

SEAFARERS LOG

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

Building for the Future **SIUNA Conducts Quinquennial Convention**



Delegates and guests met online Sept. 14 for the Seafarers International Union of North America (SIUNA) convention, which takes place every five years. The convention theme – Building for the Future – was reflected throughout the proceedings. SIUNA President Michael Sacco is pictured at top right. AFL-CIO President Liz Shuler (immediate right) delivered keynote remarks via a video that had been recorded a day earlier. The convention was engineered from the SIU-affiliated school in Piney Point, Maryland; SIU Secretary-Treasurer David Heindel (right in photo directly above) and Legal Counsel Leslie Tarantola (left) are pictured on the campus. *Pages 4-5.*



Pasha Ship Christened



The SIU on Sept. 2 joined in celebrating the christening of the new Pasha Hawaii vessel *George III* (pictured at right). A ceremony took place in Long Beach, California. Pictured from left in the photo above are Ed Washburn, Senior VP of Fleet Operations for Pasha Hawaii; SIU Asst. VP Joe Vincenzo; and SIU Wilmington Port Agent Gerret Jarman. Extensive details about the ship were reported in the September *LOG* and are available on the SIU website.



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President's Report

Support for Cargo Preference

A recent hearing in the U.S. House of Representatives made it crystal clear that our country is best-served by maintaining strong cargo preference laws.

Through joint testimony submitted on behalf of several maritime unions, the SIU took part in the Sept. 14 hearing, conducted by the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation. Two days earlier, the Government Accountability Office (GAO) released a report identifying ways to better enforce cargo preference compliance.



Michael Sacco

As you may know, cargo preference has been under attack this year, via House and Senate resolutions that attempt to leverage the war in Ukraine to justify a waiver. As the unions said in our joint testimony, these resolutions not only ignore the impact such a waiver would have on America's commercial sealift readiness capability, but totally disregard the impact it would have on the jobs of American merchant mariners. If these resolutions were enacted, the federal government would give up control of the carriage of U.S.-taxpayer financed food aid cargoes to foreign-flag, foreign-crewed ships.

We also pointed out that, contrary to what the sponsors of these resolutions would have us believe, existing U.S.-flag cargo preference shipping requirements are not hindering our government's efforts to export food aid. If the United States Agency for International Development (USAID) uses the funding made available by Congress to respond to the worldwide food crisis and either the volume of food aid cargo exceeds available American-flag tonnage or U.S.-flag vessels aren't available at "fair and reasonable" rates, existing law already allows for the waiver of the cargo preference "Ship American" requirements. Put simply, the resolutions are completely unnecessary.

I was especially encouraged by remarks from U.S. Rep. Peter DeFazio (D-Oregon), who chairs the full House Transportation and Infrastructure Committee, and from U.S. Rep. Salud Carbajal (D-California), chairman of the subcommittee.

DeFazio said in part, "The U.S. depends on a robust merchant fleet not only for economic purposes but also for national security. This past year, we've seen the negative effects of an industry dominated by foreign companies and interests wreaking havoc on our supply chain. It is counter to U.S. interests to increase reliance on foreign-flagged vessels. For decades we've seen the U.S.-flag fleet shrink... The flags-of-convenience system has exacerbated this issue, allowing companies to flag their vessels under countries that lack labor, safety, and environmental standards. Cargo preference provides a backbone to support the dwindling internationally sailing U.S.-flag fleet, especially when coupled with other incentive programs like the Maritime Security Program."

He added, "There's an old saying: cargo is king. By providing a baseline of cargo for U.S.-flagged ships, we incentivize more vessels to join the fleet. Without guaranteeing cargo for U.S. vessels, we lose demand for U.S.-owned and -crewed ships."

DeFazio also voiced concern about agencies that have skirted cargo preference requirements.

Carbajal put it this way: "Compliance with cargo preference law is closely tied to the sustenance of American jobs and national security. It requires that government-impelled cargo be shipped overseas using U.S. flagged vessels — in other words, vessels crewed by U.S. mariners, owned by Americans, and abiding by U.S. laws. Guaranteeing a steady supply of cargo through cargo preference programs equates to job security for these hardworking citizens. Along with the Maritime Security Program and the Jones Act, cargo preference ensures that the U.S. seagoing maritime industry does not disappear completely..."

