lost their lives in wartime service.

"The bravery demonstrated by the U.S. Merchant Mariners to keep Allied Forces supplied during World War II is second to none," said AMMV President Dru DiMattia. "In the face of targeted attacks by German submarines and Uboats, the unarmed U.S. Merchant Mariners met the moment with resilience and courage, and serve as an inspiration for all of American maritime."

In 2020, Congress unanimously passed the Merchant Mariners of World War II Congressional Gold Medal Act

thanks in part to the advocacy of U.S. Rep. John Garamendi (D-California) and Senator Lisa Murkowski (R-Alaska) along with organizations including the SIU. The bill was promptly signed into law, but the official award was delayed due to the global pandemic.

"We gave up our yesterdays for your and their tomorrow," stated former mariner Dave Yoho during the ceremony, which he called a "humble tribute to my fallen brothers." Yoho served in the engine department, signing on as a 16-year-old.

House Speaker Nancy Pelosi (D-California) and Senate Republican Leader Mitch McConnell (Kentucky) led the congressional delegation to recognize the mariners.

"We celebrate these patriots for doing their part to preserve liberty," Pelosi told them.

"They earned their rallying cry: 'We deliver the goods,'" added McConnell.

Garamendi and the late U.S. Rep. Don Young (R-Alaska) pushed Congress for years to honor the World War II mariners with a gold medal.

After saying it was "a great day, a happy day," Garamendi declared, "Without you, the success of the World War II would not have happened."

House Republican Leader Kevin McCarthy (California) said the presentation was "long overdue." He saluted the mariners: "Everything America asked them to do, they delivered."

U.S. Rep. Joe Courtney (D-Connecticut) paid tribute by quoting President Franklin Roosevelt: "The merchant marine delivered the goods when and where needed in every theater of operation and across every ocean in the biggest, most difficult job ever undertaken."

Also taking part in the presentation were Rear Adm. Michael Wettlaufer, commander of the U.S. Military Sealift Command; U.S. Coast Guard Vice Admiral Scott Buschman; and U.S. Maritime Deputy Administrator Lucinda Lesley.

The gold medal will be placed on display in the American Merchant Marine Museum at the Academy in Kings Point, New York. The World War mariners on hand received duplicates. They included Yoho, William Balabanow, Gerard Driscoll, James T. Lindsey, Charles A. Mills, George Offenhauser Sr., Bob Ross, James Sciple, Jack Laub and George Shaw.

For information on ordering a replica of the medal, email Katrina McRae at katrina.mcrae@dot.gov.

Penn Maritime Crews Approve 3-Year Pact

SIU members employed by Penn Maritime recently ratified a three-year contract that features significant gains.

The new agreement, approved in mid-April and covering approximately 250 Seafarers, calls for annual wage increases; boosts contributions to the Seafarers Money Purchase Pension Plan (SMPPP); raises the food allowance; and provides medical coverage for all members through the Seafarers Health and Benefits Plan (SHBP).

The latter point is noteworthy, according to members and union officials. Penn Maritime was acquired by Kirby Corporation in 2012. Since then, any new employees received medical coverage through a company plan. Typically, those mariners paid several thousand dollars apiece each year just for the premiums (whereas Penn Maritime members covered via the SHBP do not have to pay premiums).

"Getting everybody back on the SHBP medical coverage was huge," said Chief Mate **John Harvard**, who served on the union negotiating committee. "For guys that have families, it's a really big help. It shows that the company has some commitment to the members; hopefully, we can keep building trust and mutual respect."

The SIU bargaining team included Vice President Gulf Coast Dean Corgey, Vice President Atlantic Coast Joseph Soresi, Assistant Vice President Mike Russo, Harvard, Lead Tankerman Michael Lyons and Chief Engineer Jeff



Pictured from left are Lead Tankerman Michael Lyons, Chief Mate John Harvard, SIU VP Atlantic Coast Joseph Soresi, Kirby Exec. VP of Vessel Operations Jim Guidry, SIU Asst. VP Mike Russo and Chief Engineer Jeff Rydza.

Rydza. Negotiations took place in Houston

"This is a great example of a union and a company working together to hammer out a good agreement," Russo said. "It's something we can all be proud of. I think everybody walked away feeling good about this." Harvard said the contract "exceeded my expectations. I think it was a good contract and we're headed in the right direction. You don't always walk away with everything you want, but we didn't lose anything – just gained. Kudos to Dean, Joe and Mike for their work on the contract."

Soresi said, "The bargaining went well and we secured a good agreement. It certainly seems as if most the members are happy with the results."

Penn Maritime operates up to 15 tugboats and barges in the Gulf region, primarily moving asphalt along inland and coastal waterways.

Seafarers Ratify New Contract At VanEnkevort Tug and Barge

A new six-year agreement is in place for Seafarers employed at VanEnkevort Tug & Barge, Inc. (VTB). Members overwhelmingly ratified the pact through a combination of shipboard and remote voting in April.

The contract took effect April 1 and lasts through March 2028. It calls for annual wage increases for the first three years and then a wage and benefit reopener in April 2025. The pact boosts company contributions to the Seafarers Money Purchase Pension Plan (SMPPP), maintains health benefits, and also preserves the Paul Hall Center benefit for training and upgrading.

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

Nearly 50 Seafarers are employed by VTB.

They work aboard four state-of-the-art articulated tug-barge units on the Great Lakes, primarily hauling taconite and stone.

VTB was founded in 1967.

Conveyorman **Chris Heffernan** said maintaining health care coverage and securing yearly wage increases for the first three years are the contract's highlights.

OS **Joshua Childers** said he values the boost to the SMPPP "and how every year, there will be pay raises. This was a good step forward, working towards what everybody wants."

Powell stated, "This agreement provides a robust wage package and various other enhancements for our members working for VTB. It is a fair and reasonable package both for the members and company, which is always the goal."





SIU Algonac Port Agent Todd Brdak (left in photo directly above) meets with Cook Mark Quinney, AB Jonathan Slanga, OS Darrin McMillan, OS Alphonso Davis and OS Joshua Childers aboard the *Dirk VanEnkevort* in Toledo, Ohio. Pictured from left aboard the *Clyde VanEnkevort* in Toledo, Ohio in photo at immediate right are SIU Patrolman Ryan Covert, Watchman Gerald Johnson, Conveyorman Chris Heffernan, OS Adam VonRiedel and AB/Delegate Anthony Cronk. The SIU-crewed *Laura L. VanEnkevort* is shown in the photo at top right.



Biden Administration Mandates U.S. Materials for Infrastructure Projects

The White House has issued new guidance, requiring that the materials purchased for projects funded by the Infrastructure Investment and Jobs Act (IIJA) be produced domestically. The stated goal is to ensure that federal dollars spent on infrastructure projects support U.S. manufacturing and stimulate the domestic economy.

As highlighted by this latest guidance, the bipartisan infrastructure package contained a requirement that, starting on May 14, "none of the funds" allocated to federal agencies for projects may be spent "unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States."

"From day one, every action I've taken to rebuild our economy has been guided by one principle: Made in America," President Joe Biden said in an April 14 speech in Greensboro, North Carolina. "It takes a federal government that doesn't just give lip service to buying American but actually takes action."

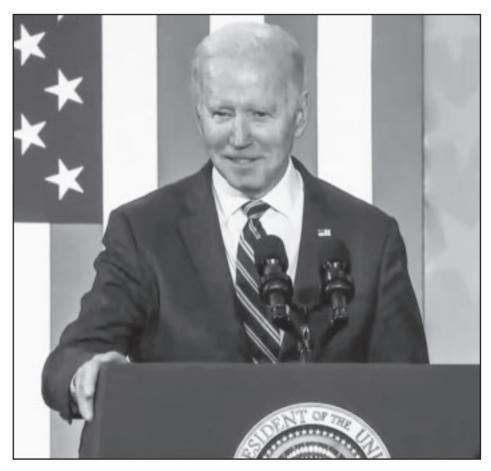
"There are going to be additional opportunities for good jobs in the manufacturing sector," said Celeste Drake, director of Made in America at the White House Office of Management and Budget.

Biden said he looks to reduce reliance on foreign materials, create American

jobs and ease supply chain concerns.

United Steelworkers (USW) International President Tom Conway said in a statement, "President Joe Biden's interim Build America, Buy America guidance will ensure that publicly funded infrastructure projects help to rebuild the nation's manufacturing base, strengthen supply chains and support good-paying jobs for U.S. workers.... America's workers stand ready not only to build new transportation systems, communications networks and other infrastructure through the IIJA, but to supply the raw materials, parts and components needed for all of those projects. These workers lead the world in responsible production practices, and they'll deliver unparalleled quality, ensuring new roads, bridges and other improvements stand the test of time. The USW looks forward to working with President Biden and his administration to finalize the Build America, Buy America guidance and unlock the full power of the IIJA."

The guidance includes three conditions that must be met for the requirement to be waived: if the purchase "would be inconsistent with the public interest"; if the needed materials aren't produced "in sufficient and reasonably available quantities or of a satisfactory quality"; or if U.S. materials increase a project's cost by more than 25%.



President Biden speaks in mid-April in North Carolina, underscoring his commitment to maintaining U.S. jobs. (Image courtesy White House Twitter account)

VP Emphasizes 'Historic Commitment To Worker Organizing and Empowerment'

The Biden administration will continue working to be known not merely as pro-worker, but as the most pro-union administration in U.S. history.

Vice President Kamala Harris delivered that message April 12 during a gathering at a Sheet Metal Workers facility in Philadelphia. Attendees included U.S. Secretary of Labor Marty Walsh; U.S. Sen. Bob Casey (D-Pennsylvania); U.S. Rep. Mary Scanlon (D-Pennsylvania); U.S. Rep. Dwight Evans (D-Pennsylvania); Pennsylvania Gov. Tom Wolf (D); Philadelphia Mayor Jim Kenney (D); and AFL-CIO President Liz Shuler, who traveled with the vice president.

Harris described Shuler as a friend and "a fighter. She goes to work every day for the working people of our nation, and she is an essential partner to our administration."

The vice president's speech was titled, "The Administration's Historic Commitment to Worker Organizing and Empowerment." She detailed many of the steps that demonstrate the commitment, including cross-country travel with Walsh for visits to "job sites and training facilities and union halls."

After mentioning Walsh's long background in organized labor (including growing up in a union household), Harris said that although their respective histories differ, they have much in common.

"My parents met while they were marching for civil rights," Harris stated. "They taught me that people can make a difference and that when we use our collective voice, whether at a protest or a picket line, we can drive great change. And that belief in the power of solidarity has guided me, [Walsh], and all of us our entire lives. And it guides our administration.

"President Joe Biden and I are determined to lead the most pro-union administration in America's history," she continued. "We know, each and every day in ways big and small, unions change lives. Unions negotiate better wages and safer working conditions for millions of workers around our country."

Harris also pointed out, "Even if you are not a member of a union, you (should) thank unions for every

benefit that you receive. Thank unions for the five-day workweek, for the weekend, for sick leave. We should all – anyone who works in America – know that you have benefited from the hard work, from the fight of the leaders in this movement. Our labor leaders, our unions train people to take on good jobs."

However, unions contribute more to society than just a skilled workforce, she said. The labor movement and the good jobs it helps create and maintain "provides community. It provides home. It provides a place that remembers that nobody should be made to fight alone.