There were many other encouraging statements throughout the hearing, which featured multiple panels and representatives from labor, business, government and the administration. Their respective conclusions are consistent with what we've known all along: America's national, economic and homeland security depend on a strong U.S. Merchant Marine, and the U.S. Merchant Marine relies in part on maintaining and enforcing cargo preference laws.

Comprehensive Study Underscores How Puerto Rico Benefits from Jones Act

U.S.-Flag Vessels Reliably, Efficiently Serve Territory

A new study finds that Puerto Rico benefits from reliable service by Jones Act carriers.

The Transportation Institute on Aug. 23 announced the findings of research by Ernst & Young (EY). The report evaluated the Jones Act and its implications on freight rates, container availability, port congestion, and carrier performance in the Caribbean Region relative to global averages. The analysis considered the timeframe between January 2019 and December 2021 and captured the heightened volatility of freight movement during the peak of the COVID-19 pandemic, and showed that global shipping rates increased 27 times more and delays were eight times higher than with Jones Act carriers.

"Across multiple metrics, shippers overwhelmingly associated better carrier performance with Jones Act carriers than non-Jones Act ones," according to the study. It also concluded that "in addition to providing stability and security in the region, the Jones Act shipping industry continues to provide substantial economic benefits to Puerto Rico."

"Jones Act carriers are dedicated to Puerto Rico and help local businesses make goods more affordable and the supply chain more reliable compared to our global competitors," said Transportation Institute Chairman and President James L. Henry.

"While the entire global supply chain was disrupted during the pandemic, our Jones Act carriers proved to be 27 times more affordable and eight times more reliable than non-Jones Act carriers."

EY engaged in primary data collection through a survey of 49 companies that ship to and from the continental United States and the Caribbean. The survey gathered information from shippers on advantages or impediments that they experienced while shipping via Jones Act and non-Jones Act carriers with respect to freight and shipping cost, the availability of containers, and the resiliency and adaptability in carrier customer service models to meet the COVID-19 pandemic and supply chain challenges. The study also evaluated the economic contribution of the Jones Act shipping industry in Puerto Rico based on direct, indirect and induced contributions.

Among the study's key findings:

- Global shipping rates increased 27 times more than rates in the Caribbean Region
- Global shipping vessel delays were eight times more than in the Caribbean Region
- Jones Act economic impact on Puerto Rico is as follows: created or helped maintain more than 2,000 jobs; contributed \$96 million in wages and was responsible for \$221 million in economic output.

Major League Baseball Union Affiliates with AFL-CIO

The Major League Baseball Players Association (MLBPA) on Sept. 7 announced that it is formally affiliating with the AFL-CIO, with a goal of supporting the efforts and strengthening the voice of the national labor movement.

The SIU also is an AFL-CIO affiliate. SIU President Michael Sacco is the longest-serving vice president on the federation's executive council.

"The MLBPA has a proud, 56-year history of success rooted in unity and a highly engaged membership," Executive Director Tony Clark said. "We look forward to bringing that history and experience to bear as a more formal part of the movement."

The announcement was made during an appearance by AFL-CIO President Liz Shuler and Clark at the National Press Club in Washington, D.C.

"The MLBPA and every single one of its 1,200 players have a home in our movement because this union understands and lives the meaning of the word solidarity by leveraging the power of sports and helping others," said Shuler. "Together,

with our 12.5 million members, we will bring our strength to their fights, including working to organize 5,400 minor league players."

The AFL-CIO and many of its member unions offered consistent support that helped the MLBPA withstand a 99-day lockout by Major League Baseball to achieve significant improvements in a five-year collective bargaining agreement reached on March 10.

The MLBPA will play an active role in the AFL-CIO's Sports Council, a working group of unions representing professional athletes founded to align interests in areas of common concern with service, hospitality and other workers who support the professional sports industries.

The Sports Council founding unions include the NFL Players Association, the National Women's Soccer League Players Association, the United Soccer League Players Association-CWA, the U.S. Women's National Team Players Association and the newly organized United Football Players Association-USW.