Vice President Kamala Harris tells a Philadelphia audience that the administration remains solidly committed to workers and the labor movement. (Photo by Bastiaan Slabbers)

It is so fundamental in terms of the approach, which says that we all know we are stronger when we stand together. That is at the heart of the spirit behind this movement."

She continued, "Unions create stronger communities. They bring people together. And they, of course, protect workers from things like harassment and discrimination. They give workers a voice. Put simply, unions move our nation forward. And the American people know it. The American people know that when unions win, workers win, families win, communities win. When unions win, America wins, as evidenced by the fact that, today, unions have their highest approval rating since 1965."

Despite the favorable views of unions, it often remains an uphill climb to join one. The vice president said that's because, in part, "powerful forces in our country have been hard at work building barriers to stop workers from organizing. We've got to then take it on with a powerful counterforce, which is why our administration is working even harder to tear those barriers down."

She discussed the work of the White House Task Force on Worker Organizing and Empowerment, which she and Walsh lead. "Last year, our task force proposed nearly 70 actions the executive branch of our government can take to protect and expand the rights of workers to organize and collectively bargain," Harris stated. "Our President, Joe Biden, accepted every single one."

Harris explained that the bipartisan infrastructure bill that recently became law "will put thousands of union workers, carpenters, and pipefitters, and plumbers, and, yes, sheet metal workers, to work across the country."

She concluded, "Every worker deserves a safe and a healthy workplace. Every worker deserves a job with good wages and fair benefits. Every worker in America deserves the choice to join a union. And the President and I will always stand with you to defend these sacred principles. Our administration will do everything in our power to ensure the workers of our nation can succeed and can thrive. Because when workers succeed and thrive, so does our nation."

AFL-CIO Posts Annual 'Death on the Job' Report

The AFL-CIO on April 26 released its 31st annual report, "Death on the Job: The Toll of Neglect," a national and state-by-state profile of worker safety and health. The report features information on work-place fatalities, injuries and illnesses, as well as workplace safety inspections, penalties, funding, staffing and public employee coverage under the Occupational Safety and Health (OSH) Act. It also includes information on the state of mine safety and health, and the state of worker safety during the COVID-19 pandemic.

During a video press conference which highlighted the report's release, AFL-CIO President Liz Shuler outlined the findings of this year's narrative and stressed the federation's commitment to worker safety. She also expresses urgency in holding the Occupational Safety and Health Administration (OSHA), the Mine Safety and Health Administration (MSHA), Congress and employers everywhere accountable for stronger safety measures. Joining Shuler were AFL-CIO Safety and Health Director Rebecca Reindel; M.J. Burke, first executive vice president of the American Federation of Government Employees National VA Council; and Isaiah Thomas, an Amazon warehouse worker in Bessemer.

Among other disturbing findings, this year's report reveals that in 2020:

- 340 working people died every day because of hazardous working conditions.
 More than 4,764 workers were killed
- on the job from injuries alone.
- An estimated 120,000 workers died from occupational diseases.
- The job fatality rate was 3.4 per 100,000 workers.
- Latino and Black workers remain at greater risk of dying on the job than all workers.
- Employers reported nearly 3.2 million work-related injuries and illnesses.
- Musculoskeletal disorders continue to make up the largest portion (21%) of

work-related injuries and illnesses.

■ Underreporting is widespread—the true toll of work-related injuries and illnesses is estimated at 5.4 million to 8.1 million each year.

"That's tens of thousands of families losing a parent, a child, a sibling, every single year," said Shuler. "Latino and Black workers specifically remain at greater risk of dying on the job than all workers. That is, frankly, unacceptable."

Despite these disturbing findings, OSHA still does not have the resources needed to hold employers accountable and enact lasting change, the federation reported. "Workers need more job safety and health protections, not less," the AFL-CIO said when announcing the report. "Last year, there were only 1,719 OSHA inspectors nationwide, 755 on the federal level and 965 on the state level. That's just one inspector for every 81,427 workers. Federal OSHA's budget amounts to \$4.37 to protect each worker, with no federal standards for protections against workplace violence and COVID-19."

Reindel emphasized how the AFL-CIO is calling on both OSHA and MSHA to enact stronger job safety and health protections, for Congress to increase resources for job safety agencies, and for workers to have a real voice on safety and health in our workplaces without the fear of retaliation or intimidation.

"Having regulations is important," said Burke during the call. "COVID-19 and the pandemic disproportionately impact minorities and Latinos, as well as women who are about to give birth. It's so important as we hear the voices of workers across America. I can tell you why I joined a union: It's about the safety and security of each other."

"Amazon loves to brag about how they have a safe work environment, and if there are any issues, the workers can bring them up to management," said Thomas. "However, we do not work in a safe work environment, and every time we bring these issues up to management, we are not heard, which is why we're fighting so hard for our union at Amazon."

The OSH Act went into effect some 51 years ago, promising every worker the right to a safe job. More than 647,000 workers now can say their lives have been saved since the passage of the OSH Act, the AFL-CIO reported. Since that time, workplace safety and health conditions have improved, the federation added. "But too many workers remain at serious risk of injury, illness or death as chemical plant explosions, major fires, construction collapses, infectious disease outbreaks, workplace assaults and other preventable workplace tragedies continue to occur," the AFL-CIO stated. "Workplace hazards kill and disable approximately 125,000 workers each year -4,764 from traumatic injuries, and an estimated 120,000 from occupational diseases. Job injury and illness numbers continue to be severe undercounts of the real problem.

"Over the years, our progress has become more challenging as employers' opposition to workers' rights and protections has grown, and attacks on unions have intensified," the federation continued. "Big Business and many conservative politicians have launched aggressive assaults on worker protections. They are attempting to shift employers' responsibility to maintain a safe workplace to individual worker behavior, and undermine the core responsibilities of workplace safety agencies."

The federation also reported that the prior administration in Washington "rolled back progress, attacking longstanding workplace safety protections – targeting job safety rules on beryllium, mine safety examinations and injury reporting, and cutting agency budgets and staff – and attempted to dismantle the systems for future protections."

In the fall of 2019, OSHA began reducing the number of inspections involving

significant cases and complex health hazards, a policy that is still in place today. In the first year of the COVID-19 pandemic, OSHA was largely absent from workplaces where it has the authority and responsibility to enforce workplace safety laws, according to the federation. While the number of inspectors and inspections have improved in FY 2021, "there is much more progress to be made to meet or exceed prepandemic levels," the AFL-CIO noted. "The COVID-19 pandemic also brought to light the weaknesses in federal oversight of state OSHA plans. Congress continues to fund job safety at stagnant levels, allowing an OSHA budget that still only amounts to \$4.37 to protect each worker covered by the OSH Act."

The federation concluded, "While progress is slow, the Biden administration has taken important steps to protect workers, prioritizing worker protections on its regulatory agenda, taking steps on targeted enforcement efforts on urgent hazards, and filling staff and leadership vacancies. It also launched broad efforts on worker empowerment and targeting workplace inequities. President Joe Biden has appointed and nominated strong candidates focused on worker protection to lead job safety and health agencies and labor agencies. Immediately upon taking office, he appointed a longtime United Steelworkers (USW) safety and health leader, James Frederick, as acting assistant secretary for occupational safety and health. In April 2021, the Senate confirmed Marty Walsh, the Boston mayor from the construction trades unions, as secretary of labor. In April 2021, Biden nominated Doug Parker to be assistant secretary of labor for occupational safety and health – the head of OSHA – and he was confirmed Oct. 25, 2021.'

The "Death on the Job: The Toll of Neglect" report may be viewed in its entirety at aflcio.org/reports/death-job-toll-neglect-2022

Coast Guard Foundation Recognizes Seabulk CEO

A top executive from an SIU-contracted company recently received accolades from the U.S. Coast Guard.

On April 22, the Coast Guard Federation conducted its 26th Tribute to the United States Coast Guard Seventh District, which honors personnel from the agency and members of the general maritime community who have contributed to the success of the Coast Guard's mission.



Daniel Thorogood, president and CEO of Seabulk (left), is pictured with Crowley Chief Operating Officer Ray Fitzgerald. (Photo courtesy Coast Guard Foundation)

The night's main honoree was Daniel Thorogood, president and CEO of Seabulk, for his support of the men and women of the Coast Guard throughout his career, which spans more than 30 years.

In attendance from the SIU were Executive Vice President Augie Tellez, Vice President of Contracts and Contract Enforcement George Tricker, Assistant Vice President Kris Hopkins, and Seafarers Plans Administrator Margaret Bowen.

During his remarks, Thorogood told a story about how Coast Guard-operated landing craft supported U.S. Marines in the Pacific Theater of World War II, ultimately leading to the release of his grandparents, who had been taken captive by Japanese forces from a diplomatic posting.

Keynote speaker Coast Guard Commandant Adm. Karl Schultz thanked the foundation and those in attendance for their support, and was met with a standing ovation. Schultz was set to retire from the Coast Guard in June after 39 years of service.

Also recognized were Coast Guard and industry efforts to safely evacuate 250,000 cruise ship passengers at the start of the pandemic, as well as the work of a helicopter crew from Coast Guard Air Station Clearwater that rescued four people after extreme weather capsized their vessel 30 miles west of Cedar Key in June 2021.

Marine Highway Program Gets \$14.8 Million Boost

Raises Available Grant Funding to nearly \$40 Million

The U.S. Department of Transportation's Maritime Administration (MARAD) in late April announced the availability of an additional \$14.8 million in funding, for a total of \$39.8 million, for the America's Marine Highway Program (AMHP).

In March, MARAD announced the availability of nearly \$25 million in grant funding for the AMHP through the Bipartisan Infrastructure Law. The FY 2022 Appropriations Act made an additional \$14.8 million available for the AMHP.

According to the agency, "The America's Marine Highway Program supports the increased use of the nation's

navigable waterways to relieve landside congestion, provide new and efficient transportation options, and increase the productivity of the surface transportation system. By working closely with public and private organizations, the AMHP helps create and sustain American jobs in U.S. ports, on vessels, and at shipyards, while also improving our supply chains."

"Under the president's leadership, we are making a once-in-a-generation investment in our ports and intermodal infrastructure to move goods faster, strengthen supply chain resiliency, and reduce the



climate impacts of port operations," said Acting Maritime Administrator Lucinda Lessley.

In announcing the additional funding, MARAD also reported, "The Bipartisan Infrastructure Law aims to rebuild America's roads, bridges and rails; upgrade and expand public transit; modernize the nation's ports and airports; improve safety; help tackle the climate crisis; advance environmental justice; and invest in communities that have too often been left behind. It will drive the creation of good-paying jobs and grow the economy sustainably and equitably to help everyone get ahead for decades to come."

Partnership to Boost Diversity



The SIU is proud to partner with the Louisiana-based "Open Waters" project, which aims to attract people to employment opportunities in the domestic maritime industry – and in particular, works to increase diversity within the industry. SIU Port Agent Chris Westbrook (second from left) is pictured at a recent meeting with other Open Waters personnel. From left are Captain Michael Bopp, president, Crescent River Port Pilots Association; Westbrook; Captain Roy Vance of the Crescent River Port Pilots Association; Captain Louis Wattigney, Jr., vice president, New Orleans-Baton Rouge Steamship Pilots Association; and Captain Lee Jackson of the New Orleans-Baton Rouge Steamship Pilots Association. For more info about Open Waters, visit: https://openwaterslouisiana.com/

Former Transportation Sec. Mineta Passes Away at 90

The SIU joins the rest of the nation in mourning the passing of Norman Y. Mineta, who died May 3 at the age of 90.