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

SIU Jobs Secure Aboard T-AGOS Vessels



The U.S. Defense Department in mid-August announced that SIU-contracted Ocean Shipholdings, Inc. will operate the USNS Victorious, USNS Able (above), USNS Effective, USNS Loyal, USNS Impeccable and USNS Howard O. Lorenzen for up to five years (through October 2027). The SIU represents the unlicensed crews of those vessels with the incumbent operator and will continue doing so with Ocean Shipholdings. (U.S. Navy file photo)

ITF Recovers \$37.6 Million in Unpaid Wages

The International Transport Workers' Federation (ITF) continues making a major, positive impact on the lives of mariners around the world.

The latest evidence for that sentiment surfaced in mid-August, when the federation revealed that its inspectors recovered \$37.6 million in unpaid wages to foreign crews across the globe.

According to a report, "The ITF's 125 inspectors and coordinators completed 7,265 inspections in 2021 to support thousands of seafarers with wage claims and repatriation cases, despite COVID-19 restrictions preventing inspectors' ability to board ships for much of the year."

The SIU is an ITF affiliate. SIU Secretary-Treasurer David Heindel chairs the organization's Seafarers' Section.

"ITF Inspectors get their name because they board and 'inspect' ships," the federation said in announcing the back-pay figures. "They educate seafarers about their rights and support crew to enforce these rights. The officials cover more than 100 ports across 50 countries."

"Inspectors are trained to look for exploitation, overwork – even for signs of forced labor and modern slavery," the ITF continued. "On many vessels, inspectors have the right to ex-

amine wage accounts, employment contracts, and to review recorded hours of work and rest."

"It's not uncommon for crew to be paid at the wrong rate by a shipowner, or less than the rate set out in the employment agreement covering the ship," said ITF Inspectorate Coordinator Steve Trowsdale. "Crew can generally work out when they're being underpaid. And that's when they contact us. ITF inspectors help seafarers recover what's owed to them."

Trowsdale said the makeup of seafarers' wage claims was changing: "Concerningly, we're seeing a rise in the number of seafarers reporting non-payment of wages for periods of two months or longer, which actually meets the ILO's definition of abandonment. Seafarers might think it's normal to go unpaid for a couple of months, waiting for a shipowner to sort out financing, but they need to be aware that non-payment can also be a sign that a shipowner is about to cut them loose and leave them abandoned."

The ITF reported 85 cases of abandonment to the International Labor Organization (ILO) last year, an historic high. In many of those cases, abandoned crew had already been waiting on several weeks' or months' of unpaid wages – including those

aboard the storm-hit *MV Lidia*.

An ITF inspector based in Hong Kong, Jason Lam, helped eight Burmese seafarers who were crewing the *MV Lidia* recover almost USD \$30,000 in unpaid wages after they ran aground in October 2021, thanks to a typhoon that left them close to shipwrecked. The shipowner refused to pay the two months' wages he owed them, abandoning them and ruling out any assistance to get them home.

Weeks of campaigning by Lam on behalf of the seafarers had an impact, and on November 2, 2021, the crew flew home – full wages in hand.

Moreover, inspectors also helped thousands of mariners return home at the height of the crew-change crisis.

Trowsdale added that inspectors adapted and found new ways of working during the pandemic.

"I'm extremely proud of the work our inspectors have done to support seafarers in the last year, often working in the face of incredibly difficult circumstances," he said. "It's always been important for our team to be able to physically get to seafarers – to board ships and educate crew on their rights. So, when COVID-19 restrictions presented a challenge to inspec-

tors to board vessels, there was a real question: 'What will happen to the seafarers who need us?'"

As the crew-change crisis worsened in early 2021, a flood of requests filled the ITF's inboxes from mariners desperate to sign off and get home. COVID-related border restrictions were the underlying reason for the dilemma, which impacted an estimated 400,000 seafarers at the worst point of the crisis. But on some ships, other more sinister factors were at play in keeping crew from their families, according to the federation.

"There is evidence that some shipowners were using COVID-19 as an excuse to keep seafarers working beyond their initial contracts and in complete violation of those seafarers' human and labor rights," said Trowsdale. "Thankfully, our team was wise to what was going on and despite everything we got thousands of seafarers home."

"Keeping crew on board while pretending their hands were tied may have saved those employers a few dollars in flight fares, but in today's society that kind of conduct gets noticed," he concluded. "There are no shadows to hide in anymore when it comes to global supply chain accountability."

Seafarers Receive Recognition for Rescues at Sea

SIU members sailing aboard the *Maersk Tennessee*, the APL-operated *Herodote*, the NY Waterway ferry *Abraham Lincoln* and the Centerline Logistics-operated tugboats *Richardson Sea* and *Chabria Sea* were all involved in rescues this year.

On July 22, the SIU crew of the *Maersk Tennessee* spotted a man in need of help, 40 nautical miles off the coast of Florida. The man was piloting a jet ski, which had run out of fuel, and had drifted out to sea. The crew worked to-

gether to get the man onboard with the port pilot ladder and slant combination, with a rescue boat on standby but ultimately not needed.

The SIU members aboard the *Tennessee* at the time included Bosun **Keller Gilyard**, ABs **Koksai Demir**, **Delroy Fernandez Fernandez**, **Michael Kanga**, **Nathaniel Lynch** and **Troy Mack**, QE4 **John Jaremchuk**, QEE **Ann Mensch**, GUDE **Amer Ahmed**, Steward Baker **Susan Emmons**, Chief Cook **Velicia Williams** and SA **Emy Smith**.

Once onboard, the rescued man informed the crew that he had been stranded for nearly five days. He was later transferred to a U.S. Coast Guard vessel which linked up with the *Tennessee*.

On August 10, the crew of the *Herodote* – which includes SIU members working in the steward department – was presented with an award from a rescue that took place on March 21.

As detailed by the Coast Guard Certificate of Merit: "On March 21, 2022, while underway on a voyage from Saipan, CNMI, to Hakata, Japan, your crew observed smoke and flames on the horizon from a fishing vessel approximately eight nautical miles from your vessel's position and 107 nautical miles from Tanegashima Island, Japan. You immediately diverted towards the observed fire and discovered the Japanese fishing vessel *YUJIN MARU No. 51* was completely engulfed in flames from the superstructure to the waterline with no visible name or designating marks, and no visible signs of survivors. The crew of the *CMA CGM HERODOTE* took immediate action to search for survivors, made radio broadcasts for assistance from vessels in the area, contacted USCG District 14 Command Center Honolulu and further coordinated SAR efforts with the Japan Coast Guard. You remained on scene and provided invaluable real-time information to SAR experts. The *CMA CGM HERODOTE* was joined by the Greece-flagged tanker *WOODSIDE ROGERS* to assist with the response and soon located three per-

sons in the water, who were then recovered by the *WOODSIDE ROGERS*. It was discovered that a total of eight crewmembers were onboard the *YUJIN MARU No. 51*, comprised of six Indonesian and two Japanese nationals. *CMA CGM HERODOTE* continued to search for survivors until relieved by Japanese Coast Guard air and surface assets approximately seven hours after the initial sighting."

The SIU crew onboard the vessel included Recertified Steward **Karl Meyer**, Chief Cook **Wardell Paze** and ACU **Jose Ayon-Ayon**.

Not even a week later, a crew of SIU members working aboard the NY Waterway-operated ferry *Abraham Lincoln* responded to two kayakers in distress on August 16.

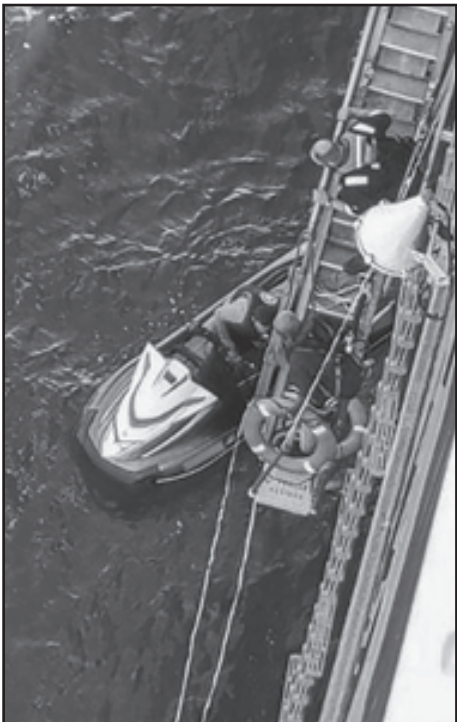
According to Captain **Anthony Ryan**, "It

was a real busy time of day, as far as boat traffic. I'm just happy nobody got hurt, and we were able to save them."

Ryan and his crew brought the kayakers aboard and safely transported them to Pier 11. No injuries were reported.