Mineta, serving as U.S. Secretary of Transportation during the George W. Bush administration, addressed SIU-affiliated Maritime Trades Department Executive Board meetings in 2004, 2005 and 2006.

"Secretary Mineta was someone our industry could count on," recalled SIU President Michael Sacco. "He always stood with us while serving in the Cabinet and the Congress."

The California native served 20 years in the U.S. House of Representatives, where he represented San Jose and nearby California cities. He rose to chair the House Transportation Committee before leaving Congress in 1995. In 2000, President Clinton nominated him to be Commerce Secretary. Upon confirmation, he became the first Asian-American to serve in the Cabinet.

In 2001, President Bush asked Mineta to stay in the Cabinet as the Transportation Secretary. He held the post into 2006.

Mineta never forgot being uprooted as a 10-year-old from his California home to spend 18 months with his family in a Wyoming internment camp created immediately after Japan attacked



Secretary Mineta addresses a 2005 Maritime Trades Department meeting.

Pearl Harbor in December 1941 to bring the United States into World War II. He championed civil liberties and worked hard to gain an official apology for those Japanese Americans from the federal government, which happened in



Spotlight on Mariner Realth

Strokes: Know the Signs, Take Preventive Steps

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

According to the U.S. Centers for Disease Control and Prevention (CDC), nearly 800,000 people in the United States have a stroke every year. During the past few years, strokes were the second-leading cause of mortality around the world, accounting for 11% of all deaths.

There are three main types of strokes. The first (and most common) accounts for approximately 87 percent of all cases. This is the ischemic stroke. It happens when blood flow through the arteries in the brain become blocked and there is a decreased supply of oxygen and nutrients to the area below the blockage.

The second type of stroke is the hemorrhagic stroke. This is caused by a rupture in an artery in the brain, which in turn causes damage to surrounding tissues

The third type is the transient ischemic attack, abbreviated as TIA. It is sometimes called a "mini-stroke." This happens when blood flow in an artery is temporarily blocked, usually for no longer than a few minutes.

Common risk factors for strokes include untreated hypertension, smoking, high cholesterol, obesity, and diabetes. Trauma to the head or neck, and cardiac arrhythmias are

also sometimes responsible.

Many risk factors can be modified through lifestyle changes. For instance, exercising regularly and adopting a healthful diet can decrease chances of having a stroke. Managing diabetes, hypertension and high cholesterol, limiting alcohol intake, and losing weight also may help.

It may be useful to be aware of stroke symptoms. For example, the face may droop to one side, and/or a person's smile may be uneven. The face may become numb. Other symptoms can include arm weakness, slurred speech, confusion, dizziness, and headache.

Strokes can occur at any age but are most common in people ages 55 and older.

Getting prompt medical treatment is imperative to decrease the damage done by a blocked artery. Treatment may include blood thinners (to dissolve a clot) and other medications.

According to the Mayo Clinic, "A stroke is a medical emergency, and prompt treatment is crucial. Early action can reduce brain damage and other complications.... Effective treatments can also help prevent disability from stroke."

The CDC reported that stroke-related costs in the United States "came to nearly \$53 billion between 2017 and 2018. This total includes the cost of health care services, medicines to treat stroke, and missed days of work."

Healthy Recipe

Baked Salmon w/Everything Bagel Seasoning

Servings: 24

Ingredients

9 pounds salmon fillet, cut into

5oz. portions

2 tablespoons olive oil 2 teaspoons poppy seeds

1 tablespoon sesame seeds

1 tablespoon black sesame seeds

2 teaspoons dried garlic, minced 1 tablespoon dried onion, minced

1 tablespoon sea salt

Preparation

Preheat oven to 400 degrees. In a small bowl, combine dehydrated garlic, poppy seeds, sesame seeds, caraway seeds and fennel seeds and stir to combine.

Generously sprinkle salmon with

salt and pepper and press skinless side into the "everything" seasoning mixture to coat.

Heat oil in a large oven-safe heavy pan over medium-high heat. Flip. Add salmon seed-side down and sear 3-4 minutes. Flip salmon. Transfer pan with everything salmon into oven and cook 6-8 minutes, until fish is fully cooked.

Nutrition Information

Serve hot,

Per Serving (excluding unknown items): 214 Calories; 7g Fat (32.8% calories from fat); 34g Protein: Trace Carbohydrate; Trace Dietary Fiber; 89mg Cholesterol; 349mg Sodium. Exchanges: 0 Grain (Starch); 5 Lean Meat; 0 Vegetable; 1/2 Fat.

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



SHBP Offers COBRA Continuation Coverage to Union Members

The Seafarers Health and Benefits Plan (SHBP) is notifying you of the right to elect to purchase continuation of health coverage if you lose coverage, or experience a reduction in coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee,

you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you must notify the Plan within 60 days of the divorce or death in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further coverage. If you are the spouse or

dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your family members, even if you are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same level of benefits that you had prior to your retirement for a certain period of time. If you meet the eligibility requirements for retiree

health benefits, you will begin to receive those benefits when the COBRA period ends. The Plan will now accept money orders as payment for the COBRA premium.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits." The guide is also available in PDF format on the SIU website, www. seafarers.org, under "Benefits-Seafarers Health and Benefits Plan." If you have questions regarding this notice or COBRA, contact the Plan at 800-252-4674.

Annual Funding Notice Seafarers Pension Plan

Introduction

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

How Well Funded Is Your Plan

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

Funded Percentage				
	2021	2020	2019	
Valuation Date	January 1, 2021	January 1, 2020	January 1, 2019	
Funded Percentage	151.6%	145.9%	131.9%	
Value of Assets	\$1,926,792,688	\$1,760,929,899	\$1,547,219,772	
Value of Liabilities	\$1,270,798,767	\$1,207,119,802	\$1,172,841,327	

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years.

The December 31, 2021 fair value of assets disclosed below is reported on an unaudited basis since

The December 31, 2021 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

 December 31, 2021
 December 31, 2020
 December 31, 2019

 Fair Market Value of Assets
 \$2,130,000,000
 \$1,926,792,688
 \$1,760,929,899

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries. The Plan was not in endangered, critical, or critical and declining status in the Plan Year. If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2022, separate notification of the status has or will be provided.

Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 19,197. Of this number, 7,312 were current employees, 6,785 were retired and receiving benefits, and 5,100 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

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

Investment objectives

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

Investment Guidelines

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

Asset Allocation

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

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

Standards of Investment Performance:

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

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

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

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	0
2. U.S. Government securities	9
3. Corporate debt instruments (other than employer securities):	
a. Preferred	11
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	26
5. Partnership/joint venture interests	5
6 Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	35
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	13
14. Value of funds held in insurance co. general account (unallocated contracts	6) 0
15. Employer-related investments:	
a. Employer Securities	
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

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

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling (202) 693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

Summary of Rules Governing Insolvent Plans

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

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

Benefit Payments Guaranteed by the PBGC

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

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

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

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

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

Where to Get More Information

For more information about this notice, you may contact the Plan Administrator at: Seafarers Pension Plan, Attn: Margaret Bowen, 5201 Capital Gateway Drive, Camp Springs, MD 20746; (301) 899-0675. For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329.

Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

The value of plan assets, after subtracting liabilities of the plan, was \$2,150,712 as of July 31, 2021, compared to \$1,683,441 as of August 1, 2020. During the plan year the plan experienced an increase in its net assets of \$467,271. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$15,001,476, including employer contributions of \$14,992,140, realized losses of \$10,980 from the sale of assets,

earnings from investments of \$17,510 and other income of \$2,806.

Plan expenses were \$14,534,205. These expenses included \$400,876 in administrative expenses and \$14,133,329 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;

2. Financial information and information on payments to service providers;

3. Assets held for investment; and

4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$6.25 for the full annual

report, or \$0.25 per page for any part thereof.
You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are

Furnished without charge.
You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Summary Annual Report for SIU Pacific District Seafarers Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2021. The annual report has been filed with the Employee Benefits Security

Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$83,495 as of June 30, 2021 compared to \$45,678 as of July 1, 2020. During the plan year, the plan experienced an increase in its net assets of \$37,817. During the plan year, the plan had total income of \$700,148, including employer contributions of \$695,826, earnings from investments of \$42 and other income of \$4,280. Plan expenses were \$662,331. These expenses included \$238,822 in administrative expenses and \$423,509 in

benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;

2. Financial information and information on payments to service providers; and

3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.50 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, No. 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Annual Funding Notice MCS Supplementary Pension Fund

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

Funded Percentage

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

	2021	2020	2019
Valuation Date	January 1, 2021	January 1, 2020	January 1, 2019
Funded Percentage	310.30%	302.33%	314.91%
Value of Assets	\$6,449,649	\$6,405,877	\$6,561,949
Value of Liabilities	\$2.078.497	\$2,118,801	\$2,083,726

Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of

the two preceding plan years.

The December 31, 2021 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in

December 31, 2021 December 31, 2020 December 31, 2019 Fair Market Value of Assets \$6,801,674

Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 708. Of this number, 305 were current employees, 274 were retired and receiving benefits, and 129 were retired or no longer working for the employer and have a right to future benefits

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. To preserve capital, some of the assets are invested in a general account with Prudential Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 30% of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

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

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	0
2. U.S. Government securities	8
3. Corporate debt instruments (other than employer securities):	
a. Preferred	9
b. All other	Ó
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	23
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	2
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	8
14. Value of funds held in insurance co. general account (unallocated contracts)	50
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

For information about the plan's investment in any of the following types of investments common/collective trusts, pooled separate accounts, or 103-12 investment entities, contact Margaret Bowen, 5201 Capital Gateway Drive, Camp Springs, MD 20746-4275, (301) 899-0675.

Endangered, Critical, or Critical and Declining Status

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

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

If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2022, separate notification of the status has or will be provided.

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

Summary of Rules Governing Insolvent Plans

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

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

Benefit Payments Guaranteed by the PBGC

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

times a participant's years of credited service.

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

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a

\$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

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

Severance pay.

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

Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator at: Margaret Bowen 5201 Capital Gateway Drive, Camp Springs, Maryland 20746 301-899-0675.

Important News Notices, Maritime Notes for All Seafarers

Renewing Tanker Asst. Endorsements: What Seafarers Should Know

In an effort to assist in combatting the delays at the National Maritime Center (NMC) for renewing Merchant Mariner Credentials (MMC), the Vocational Office of the Paul Hall Center for Maritime Training and Education has identified a frequent issue that causes applications to be delayed.

If a mariner is renewing their MMC and holds endorsement(s) for Tanker Assistant DL and/or Tanker Assistant LG, they must meet the sea service requirement for renewal. To do this, one must show proof of 90 days of seatime, on a DL or LG tanker, within the past five years, to maintain the endorsement, OR a new course completion certificate. If the mariner does not have either the qualifying seatime or the course certificate, they must request in writing to renew without the Tanker Assistant DL and/or Tanker Assistant LG endorsements. This can be done by writing a statement on the USCG CG-719B MMC application form under Section II, in the "Description of Endorsement(s) Desired" box, or by attaching a separate written statement requesting to renew the MMC without Tanker Assistant DL and/or Tanker Assistant LG along with any international tanker endorsements.