Finally, an award ceremony took place Aug. 24 for the crews of the *Richardson Sea* and *Chabria Sea*, who were involved in a rescue that saved the life of a jet skier in New York Harbor on June 25 – the International Day of the Seafarer.

The award ceremony recognized the efforts of SIU members **Ryan Bradley**, **Corey Harris** and **John Huggins**, who were involved in the rescue. The details of the rescue were previously reported in the August issue of the *Seafarers LOG*.



A photo taken from the *Maersk Tennessee* during the rescue of a stranded jet skier. (Photo courtesy USMMA)



The crew of the NY Waterway ferry *Abraham Lincoln*, pictured with the two rescued kayakers (left and second from left). (Photo courtesy NY Waterway)

Not Everyday Cargo

The SIU-crewed *USNS Mendonca* (U.S. Marine Management) in mid-August picked up an F/A-18E Super Hornet in Sicily, Italy. The aircraft had been recovered from the Mediterranean Sea after being blown off the aircraft carrier *USS Harry Truman* during heavy weather. AB Michal Penkwitz is pictured in front of the plane at the immediate right, while the image at the far right, courtesy of the U.S. Navy, shows the aircraft being lowered onto the *Mendonca's* deck.



Convention Focus: Workplaces of Future

SIUNA Embraces New Tech, Says Workers Must Have a Voice

The Seafarers International Union of North America (SIUNA) conducted its 2022 Quinquennial Convention online, under the theme “Building for the Future.”

Hosted in Piney Point, Maryland, the event took place Sept. 14 and included approximately 60 delegates and guests who connected online from across the U.S. and Canada. AFL-CIO President Liz Shuler delivered the keynote address via a video that had been recorded the previous day (see separate story).

Delegates elected the following officers for five-year terms in office: President Michael Sacco, Secretary-Treasurer David Heindel, and Vice Presidents Paul Doell, Jeff Richards, Nicole Walsh, Anthony Poplawski, Dave Connolly, Tom Orzechowski, Nick Celona, Dean Corgey, Nick Marrone, Joseph Soresi, Augie Tellez, George Tricker, Pat Vandegrift, Jim Given, Marcus Woodring, Monte Burgett, Karen Horton-Gennette and Laura Lopez.

They also passed resolutions addressing automation and the future of work; the supply chain; grassroots political action and voter turnout; the Jones Act; crew changes; the PRO Act; opposing a proposed second register in the U.S. Virgin Islands; wind energy; Union Plus; cargo preference laws; support for our troops and veterans; appreciation for the Biden Administration’s backing of unions and the maritime industry; support for Shuler and AFL-CIO Secretary-Treasurer Fred Redmond; and a remembrance of many who’ve passed away since the prior convention.

The proceedings also featured reports from individual SIUNA affiliates and from the various committees (who also met online the previous day).

In his opening remarks, Sacco stated, “Our convention theme is ‘Building for the Future,’ and that’s exactly what we’re doing. It’s probably most obvious in the wind-energy sector, which I believe will be a major source of jobs for many of our affiliates. We’ve been laying the groundwork for those opportunities for quite a while, and the jobs aren’t too far off on the horizon.”

He continued, “Our efforts definitely go beyond wind energy, of course. The SIUNA and our affiliates continue to work with our contracted companies, our allies throughout the labor movement and our political representatives to stand up for our members. That means doing everything possible to make sure they have good contracts; the training they need; a voice in the workplace; job security; and a bright future.”

He then encouraged the affiliates to boost



Some of the delegates and guests are shown participating in the convention via Zoom (photo above).

voter turnout and to “support candidates who’ll support working families, regardless of political party.”

Throughout the convention, the COVID-19 global pandemic was part of every report. Sacco pointed out that the pandemic “has affected all of our affiliates, and definitely not always in the same ways. For some, there are jobs that disappeared and still haven’t come back. For others, the term ‘essential workers’ took on new meaning and often meant extended hours and extended tours. For the most part, I think we’ve all done an excellent job weathering the storm, delivering the goods and standing up for our members.”

He touched on the state of organized labor, noting a number of recent high-profile organizing victories and an unprecedented level of public support for unions.

Regarding the maritime industry, Sacco said he believes it is “heading in the right

direction, but we all know the battles never end. We’re currently in a very serious fight about cargo preference laws, and we’re doing everything possible to educate Congress and preserve American maritime jobs. We had manpower challenges even before the pandemic, and as many of you know, those have only grown.

“Otherwise, we’ve made significant gains by securing the new Tanker Security Program, an American-flag cable fleet, and full funding for the Maritime Security Program,” he added. “And, as mentioned, we’re also getting in on the ground floor to secure good union jobs in the wind-energy sector. I think we’re in good shape overall. We’ve got a very worker-friendly administration and we’ve got plenty of opportunities to get things done.”

While much of the convention focused on pandemic-related challenges along with

workplaces of the future, the SIUNA International Affairs Committee pointed out the ongoing issue of crew abandonment.

“Historically, this is an under-reported issue, and yet we know of more than 70 such cases in 2021 alone, almost always involving so-called flag-of-convenience or runaway-flag ships,” the committee wrote. “According to the International Maritime Organization, the total number of cases that were recorded from 2004 to 2020 was nearly 500 and involved almost 6,000 seafarers. As noted by the IMO, ‘Seafarer abandonment is a serious problem that can blight the lives of those caught up in it. It must be tackled and it needs continual cooperation, not just between the IMO and ILO and non-governmental organizations devoted to seamen’s welfare, but with flag states, port states and other industry groups, too. We all have a duty to protect seafarers.’”

AFL-CIO President Applauds SIUNA

AFL-CIO President Liz Shuler commended the work of Seafarers and encouraged officials and rank-and-file members to support pro-labor candidates in the midterm elections.

Shuler submitted a video message for the SIUNA convention, which took place online Sept. 14.

“I just have to start by recognizing your president, Mike Sacco, who is not only an incredible leader of your union, but a true leader within our federation,” said Shuler. “Serving on our executive council, and as president of the AFL-CIO’s Maritime Trades Department, and even conducting the elections for Fred (Redmond) and I at the AFL-CIO convention last June. Thank you, Mike, and to (SIU Executive Vice President) Augie Tellez, (SIU Secretary-Treasurer) Dave Heindel and all the executive board leaders and activists, we are so grateful for your dedication to our labor movement.”

She continued, “And that’s what the Seafarers do: You show up whenever you’re needed, and you deliver the goods. That’s especially true in times of crisis. It was Seafarers who delivered supplies to Allied troops in World War II, and helped evacuate people from Manhattan after

9/11. And there’s no question that you all have stepped up to address the challenges the pandemic has posed to our economy and our supply chain. That’s what unions do. We show up for each other, and we use our collective power to fight for a better future for our communities. And people are recognizing this. Not only is the public support for unions at 71 percent, but we’re seeing incredible momentum building around organizing.”

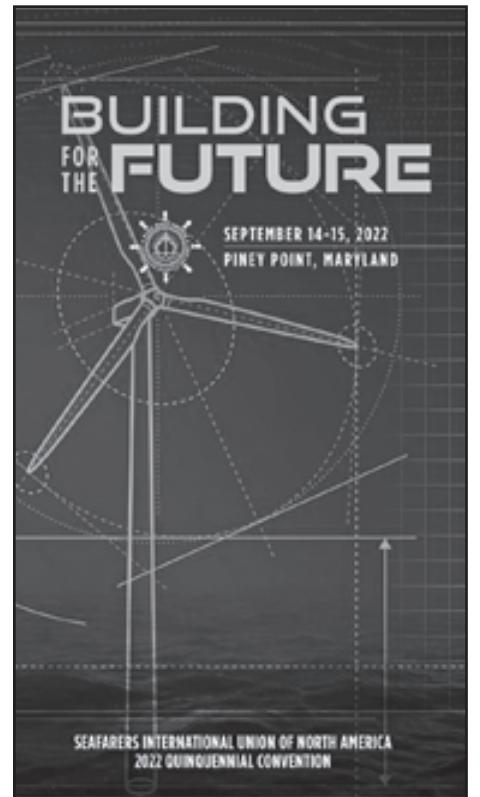
She spoke on some of the new technologies that will shape the future of the SIUNA: “New industries are emerging all around us. And we need to make sure that those jobs are good, union jobs from day one. And

by being the source for the most highly skilled, highly trained, most productive workers on the planet, that’s how we get a foothold. And we are seeing that in industries like offshore wind....