If the mariner does not provide this information, the renewal application will be delayed and an "Awaiting Information" letter will be mailed requesting it. The mariner then will need to provide the necessary information in the allotted time, as the application will not move through processing until it has been received.

For more information, visit:

https://www.dco.uscg.mil/national_maritime_center/

Coast Guard: Shipboard Mask Mandate No Longer in Effect

Following a court ruling in mid-April, the U.S. Coast Guard announced the elimination of shipboard mask mandates for U.S.-flag vessels (and for some other modes of transportation).

The agency on April 19 posted an update to its "Marine Safety Information Bulletin: COVID-19 Safety Requirements in the Maritime Transportation System."

In part, that update reads, "On April 18, 2022, the U.S. District Court, Middle District of Florida, vacated the Centers for Disease Control and Prevention (CDC) mandate for mask wear in airports, train stations, and other transportation hubs as well as on airplanes, buses, trains, and most other public conveyances in the United States, including vessels. Per this ruling, the CDC has declared that the mandate is no longer in effect. Federal agencies are reviewing the court's decision. In the interim the Coast Guard will not enforce the directives requiring mask use on public transportation and in transportation hubs. CDC continues to recommend that people wear masks in indoor public transportation settings."

The complete update and several related links are available in an April 20 news post

on the SIU website.

The agency further pointed out, "Questions concerning this notice may be forwarded to Coast Guard Office of Commercial Vessel Compliance, at wearamask@uscg.mil."

Previously, the Coast Guard reported, "The CDC mask order applies to all persons traveling on commercial maritime conveyances into, within, or out of the United States and to all persons at U.S. seaports. The term commercial maritime conveyance means all forms of commercial maritime vessels, including but not limited to cargo ships, fishing vessels, research vessels, self-propelled barges, and all forms of passenger carrying vessels including ferries, river cruise ships, and those chartered for fishing trips, unless otherwise exempted."

Notice to Seafarers About ROS Seatime

The union has learned that the U.S. Coast Guard's National Maritime Center (NMC) is denying mariners who have submitted ROS time for renewal of Basic Training (BT). For the purpose of the recency requirement, ROS seatime counts day for day for renewal of BT, Advance Fire Fighting, Personal Survival Craft (PSC), and Fast Rescue Boat (FRB).

If you have received a denial letter for this issue, you should immediately email iasknmc@uscg.mil with the subject line "elevate to supervisor" and request reconsideration of ROS seatime not being counted day for day.

Both the union and our affiliated school in Piney Point are in contact with NMC personnel regarding this situation.

New Service Offers Convenient Method to Show Vaccination Status

The SIU has partnered with WellCheck to bring members a new way of keeping proof of COVID-19 vaccination at the ready, on mobile devices.

By using the WellCheck app, SIU members can upload their vaccine cards using their smartphone, where the information listed will be verified by state medical databases. Once verified, the information can be stored digitally on the member's mobile device, as well as uploaded to their online SIU member portal (the latter will happen automatically).

Once a member's vaccine records are verified by the state medical database, their proof of vaccination through the Well-Check app can be used at both foreign ports of entry as well as various events and gatherings which require a verified record.

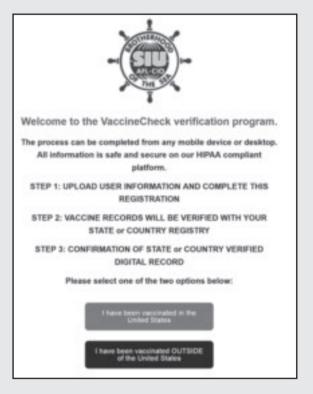
All members are strongly encouraged to upload their vaccine cards through the WellCheck app, even if they have previously submitted their information. Additionally, when a member receives a COVID-19 booster shot, they are encouraged to upload their updated vaccine card through WellCheck.

Members can also save their verified vaccine information to their Apple Wallet or Google Wallet on their mobile devices, to ensure they have ready access even if they lose internet connectivity.

This is an added service being provided to the membership at no cost, and is not mandatory.

To get started, see the May 17 post on the SIU website or visit:

https://tinyurl.com/bdz48avh



This is the first screen that will greet Seafarers when signing up with WellCheck.

Seafarers Are Encouraged To Renew Documents Early

Editor's note: Due to the turnaround times for merchant mariner credential (MMC) renewals, Seafarers are encouraged to start the process up to eight months before their respective documents expire. Starting the process early will not shorten the "life" of the original document. This is due to a postdating option that the Coast Guard's National Maritime Center began offering in 2014. Parts of the original notice (which is still in effect) explaining the postdating procedures and related benefits follow.

Postdating of Merchant Mariner Credentials

The recently published rule titled "Implementation of the Amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, and Changes to National Endorsements" (78 FR 77796) authorizes the Coast Guard to postdate a Merchant Mariner Credential

(MMC) up to 8 months.... The implementation plan for postdating MMCs and the impact on the current delayed issuance process are listed below.

Postdating

- Postdating of an MMC is defined as placing an issue date on the MMC that is in the future.
- Postdating of MMCs will only apply to applications for renewal of a credential where no other credential activity is requested or results from the transaction.
- Except upon receipt of written request documenting the need for immediate issuance, the National Maritime Center (NMC) will automatically postdate credentials with the appropriate future date.
- The issue date of the MMC will be the day following the date of expiration of the current MMC, but no more than 8 months in the future. The expiration date and period of validity of the credential will be 5 years from

the date of issuance.

- If the expiration date of the mariner's current credential is beyond 8 months from the date that the Coast Guard accepts a complete application, the new credential issue date will be 8 months from the date of application acceptance, at which time the current active credential will become invalid.
- Any transactions initiated after a postdated MMC has been approved and mailed will result in endorsement labels being printed and mailed for both the mariner's active MMC and the postdated MMC. Mariners must ensure that the endorsement labels are properly placed in the appropriate MMC.
- The new credential will not be valid until the issue date listed on the new MMC. Mariners must continue to carry their current credential until that date.
- In accordance with the Code of Federal Regulations (CFR), mariners are required to return expired or otherwise invalid credentials to the NMC. When the current credential expires, it should be mailed to the NMC.
- It is the responsibility of the mariner to maintain control of the postdated credential. If a credential is lost, mariners must follow the procedures to apply for a duplicate, found in 46 CFR Part 10.231.

Mariners and other providers should contact the Customer Service Center at IASKNMC@uscg.mil or 1-888-IASKNMC (427-5662) with any questions or feedback.



This code will open the NMC landing page for credential applications and renewals. Scroll down and look for the "Renewal" tab. For desktop access, go to https://www.dco.uscg.mil/nmc/merchant_mariner_credential/

The "Renewal" tab on the desktop version is on the right side, approximately halfway down the landing page.



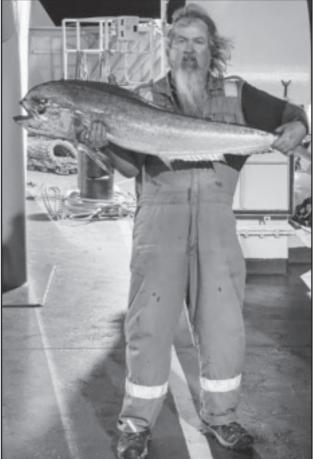
MEETING WITH PRO-WORKER CANDIDATE – SIU Port Agent Ashley Nelson (right) and Patrolman Adam Bucalo (left) chat with Florida Agriculture Commissioner Nikki Fried during a labor-sponsored "meet and greet" at an IBEW hall. Fried is running for governor of Florida.



FULL BOOK IN HOUSTON – OSM Carlos Velasquez (left) receives his full B-book at the hiring hall. He's pictured with SIU Patrolman Clay Casteel.

At Sea and Ashore with the SIU







ABOARD GLOBAL SENTINEL – Recertified Bosun Lee Hardman (photo at immediate left) and AB Desmond Unutoa (directly above) display mahi-mahi they caught in Hawaii, while AB John Escobar (photo at far left) puts the finishing touches on his new artwork aboard the SubComvessel.



ON THE RECRUITING TRAIL – In-person career fairs are becoming more common as COVID-19 restrictions ease throughout much of the nation. In photo at right, SIU Jersey City Port Agent Ray Henderson (right) and Patrolman James Bast man the SIU table at a recruiting event in Brooklyn, New York. In the photo above, SIU Houston Patrolmen Kelly Krick (right) and Clay Casteel (second from right) chat with students at a "Career Day" event hosted by Aransas Pass High School.



At Sea and Ashore with the SIU





WITH CIVMARS ON WEST COAST — SIU Asst. VP Joe Vincenzo and SIU Government Services Division Representative Jesse Ruth recently met with federal mariners in San Diego. They also helped conduct habitability inspections on two new builds at General Dynamics NASSCO, a union shipyard. The photo at left was taken at NASSCO; Vincenzo is second from right, while Ruth is at left. The other two individuals are from the U.S. Military Sealift Command. The large group photo below was taken aboard the USNS Miguel Keith, while the remaining shapshot above includes new and longtime CIVMARS waiting at a local hotel for vessel assignments. assignments.





ABOARD ARC COMMITMENT – Many thanks to Bosun Anthony Newbill (below left) for these recent photos from one of the newer additions to the SIU-crewed fleet. "It's a very nice and clean ship with an around-the-world trip," the bosun noted. "The crew aboard the vessel has seemed very happy with the size of the rooms and the Wi-Fi." The Commitment is operated by TOTE Services for American Roll-Off





Oiler John Albritton



AB Yassid Lalin



Steward/Baker Reshawn Solomon



SA Samone Alston, Chief Cook Ricardo



NEW DUTIES IN OAKLAND – SIU Patrolman Antjuan Webb (left), who sailed as a recertified bosun, shipped out his first member in early April: Recertified Steward Robert Bostick



REMEMBERING BROTHER BROYLES – Aboard Matson's *Mahimahi*, vessel master Capt. Leonard Lambert (left) presents SIU Patrolman Antjuan Webb with the paperwork and flag from Recertified Steward Greg Broyles' burial at sea. (The paperwork is illegible in the photo only because of lighting.) Brother Broyles shipped out of Oakland and sailed with the SIU since 1989. He passed away in December, at age 58, after a courageous battle with cancer. His last ship was the *Mahimahi*.



FIRST TRIP COMPLETE – SA Maximo Bencosme (right) is pictured at the San Juan hall with his wife, Vivian, after completing his first voyage as a Seafarer (aboard the Crowley-operated *USNS Able*).

At Sea and Ashore with the SIU



CONNECTING IN ATLANTIC – The SIU-crewed tanker *Maersk Peary* (right) and the fast combat support ship *USNS Sup- ply* (left), whose crew includes members of the SIU Government Services Division, meet April 21 in the Atlantic Ocean.
According to the U.S. Navy, they conducted "the first two-station consolidated cargo replenishment at sea (CONSOL).
CONSOL capability is when a specially outfitted commercial tanker charted by Military Sealift Command conducts underway refueling operations, transferring cargo to a fleet oiler at sea." (U.S. Navy photo by 2nd Mate Daniel Hall)



WELCOME ASHORE IN JERSEY CITY – QMED James Sieger (left), who began sailing with the SIU in 1973, displays his first pension check at the hiring hall hall. SIU Port Agent Ray Henderson is at right.



WELCOME ASHORE IN TACOMA – Recertified Bosun Gregory Agren (left) is pictured at the hiring hall as he receives his first pension check (SIU Port Agent Warren Asp is at right). Agren started sailing with the SIU in 1987.



SPRUCING UP HOUSTON HALL – Bosun Sergio Gonzalez volunteers some time and elbow grease in early April in the Lone Star State.

Everyday savings just for you

Looking for new ways to save? **Union Plus** makes everyday life more affordable with wireless savings, cash back shopping, discounts at restaurants and on movie tickets and live events, and much more.



Wireless Savings



Cash Back Shopping



Restaurant Discounts



Movie Tickets & Live Events



Exclusive discounts for union families





See more at unionplus.org

6/22

State Dept. Offers Passport Reminder

Editor's note: The U.S. Department of State issued this notice earlier in the year. It's also available on the

Updated Notice to Mariners With International Voyages

Effective February 18, 2022 To better serve mariners during this time we are updating our temporary provisions for passport renewals. These provisions are subject to change once operations are on a more normal

Qualifications

- Be a credentialed merchant
- mariner;
 Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at https://travel. state.gov/content/travel/en/passports/ have-passport/renew.html); and
- Have a current passport that is expired or expiring in 7 months or less.

Application and Mailing Instructions

Applicants must submit the fol-

- DS-82 application completed, signed, and dated. Please use the online form filler tool to fill out and print your form: https://pptform.state.gov. This tool produces a barcode to help us process your application faster;
- Passport photograph taken within the past six months;

 Current passport;
- Copy of Merchant Mariner Credential (MCC), front and back.
- A check or money order in the amount of \$208.32 made payable to U.S. Department of State if applying for a passport book only. If applying for both the passport book and card, the total fee is \$238.32. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit travel.state.gov).
- Letter from supervisor on company letterhead or your U.S. mariner's union.

The supervisor letter should include the following details:

Applicant's full name;

- Printed name and title of applicant's supervisor or mariners' union representative;
- Supervisor's or union represen-
- tative's signature; and

 Date the letter was issued.

Applications must be sent by traceable overnight delivery service to: El Paso Passport Agency (PPT/ EP) 44132 Mercure Circile, PO Box 1073, Sterling, VA 20166-1073. Attn: Mariner Program

Service Expectations

Completed passports will be mailed using a 1-2 day delivery ser-

vice. Please be sure the application includes a physical U.S. mailing address and not a P.O. Box.

Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

Requesting a Second Passport

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: travel. state.gov/content/travel/en/passports/ have-passport/second-passport-book.

Following are the two options for applying for a second passport.

Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must also include:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special
- procedures); and
 Include payment for both applications in a single check totaling \$416.64 (\$208.32 per application).

Option 2: Requesting a Second Pass-port without Submitting a Current Valid Passport

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at travel.state.gov. To apply at a passport acceptance facility, applicants need:

Completed (not signed) DS-11

- application;
 Passport photograph;
- Photocopy of their 10-year
- ssport data page;

 Signed statement of need for a second passport as outlined on our
- Payment of \$208.32 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$18.32 for 1-2-day return delivery; and
- Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see iafdb.travel.state.

Membership Meetings

Piney Point	Monday: June 6, *Tuesday: July 5
Algonac	Friday: June 10, July 8
Baltimore	Thursday: June 9, July 7
Guam	Thursday: June 23, July 21
Honolulu	Friday: June 17, July 15
Houston	Monday: June 13, July 11
Jacksonville	Thursday: June 9, July 7
Joliet	Thursday: June 16, July 14
Mobile	Wednesday: June 15, July 13
New Orleans	Tuesday: June 14, July 12
Jersey City	Tuesday: June 7, July 5
Norfolk	Friday: June 10, July 8
Oakland	Thursday: June 16, July 14
Philadelphia	Wednesday: June 8, July 6
Port Everglade	esThursday: June 16, July 14
San Juan	Thursday: June 9, July 7
St. Louis	Friday: June 17, July 15
Tacoma	Friday: June 24, July 22
Wilmington	*Tuesday: June 21, Monday: July 18
* Piney Point of	hange in July due to Independence Day observance
* Wilmington	change in June due to Juneteenth observance

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

Dispatchers' Report for Deep Sea

"Total Registered" and	l "Total Shi	etch "haggi	is cumula	tive from A	oril 12 - Ma	v 13. "Reni	stered on the	Beach" de	ata is as of	May 13	
. J		Registere			Shipped		J.J. VU JII UIC		ered on Bo		
		Groups			Groups		Trip	_	Groups		
Port	A	В	C	A	В	C	Reliefs	A	В	C	
				Deck	. Depart	ment					
Algonac Anchorage	19 0	2 3	1	13 3	4 2	0	5 2	32 1	4 5	3	
Baltimore	3	<i>5</i>	0	3	2	0	3	4	4	1 0	
Fort Lauderdale Guam	14 3	10 1	2 1	15 2	5 0	2 1	10 0	22 4	8 2	4 1	
Harvey	10	4	2	16	4	3	9	8	8	1	
Honolulu Houston	10 23	3 9	0 5	3 20	1 15	0 4	2 18	15 46	4 18	0 8	
Jacksonville	26	25	9	20	19	4	19	46	34	7	
Jersey City Joliet	24 4	8 2	3	24 1	4 1	2	14 0	42 4	9 4	3 1	
Mobile	11	4	0	4	8	0	5	14	4	1	
Norfolk Oakland	20 4	15 1	4 2	13 4	10 2	$\frac{1}{0}$	11 4	29 15	13 5	4 3	
Philadelphia	6	1	0	1	3	0	3	8	0	1	
Piney Point Puerto Rico	2 6	3	2 5	2 3	1 2	1 2	4 3	0 12	4 2	2 1	
Tacoma St. Louis	25 1	8	6	17 1	5 0	3	9	35 2	11 1	5	
St. Louis Wilmington	16	7	4	9	7	1	8	45	18	4	
TOTALS	227	115	46	174	95	24	129	384	158	50	
				Engin	ie Depar	tment					
Algonac Anchorage	5 0	0	2 0	2 0	0	2 0	3 0	5 1	$\frac{1}{0}$	1 1	
Baltimore	3	1	0	2	1	0	1	3	1	0	
Fort Lauderdale Guam	8	3 2	3	5 0	3	$\frac{1}{0}$	1	19 0	5 1	3	
Harvey	3	4	0	4	4	1	3	4	2	0	
Honolulu Houston	4 14	3 7	1 3	4 8	5 6	$\frac{0}{2}$	4 5	10 17	4 8	2 3	
Jacksonville	20	9	3	12	11	3	11	26	13	4	
Jersey City Joliet	11 1	4 1	$\frac{1}{0}$	8 1	5 0	$\frac{1}{0}$	7 0	15 2	4 1	1 1	
Mobile	2	2	0	2	0	1	1	4	3	0	
Norfolk Oakland	13 5	6 4	4 1	8 4	5 4	5 2	4 2	20 7	12 5	4 1	
Philadelphia	3	1 5	0	2	1	0	1 1	4 2	2 3	0	
Piney Point Puerto Rico	3	4	0	1 2	1	0	2	5	3	0	
Tacoma St. Louis	7	6	2	7	6	3	7 1	13 1	8	1	
Wilmington	7	7	0	7	3	2	6	13	7	3	
TOTALS	110	69	22	80	59	23	60	171	84	26	
		_	•		rd Depai						
Algonac Anchorage	4 0	2	0	0	1 1	0	0	9 0	4 0	$0 \\ 0$	
Baltimore	2	1	0	1	0	0	0	3	1	0	
Fort Lauderdale Guam	2	2 1	$\frac{1}{0}$	7 0	3	0	5 0	10 1	8 1	1 1	
Harvey	6	0	0	4	0	0	1	2	0	0	
Honolulu Houston	6 10	3 7	0 1	2 9	2 8	0	3 5	16 23	4 6	0 2	
Jacksonville	18 5	12 4	0 2	12 5	11 0	1	8	32 11	17 6	3 2	
Jersey City Joliet	1	0	1	0	0	0	0	2	0	1	
Mobile Norfolk	3 16	5 11	0 6	1 7	2 8	0	1 3	2 19	6 17	1 7	
Oakland	9	4	1	9	1	0	3	19	8	1	
Philadelphia Piney Point	2 3	1 2	0 2	0 5	1	0 2	0 2	2 5	1 3	0	
Puerto Rico	2	3	0	3	2	0	4	2	2	0	
Tacoma St. Louis	11 4	3	0	5 1	4	0	3 0	14 2	4	0	
Wilmington	12	2	0	11	10	0	8	23	15	0	
TOTALS	116	63	15	82	55	7	47	197	103	19	
Algonac	1	7	5	Entry 0	y Depart 5	ment 3	2	2	9	7	
Anchorage	0	2	2	0	1	0	1	0	2	3	
Baltimore Fort Lauderdale	0	1 5	2	0	1	0	0 2	0	0 6	1	
Guam	0	1	1	0	0	0	0	0	1	1	
Harvey Honolulu	0	2	3	0	4 0	$\frac{1}{0}$	0	0 2	3	4 2	
Houston	1	5	14	2	5	10	2	1	17	18	
Jacksonville Jersey City	4	17 5	43 5	2 2	12 8	44 8	11 5	4 1	20 17	69 14	
Joliet	0	0	0	0 0	0	0	0	0	1	0	
Mobile Norfolk	0	0	1 25	0	0 7	1 16	0	1 0	0 20	0 38	
Oakland Philadelphia	0	6 2	7 0	0	5 1	6 0	2	0	6	9 1	
Piney Point	0	6	22	0	6	11	4	0	1	11	
Puerto Rico Tacoma	1 5	1 4	0 5	0	0 5	0 4	1 1	1 7	0 19	0 3	
St. Louis	0	1	0	0	1	0	0	0	0	0	
Wilmington TOTALS	0 14	10 89	7 145	0 8	10 72	4 108	3 36	2 21	21 147	14 196	
GRAND TOTAL	:467	336	228	344	281	162	272	773	492	291	

Seafarers International **Union Directory**

Michael Sacco, President

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

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

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

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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OAKLAND

1121 7th St., Oakland, CA 94607

(510) 444-2360

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744 (310) 549-4001/4002

Inquiring Seafarer

This month's question was answered by Seafarers who recently served on the annual financial committee.

Question: Why did you enter this industry and why have you stuck with it?



Richard Toth

Chief Steward

I got into this industry after being in the restaurant business, back in the mid-1990s. I shipped for seven or eight years and then got back into the restaurant business – went through three or four restaurants, owning, running, consulting. Then I decided the place for me is back at sea, with this wonderful union we have.



Gerard Costello

Recertified Bosun

I basically wanted to be a free man and control my own life. I saw the opportunity when I was very young other men that did this – and I followed them. It's been 38 years now.



Riley Donahue QMED

I always liked travel, and you get plenty of that in this industry. You can make good money, too. It's just a good lifestyle for me.



Cayetano Toledo

Chief Steward

You can travel around the world for free, and at the same time, you get paid. I've been doing this for 26 years and I love it. A number of my family members also are in the SIU.



Marilou Toledo

Chief Cook

You have a chance to travel all over the world, and it's a goodpaying job. This career has helped me and my family a lot.



Exxl Ronquillo

Recertified Steward

This was the best opportunity for me and my family. You can travel around the world. I've always appreciated the SIU since I joined in 1989.

Pic From The Past

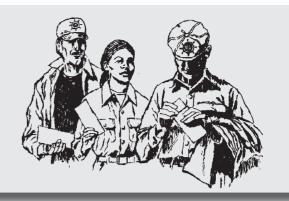


Steward-department Seafarers are pictured aboard the Long Lines in October 1981 in Newark, New Jersey, where the cable ship was prepping for its next job. Overall, the galley gang included 22 people - part of a crew of 120 that was almost evenly split between licensed and unlicensed personnel. Few steward-department names are available in the original captions that accompanied this and other photos from the AT&T ship, but, Chief Cook Ralph Trotman is in front, second from right; Saloon Messman Terrence McArdle is seated at far left in the second row; Saloon Messman Pierre Bailey is seated at far right in the second row; and Third Cook Clarence Lacey is standing second from right in the back row.

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

Welcome Ashore

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

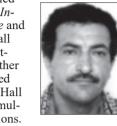


DEEP SEA

MOHAMED ALI

Brother Mohamed Ali, 66, began sailing with the SIU in 1993.

He first sailed aboard the *Independence* and worked in all three departments. Brother Ali upgraded at the Paul Hall Center on multiple occasions. He last sailed



aboard the *USNS Red Cloud* and lives in Oakland, California.

FELICISIMO BALORAN

Brother Felicisimo Baloran,



67, joined the Seafarers International Union in 1999, initially sailing aboard the *Independence*. He shipped in the steward department, most recently aboard

the *Maunalei*. Brother Baloran is a Honolulu resident.

RICHARD BARNHART

Brother Richard Barnhart, 62, signed on with the Seafarers

International Union in 1990 when he sailed on the *Flickertail State*. He upgraded often at the unionaffiliated Piney Point school and shipped in the



deck department. Brother Barnhart's final vessel was the *Horizon Enterprise*. He resides in Murrieta, California.

KERMIT BENGTSON

Brother Kermit Bengtson, 67, became a member of the Seafar-



ers International Union in 1999. He worked in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Bengt-

son's first vessel was the *Long Lines*; his last, the *Comet*. He lives in Wells, Nevada.

RAMON DURAN

Brother Ramon Duran, 65, embarked on his career with the Sea-

farers in 1992, initially sailing on the *Independence*. He was a member of the deck department and upgraded at the Piney Point school in 1997. Brother



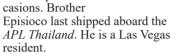
Duran last shipped on the *Horizon*

Pacific and makes his home in Stockton, California.

CARLITO EPISIOCO

Brother Carlito Episioco, 65, signed on with the union in 1988,

initially shipping with Crowley Towing and Transportation. He sailed in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother



REGINALD GREEN

Brother Reginald Green, 65, started sailing with the union



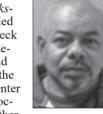
in 1978 when he worked for Southern Ohio Towing. He primarily sailed in the deck department and upgraded at the Piney Point school in 1985.

Brother Green's final vessel was the *Ambassador*. He lives in Tampa, Florida.

JAIME GUERRERO

Brother Jaime Guerrero, 66, joined the union in 2001 and first

sailed aboard the Fredericks-burg. He sailed in both the deck and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother



Guerrero most recently shipped on the *Maersk Detroit* and resides in Selma, North Carolina.

PERRY McCALL

Brother Perry McCall, 66, embarked on his career with the SIU



in 1982 when he sailed on the Cove Leader. He shipped in the steward department and upgraded often at the Piney Point school. Brother McCall

concluded his career on the *Cape Orlando* and settled in Modesto, California.

SHIRLEY ROGERS

Sister Shirley Rogers, 66, became

a member of the Seafarers International Union in 2016. She initially sailed aboard the *Edward A. Carter*, *Jr.* and worked in the steward de-



partment. Sister Rogers upgraded at the Paul Hall Center on multiple occasions. She most recently sailed aboard the *Ohio* and calls Clarksville, Tennessee, home.

JOHN SCHAFER

Brother John Schafer, 57, donned

the SIU colors in 1993 when he shipped on the Gemini. An engine department member, he upgraded often at the Piney Point school. Brother Schafer's final vessel was



the *Indiana Harbor*. He lives in Blackduck, Minnesota.

JOSEPHUS WILLIS

Brother Josephus Willis, 61, began sailing with the union in 1999. He upgraded at the Paul Hall Center on several occasions and was a member of the deck department. Brother Willis' first vessel was the *USNS Pollux*; his last, the *Cape Race*. He makes his home in Norfolk, Virginia.

GREAT LAKES

STEVEN MCDONALD

Brother Steven McDonald, 62, joined the union in 1993 and



first sailed with Upper Lakes Barge Lines. He sailed in the deck department and upgraded at the unionaffiliated Piney Point school in 1995. Brother

McDonald remained with the same company for the duration of his career. He resides in Escanaba, Michigan.

JUAN SANCHEZ

Brother Juan Sanchez, 65, started sailing with the union in 1974, initially thin

initially shipping on the *J.T. Hutchinson.* A deck department member, Brother Sanchez upgraded at the Paul Hall Center on numerous occasions. He concluded his career



working with Great Lakes Towing and lives in Cape Coral, Florida.

INLAND

STEVEN CURRENCE

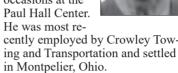
Brother Steven Currence, 62, embarked on his career with the Seafarers in 1989 when he shipped with Moran Towing of Texas. He was a member of the deck department and upgraded at the Piney

Point school on multiple occasions. Brother Currence remained with the same company for his entire career. He resides in Gulf Breeze, Florida.

JOHN FIGGINS

Brother John Figgins, 64, signed on with the union in 2007, initially sailing

aboard the Adam E. Cornelius.
Brother Figgins was a deck department member and upgraded on multiple occasions at the Paul Hall Center. He was most re-



RUSSELL FURTNEY

Brother Russell Furtney, 67, joined the Seafarers International



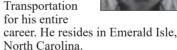
Union in 2013.
He upgraded
at the Piney
Point school on
numerous occasions and was a
member of the
deck department.
Brother Furtney
worked with

Foss Maritime for the duration of his career. He lives in Seattle.

THOMAS MERCER

Brother Thomas Mercer, 62, started sailing with the Seafar-

ers in 1996. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Mercer was employed by Allied Transportation



JOSE GONZALEZ-MORALES

Brother Jose Gonzalez-Morales, 66, signed on with the union in 1976 when he worked with Crowley Puerto Rico Services. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Gonzalez-Morales continued working for the same company for the duration of his career. He makes his home in Miami.

DANIEL MORRIS

Brother Daniel Morris, 66, donned



Morris, 66, donned the SIU colors in 1986. A deck department member, he was employed by Crowley Towing and Transportation for most of his career. Brother Morris is a resident of

Laurel Fork, Virginia.

ANTHONY RINKUS

Brother Anthony Rinkus, 64, joined the Seafarers in 1990 and first shipped aboard the *George Washington*. He upgraded at the Piney Point school in 2001 and worked for Port Imperial Ferry for the duration of his career. Brother Rinkus resides in Chalmette, Louisiana.

STEPHEN THALHEIMER

Brother Stephen Thalheimer, 62, signed on with the union in 1992. A deck

in 1992. A deck department member, he was employed by Moran Towing of Maryland for his entire career. Brother

Thalheimer settled in Dover, Delaware.

ROBERT VAN BLUNK

Brother Robert Van Blunk, 63, joined the Seafarers International Union in 1978 when he sailed with Mariner Towing. He was a member of the deck department and upgraded at the Piney Point school within a year after joining the union. Brother Van Blunk was last employed by McAllister Towing and is a Philadelphia resident.

JAMES WILKISON



Brother James Wilkison, 62, started sailing with the Seafarers in 2004. He sailed in the deck department and worked for G&H Towing for the duration

of his career. Brother Wilkison resides in Houston.

NMU

MIECZYSLAW PEKALSKI

Brother Mieczyslaw Pekalski, 65, donned the SIU colors during the 2001 SIU/NMU Merger. A deck department member, he upgraded at the Piney Point school in 2002. Brother Pekalski last sailed aboard the *Energy Enterprise*. He resides in Poland.

RAYMONA POHLMAN

Sister Raymona Pohlman, 65, became a member of the SIU in 2001. She sailed with the NMU prior to the SIU/ NMU merger. Sister Pohlman was a member of the steward department and c



department and concluded her career on the *Chelsea*. She makes her home in Arcade, New York.

Final Departures



DEEP SEA

NGOC ALLEN

Pensioner Ngoc Allen, 70, passed away February 15. She joined the

Seafarers International Union in 1988 and first shipped on the Bonnyman. Sister Allen sailed in the steward department and concluded her career aboard the Ocean Atlas. She became



a pensioner in 2016 and settled in Robertsdale, Alabama.

EDWARD CAIN

Pensioner Edward Cain, 81, died



April 19. He donned the SIU colors in 1960 when he sailed aboard the Sampan Hitch. Brother Cain was a deck department member and last shipped on the *Independence*. He

retired in 2002 and resided in Grand Bay, Alabama.

DOYLE ELLETTE

Pensioner Doyle Ellette, 75, passed away April 4. He signed on with

the SIU in 1969, initially sailing aboard the Eagle Traveler. Brother Ellette was a deck department member. He last shipped on the Constellation before going on pension in 2011.



Brother Ellette lived in Irvington, Alabama.

REUBEN FIFE



Pensioner Reuben Fife, 74, died March 7. A deck department member, he started sailing with the union in 1987. Brother Fife's first vessel was the USNS Silas Bent; his last, the

Intrepid. He became a pensioner in 2015 and settled in Thailand

JERRY GONZAGA

Pensioner Jerry Gonzaga, 70, passed away March 31. He began his career

with the Seafarers in 1989. The deck department member's first vessel was the Independence. Brother Gonzaga last shipped on the USNS Wheeler before retiring in 2017. He resided in Omaha, Nebraska.



DAVID KNUTSON

Pensioner David Knutson, 67,

died March 10. He joined the SIU in 1976, initially shipping on the Saginaw Bay. Brother Knutson was a member of the deck department and last sailed aboard the USNS Red Cloud in 2007. He became a pensioner in 2021 and settled in Medford, Oregon.

FERDINAND LUGO

Pensioner Ferdinand Lugo, 83, passed away March 3. He signed on

with the Seafarers International Union in 1990. A deck department member, Brother Lugo first sailed on the Sea Fox. After concluding his career aboard the Alliance Fairfax, he retired in



JULIAN MENDOZA

Pensioner Julian Mendoza, 89, died March 26. He embarked on his ca-



reer with the SIU in 1961, initially sailing with Waterman Steamship. Brother Mendoza sailed in all three departments. He last shipped on the Cleveland before becoming a pensioner in 1998.

Brother Mendoza called Laredo, Texas, home.

LUIS PEREZ COLON

Pensioner Luis Perez Colon, 77, passed away April 15. He began

sailing with the Seafarers in 1970; one of his first ships was operated by Moore-McCormack. **Brother Perez** Colon was a deck department member and also worked on shore



gangs. He last worked for Horizon Lines of Puerto Rico before retiring in 2006. Brother Perez Colon lived in Puerto Rico.

GILBERTO SERRANO

Pensioner Gilberto Serrano, 84, died April 2. He joined the union



in 1961 and was a steward department member. Brother Serrano first sailed aboard the Alcoa Pilgrim. He last shipped on the Hawaii and went on pension in 2003. Brother

Serrano was a resident of Lauderdale Lakes, Florida.

MIGUEL VINCA

Pensioner Miguel Vinca, 81, passed away March 31. He started sailing with the SIU in 1990. Brother Vinca sailed in the steward department. His first vessel

was the USNS Capella; his last, the Cleveland. Brother Vinca became a pensioner in 2006 and settled in Corpus Christi Texas.



GREAT LAKES

JAMES JOHNSON

Pensioner James Johnson, 93, died April 14. He joined the Seafarers International Union in 1953. Brother Johnson first worked for Michigan Interstate Railway. He was last employed by Michigan Tankers before his retirement in 1975. Brother Johnson lived in Traverse City, Michigan.

LYNN MINER

Pensioner Lynn Miner, 72, passed



away February 25. He signed on with the SIU in 1978 when he sailed with Michigan Interstate Railway. Brother Miner worked in all three departments and last shipped on the

Buffalo. He became a pensioner in 2014 and resided in Beulah, Michigan.

RICHARD ROWLAND

Pensioner Richard Rowland, 73, died March 16. He began his career

with the Seafarers in 2004. An engine department member, Brother Rowland first sailed on the Sam Laud. He last shipped on the Burns Harbor and went on pension in 2015. Brother



Rowland resided in Hampstead, North Carolina.

INLAND

ELTON ADAMS

Pensioner Elton Adams, 79, passed away March 15. A member of the



deck department, he joined the union in 1963. **Brother Adams** first worked for Hvide Marine. He was last employed with **Crowley Towing** and Transportation. Brother

Adams became a pensioner in 2005 and made his home in Hemphill,

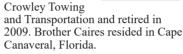
WAYNE BERRY

Pensioner Wayne Berry, 66, died March 28. He signed on with the Seafarers in 1987. Sailing in the deck department, Brother Berry worked for Crowley Towing and Transportation for the duration of his career. He went on pension in 2007 and was a Phoenix resident.

BERNARD CAIRES

Pensioner Bernard Caires, 78, passed away March 8. He joined

the SIU in 1981 and first sailed with Gloucester Fisherman's Fund. Brother Caires was a member of the deck department. He concluded his career with **Crowley Towing**



STEWART CORRY

Pensioner Stewart Corry, 89, died August 15. He began sailing with



the SIU in 1962. **Brother Corry** was employed by G&H Towing for his entire career. He became a pensioner in 1999 and settled in Houston, his birthplace.

MICHAEL DOUTHITT

Pensioner Michael Douthitt, 74, passed away March 23. He signed

on with the union in 1983, initially working with Dravo Basic Materials. Brother Douthitt sailed in the deck department. He was last employed by Martin Marietta and went on pen-



sion in 2011. Brother Douthitt made his home in Houma, Louisiana.

HENRY FOSTER

Pensioner Henry Foster, 88, died March 14. He became a member of



the Seafarers International Union in 1962 when he worked for R.K. Davis Transportation. Brother Foster was a deck department member. He concluded his career with Express Marine

before retiring in 1999. Brother Foster resided in Pinetown, North Carolina.

ELWIN LEBOUEF

Pensioner Elwin Lebouef, 74, passed away April 3. A steward depart-

ment member, he joined the Seafarers in 1992. Brother Lebouef first shipped with Dixie Carriers. He most recently worked with Allied Transportation and began collecting his pension in 2014. Brother Lebouef



lived in Houma, Louisiana.

JERRY MUNSON

Pensioner Jerry Munson, 83, died April 2. He donned the SIU colors in

1970, initially sailing with Michigan Tankers. Brother Munson was a member of the deck department and was last employed by Mariner Tow-

ing. He became

a pensioner in 2000 and settled in Green Bay, Wisconsin.

WILLIAM PARKS

Pensioner William Parks, 92, passed away February 26. He embarked on



his career with the union in 1970 when he worked for Moran Towing of Virginia. **Brother Parks** sailed in the deck department and was last employed by STC Peggy S.

Corporation. He retired in 1991 and lived in Onancock, Virginia.

THEOPHLIOUS WALLACE

Pensioner Theophlious Wallace, 92, died April 16. He signed on with the

Seafarers International Union in 1970. Brother Wallace was first employed with Brooklyn Eastern District Terminal. He last worked with New York Railroad Company and went on

pension in 2001. Brother Wallace went on pension in 2001 and settled in Staten Island, New York.

NMU

GEORGE BROWN

Pensioner George Brown, 78, died March 25. He sailed with the NMU prior to the 2001 merger with SIU. Brother Brown was an engine department member. He last sailed aboard the Eric G. Gibson before becoming a pensioner in 2008. Brother Brown made his home in Shreve port, Louisiana.

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

NAME	AGE	DOD
Fernandez, Miguel	94	04/09/2022
Kasky, Benny	100	03/16/2022
Walker, Earl	89	04/12/2022
West, Lawrence	93	04/16/2022



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.

HORIZON ENTERPRISE (Sunrise Operations), February 19 – Chairman **George** Khan, Secretary Toney Morris, Educational Director Carlos Amaya Avila, Deck Delegate Gerald Durham, Engine Delegate Michael John Valdez, Steward Delegate Jaime Austria. Chairman reminded crew to follow the company's COVID-19 policy and mentioned new policy promoting safe workplaces. Crew discussed CHS and the long wait for physicals to clear. Educational director reminded members to keep documents up to date. No beefs or disputed OT reported. Members were reminded to keep all public places clean. Crew made several recommendations for the next standard contract negotiation. Recommendations included the availability of Wi-Fi at all times, a raise in overtime budgets when there is an annual crew raise, as well as raises in vacation pay and dental coverage. Members suggested annual pay raises and dental benefits for pensioners to match membership rates. CHS is not doing a very good job with physicals. According to members, CHS doesn't answer phone calls and takes too long to provide results.

COMMITMENT (TOTE Services), February 21 – Chairman **Anthony Newbill**, Engine Delegate **John Albritton**. Chairman thanked members for a safe voyage and reminded everyone to leave clean rooms for oncoming crew. Secretary praised crew for keeping mess

hall clean. Educational director encouraged members to upgrade at the Piney Point school and to stay on top of documents. No beefs or disputed OT reported. Members requested improvements to the movie room, more gym equipment, transformers for rooms, better Wi-Fi and an upgrade to the computer room. Crew also asked for improvements to health coverage, better communication from union hall and more clarification for shore leave. Next port: Brunswick, Georgia.

EMPIRE STATE (Intrepid Personnel & Provisioning), March 18 – Chairman Abdulkarim Mohamed, Secretary Troy Smith, Educational Director Ahmed Sennain, Engine Delegate Mark Canada. Chairman advised crew to take advantage of the upgrading opportunities at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Educational director urged members to check documents for expiration. No beefs or disputed OT reported. Crew still without Wi-Fi access. Members were encouraged to donate to SPAD (Seafarers Political Activity Donation, the union's voluntary political action fund). Steward department was commended for a job well done. Crew requested increases to retirement and medical benefits. Next port: Cherry Point, Washington.

MAERSK ATLANTA (Maersk Line, Limited), March 20 – Chairman Ferdinand

Gongora, Secretary Glenn Williams, Educational Director Samuel Sanders, Deck Delegate Zachary Ballard, Steward Delegate Adele Messina. Chairman commended crew for a wonderful trip. Secretary reminded members to place used linens in laundry bag outside in passageway before departure. Educational director recommended that crew upgrade at the Piney Point school. No beefs or disputed OT reported. Members requested increases in vacation to 20 for 30 and asked for one day off per month. Crew would like to see all contracted companies under one standard contract.

USNS BRUCE HEEZEN (Ocean Shipholdings, Inc.), March 27 – Chairman **Robert** Natividad, Secretary Tyrane Savage, Educational Director Michael Ribeiro, Deck Delegate Abdo Saleh, Engine Delegate Alex Oliva, Steward Delegate Emmanuel Matias. Educational director reiterated the importance of upgrading at the Paul Hall Center. Members were advised to keep a current address on file. No beefs or disputed OT reported. Crew discussed COVID-19 home test kits and a possible data breach at CHS. Letters regarding data breach have been mailed out. Educational director stressed the importance of remaining ready and available due to the ongoing war in Ukraine. Members requested internet access.

ISLA BELLA (TOTE Services), March 27 – Chairman John Cedeno, Secretary In-

grid Ortiz-Rosario, Educational Director Jesus Martinez-Ortiz, Deck Delegate Junior Augustin. Chairman reminded members to keep all documents safe when going ashore. He explained the importance of contributing to SPAD (Seafarers Political Activity Donation) and 401K participation. Chairman thanked everyone for good housekeeping, working safely, and reported positive moral on ship. Members were instructed to place used linens in laundry bags outside stateroom doors. New linens will be issued the day before arrival of new sign-on. Educational director advised crew to take advantage of the upgrading opportunities at the union-affiliated Piney Point school. Interested members should submit applications well in advance due to high demand. No beefs or disputed OT reported. DVR is on order for crew lounge. Crew would like better pillows and new mattresses. Members asked when requests for standbys will be reestablished instead of pay in lieu of day off. Crew went over various topics including pension, vacation and 401K benefits as well as tour of duty completions. Steward department was thanked for a job well done organizing storage spaces. Next port: Jacksonville, Florida.

NATIONAL GLORY (Intrepid Personnel & Provisioning), March 27

- Chairman Joseph White, Secretary Lionel Packnett, Deck Delegate Hernando

Bansuelo, Engine Delegate Christian Frederick, Steward Delegate Esperanza Crespo-Guillen. Crew expressed gratitude for new contractual wage increase. Chairman thanked members for a job well done. He reminded everyone to be considerate of shipmates by cleaning up after themselves and being quiet in passageways. Crew reviewed new contractual working rules and wages. Secretary thanked members for helping with storage and garbage, and keeping the mess halls clean. Educational director reminded everyone of the benefits of upgrading often at the Paul Hall Center. No beefs or disputed OT reported. Crew requested new mattresses. Next port: Hous-

JEAN ANNE (PASHA), April 3 – Chairman Thomas Johnson, Secretary Samuel Sinclair. Secretary stressed the importance of member participation in contract discussions with company. Crew went over various contract negotiation topics including days required for retirement, 401K matching, cost of living increases and physical requirements. No beefs or disputed OT reported. Members requested new mattresses and flatscreen TVs in rooms. Good morale reported on ship. Vote of thanks given to steward department for doing an outstanding job.

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

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

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

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

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

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

NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President 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

Date of

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.

Start

Title of

Course	Date Date	Completion
Deck Departme	ent Upgrading Courses	
Able Seafarer-Deck	June 27 August 29	July 15 September 16
Radar/ARPA	October 10	October 21
Lifeboat/Water Survival	August 1 August 29 September 26 October 24 November 21	August 12 September 9 October 7 November 4 December 2
Fast Rescue Boat	June 20 August 22	June 24 August 26
RFPNW	July 25 September 26 November 14 August 1	August 12 October 14 December 2 August 19
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 Departn	nent Upgrading Courses	
RFPEW	July 25 September 26 November 14	August 19 October 21 December 9
FOWT	August 29 October 24	September 23 November 18
Junior Engineer	July 11 September 19	September 2 November 11
Marine Electrician	October 31	December 2
Marine Refer Tech	September 19	October 28
Advanced Refer Containers	July 18	July 29
Welding	July 11 September 26	July 29 October 14
UPGRADI	NG APPLICATION	
NameAddress		
Telephone (Home)	(Cell)	

Title of Course	Start Date	Date of Completion
Engine Departmen	nt Upgrading Courses	
Welding	October 31	November 18
Engineroom Resource Management	August 1	August 5
Steward Departme	nt Upgrading Courses	
Certified Chief Cook	July 11 August 15 September 19	August 12 September 16 October 21
ServSafe Management	July 4 August 8 September 12	July 8 August 12 September 16
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 U	pgrading Courses	
Combined Basic/Advanced Firefighting	September 19	September 23
Medical Care Provider	September 26	September 30
Basic Training	August 8 October 3	August 12 October 7
Basic Training Revalidation	July 8 July 11 July 15 August 1	July 8 Juy 11 July 15 August 1
Basic Training/Adv. FF Revalidation	August 29 December 12	September 2 December 16
Government Vessels	June 27 July 18 August 1 August 15 August 29 September 19 September 26 October 17 October 24	July 1 July 22 August 5 August 19 September 2 September 23 September 30 October 21 October 28
Tank Ship-DL (PIC)	October 24	October 28
Tank Ship Familiarization DL	June 27 October 24	July 1 October 28
Tank Ship Familiarization LG	August 15	August 19

UPGRADING APPLICATION			
Name			
Address			
T.1. 1 (II.)	(C.11)		
Telephone (Home) Date of Birth	(Cell)		
Deep Sea Member □ Lakes Member □	Inland Waters Member □		
If the following information is not filled out co. Social Security #	mpletely, your application will not be processed. Book #		
Seniority	Department		
Home Port			
E-mail			
Endorsement(s) or License(s) now held			
Are you a graduate of the SHLSS/PHC trainee If yes, class # and dates attended			
Have you attended any SHLSS/PHC upgrading	g courses? □Yes □ No		

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

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

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

October 31

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.

6/22

November 4

Paul Hall Center Classes



Apprentice Water Survival Class #881 – Graduated April 22 (above, in alphabetical order): Jahnia Cain, Peter Krsna Katha Espinosa, Julius Franks II, Shailynn Guillory, Justin Manley, Zachary Parker, Alton Simpson, William Taylor, Alexia Villaescusa and Nashell Williams.



UA to AS-D – Graduated March 4 (above, in alphabetical order): Bryan Aleman Medina, Robert Coleman III, Jacob Couvillon, Richard Diaz Jr., and Brandon Hoisington. (Note: Not all are pictured.)



UA to AS-D – Graduated April 22 (above, in alphabetical order): Lucas Anderson, Erik Arnold and Tyler Vitulli.



Tank Ship Familiarization LG (Phase III) – Graduated April 22 (above, in alphabetical order): Alexander Boothby, Padgett Carpenter, Robert Cruz, Declan Gallagher, Daniel Moran, Travis Morris and Jaime Rios.



Welding & Metallurgy – Graduated March 4 (above, in alphabetical order): Alvin Ebdane Alcasid, Diole Abello Bonifacio, Daniel Jaim Leon-Bruges, Wordell U'lam Prescott and Lonny Scott. Class instructor Chris Raley is at the far left.

Paul Hall Center Classes



Government Vessels – Graduated March 4 (above, in alphabetical order): Roslyn Anderson, Toby Blunt, Joherky Concepcion Castillo, Orin Godfrey Jr., Anthony Martinez, Shereka Morris, Rahman Phillip, Brian Alberto Rojas Perez, Michael Smith and Donald Williams Jr.



Machinist – Graduated April 1 (above, in alphabetical order): Theodore Gonzales, Vernon Van Humbles, Daniel Jaim Leon-Bruges, Joshua Mann, George Marcelo Mardones, Wordell U'lam Prescott and Lonny Scott.



Government Vessels (Bosuns) – Graduated March 18 (above, from left): Naser Abdulaziz Saed Ahmed, Gregory Jackson and Franz Eder.



Tank Ship Familiarization DL – Graduated March 18 (above, in alphabetical order): Daniel Hanback, Nathaniel Lynch and Roger Stewart.



Tank Ship Familiarization LG – Graduated April 22: Juan Rafael Santiago Robles (left) and Ricardo Ramos-Rodriguez.



Small Arms – Graduated March 24 (above, in alphabetical order): Munassar Hassan Ahmed, Franz Eder, Noel Ramos Gemo, Gregory Jackson, Charles James, Mustafa Abdul Malik, Tomas Merel, Godofredo Froiland Milabo III, Nadiyah Taylor and Montiesha Wilcox. (Note: Not all are pictured.)

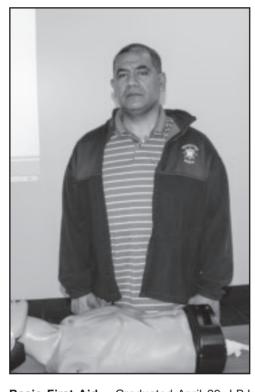
Paul Hall Center Classes



Combined Basic & Advanced Firefighting – Graduated April 8 (above, in alphabetical order): Abdullah Mohsen Munassar Alamri, Luke Coffelt, Terrell Cuffee, Cody Fox, Jahmal Jones, Kenneth Ledeoux, Christopher Marcani, Michael McGlone, Justin Nicholson, Gajatri Normatova and Julius Castillo Udan.



Basic Firefighting (Upgraders) – Graduated April 8: Ronald Caoleng Santos (left) and George Stephanos Galanis.



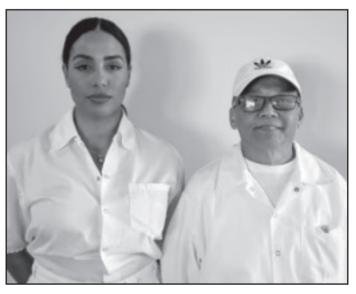
Basic First Aid – Graduated April 29: LBJ Bliss Tanoa.



Government Vessels – Graduated April 15 (above, in alphabetical order): Gilbert Tito Allende Jr., Rodolfo Campbell, Sherron Davita Decoteau, Theodore Gonzales, Aurora Santos Kirkwood, Toriano Addaryl Lawson Jr., Emily De Dios Lepley, Domenick Longmire, Mustafa Abdul Malik, George Marcelo Mardones, Wilson Onixon Montero Centeno, Abdulla Nasar Mohamed Mused, Muafa Ali Mohamed Quraish, Isabel Reino Sabio, Derrick Siefke, Kim Smith, Travis Smith, Loretta Stewart, Mukhtar Ahmed Mohamed Suwaileh and Michael Wees.



Certified Chief Cook (Module 4) – Graduated April 15 (above, in alphabetical order): Juan Domingo Cardona, Jocecil Lugo Rivera, Nadine Cecile Nomed-Ryf, Samuel Ortiz Reyes, Johanns Rivera-Rivera, Kevin Santiago De Jesus, Dewayne Thomas and Dennis B. Vega. (Note: Not all are pictured.)



Advanced Galley Ops – Graduated April 29: Nicoll Quinones-Rodriguez (left) and Agnes Jocson Gamboa.

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 Class Photos Pages 21-23

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

Seafarers-Grewed Ocean Glant Anishes Operation Deep Freeze

Bosun Richard Hamilton did his homework before sailing to Antarctica for the first time, but reading about Operation Deep Freeze (ODF) definitely isn't the same as helping run it.

"I knew what to expect but, being from Florida, I didn't know much about winter clothing," Hamilton said. "The only ice I know about goes in a glass.'

Nevertheless, he and his shipmates aboard the Waterman-operated *Ocean* Giant earlier this year successfully wrapped up the latest iteration of ODF, the annual resupply mission to McMurdo Station, which is overseen by the U.S. National Science Foundation. The mission began in late December on the West Coast; the *Ocean Giant* returned to Port Hueneme, California, in late March. (Earlier, the SIU-crewed *Maersk Peary* delivered fuel to McMurdo during the first

'We had to keep moving to stay very well. Everybody did their job. Overall, it was a good discharge, especially considering the conditions we were work-

According to the U.S. Military Sealift Command (MSC), the *Ocean Giant* arrived at McMurdo Station's ice pier in mid-February, after a stop at partner facility in New Zealand. The cargo offload was Handling Battalion ONE. During a 14-day period, 503 pieces of cargo that include containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment, and also a modular building were transferred from the ship, MSC reported. In total, the SIU-crewed vessel "delivered 80 percent of the supplies needed (for) the year's survival at McMurdo Station," according to

"This year's ODF mission was a great success for MSC," said Leonard Bell, deputy commander, Military Sealift Command Pacific. "The mission presented unique challenges that the crews of our



Cargo operations (photo below, left) involving the SIU-crewed *Ocean Giant* take place during Operation Deep Freeze 2022 in Antarctica. In the file photo directly above, the ship loads materials in California for a prior iteration of Deep Freeze. (Vessel photo by Vance Vasquez, courtesy U.S. Navy)



ships and our team on the ground handled flawlessly. The mission is an example of the true professionalism and dedication to duty that our entire team exemplifies over and over again. We are truly proud to have supported ODF 2022, and we look forward to our continued support to the National Science Foundation in the years

Hamilton said the crew made the best of it despite not being able to leave the ship due to COVID-19 protocols, and despite worsening weather.

ful – cold, but not bad," he said. "It turned a lot worse from that point on. Minus-15 degrees was the coldest, and the warmest was 3. I had never experienced cold weather like that before, but everything went well between the crew, the McMurdo personnel, Navy personnel and others who were involved.

He added that he would make the voyage again: "It's definitely something to

SIU crews have supported Operation Deep Freeze for decades; the first mission took place in 1955.

Virginia Backs Jones Act

lier this year passed a resolution sup-porting the Jones Act, America's freight

cabotage law. Text of the resolution



Virginia Capitol (in Richmond)

of shipbuilding and maritime trade makes the Commonwealth a critical hub in the nation's transportation system and essential in the growth of offshore

renewable energy development; and WHEREAS, the COVID-19 panimportance of maintaining resilient domestic industries and transporta-tion services for Virginia's citizens 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 ners, and built in American shipyards;

WHEREAS, America's ability to project and deploy forces globally and to 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 additional eyes and ears to monitor the nation's 95,000 miles of shoreline and 25,000 miles of navigable inland waterways; and

WHEREAS, Virginia is home to over 19,280 maritime jobs supported by the Jones Act that generate \$1.3 billion in labor 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 Jones Act fleet, more than 40,000 vessels strong, supports nearly 650,000 family-wage jobs and over \$154 billion in economic output nationally, including more than \$4 billion in the Virginia economy; now,

RESOLVED by the Senate, the the General Assembly hereby express its support for the Jones Act. Ir firming its resolute support for the Jones Act, the General Assembly also celebrates the centennial of the Jones Act as it continues to foster a strong critical to Virginia's and the nation's economic prosperity and national security; and, be it

RESOLVED FURTHER, That the Clerk of the Senate transmit copies of this resolution to the Speaker of the United States House of Representatives, the President of the United States Senate, and the members of the Virginia Congressional Delegation so that they may be apprised of the sense of the General Assembly of Virginia in this