“But now we want to expand that, and make sure every aspect of the industry is union, wall to wall,” Shuler continued. “And this, of course, includes all the work in the maritime trades. From construction, to the 20-plus years of maintenance work on barges and supply ships, wind turbine installation vessels, crewing transports, operations and maintenance vessels.... We are going to fight for all of that to be union work. And I am personally committed to this fight, because this is about the future.”

Lastly, Shuler described the importance of voting. “We all know that the course of our future, it will depend on who’s writing the laws and making the rules,” she said. “And that’s why I know all of you will show up in these critical midterm elections. Our Labor 2022 plan is built on the organizing power of unions, and our ability to talk to one another about the issues that affect our daily lives. When we have those one on one, face to face conversations with our members about the issues, we can break through the polarization, and the echo chamber. We can be those trusted messengers on the job, on the phones, listening to our members about what’s important to them. And then connecting it to the pro-workers candidates who share our values, and who will show up for us. That’s how we’re going to win in this election.”





Participants listen to a report (above, left), while the image at right features the convention artwork

SIUNA Convention 2022 – Summary of Resolutions

The following is a brief summary of the resolutions passed by convention delegates, not including the In Memoriam statement.

Resolution 1: Automation and the Future of Work

The SIUNA and its affiliates stand ready to embrace new technology and the advancements that come with them, as long as such developments are made with workers in mind and with workers having a seat at the table to negotiate their use.

Resolution 2: Supply Chain

While the global supply chain quickly slowed down at the height of the pandemic, getting it back to where it was remains a concern. The U.S.-flag and Canadian-flag maritime unions are working to help provide solutions.

Resolution 3: Get Out the Vote

Exercising one’s right to vote goes beyond presidential and congressional elections. Union families must vote the whole ballot, from state legislatures to city halls to local school boards. The SIUNA and its affiliates will mobilize on every level to ensure utmost union member participation in the upcoming 2022 elections and those that follow, because labor’s interests are at stake.

Resolution 4: Jones Act Support

The SIUNA will continue its critical fight for jobs created within the scope of the Jones Act. This law supports America’s mariners and shipyard workers along with other shoreside personnel. It has proven its value to the economy and national security for more than a century.

Resolution 5: Crew Changes

Perhaps no pandemic-induced challenge for the world’s mariners has loomed larger than achieving crew changes. While significant progress has been made when it comes to getting mariners to and from work, the sheer scope and complexity of the crisis are noteworthy.

The International Chamber of Shipping at one point stated the following: “The continuing inability of ship operators to conduct crew changes has been the single greatest operational challenge confronting the global shipping industry since the Second World War.”

The SIUNA applauds the work of every organization that has stood up for seafarers throughout the pandemic. We recognize both the tremendous progress and the work that remains.

Resolution 6: Opposing the Proposed USVI Open Register

The SIUNA and its affiliates call upon the Biden Administration, the Congress, the Department of Defense and the Maritime Administration to reject any effort that would have U.S. Virgin Islands-flag vessels be treated as if they are the same as U.S.-flag, U.S.-crewed ships for any purpose or for any program. An open register in the U.S. Virgin Islands would take cargo from U.S.-flag vessels, crewed by American citizens, and place it on vessels that do not use American crews, do not pay American taxes and do not meet American safety and labor standards.

Resolution 7: The PRO Act

It is time for the United States to bring its labor laws into the 21st century. It is time for the Senate to pass, and the nation to enact the PRO Act, organized labor’s top legislative priority. This legislation, already approved twice by the House of Representatives, would help ensure that workers have a right to vote to form a union in an atmosphere defined by free speech and open communication, and without fear of retaliation for standing up for their rights.

Resolution 8: Wind Energy

The SIUNA and its affiliates will con-

tinue working with other brothers and sisters throughout the labor movement to plan, build and maintain North America’s energy-producing offshore windfarms. We will maintain our vigil on the cabotage laws of the United States and Canada to make sure these renewable energy jobs go to highly trained, qualified American and Canadian union workers.

Resolution 9: Union Plus

The SIUNA remains enthusiastically committed to fully supporting and participating in Union Plus programs and in helping ensure that rank-and-file members of our affiliate unions receive the most current information about those programs.

Resolution 10: Cargo Preference

Cargo-preference laws are good for America, good for the U.S. maritime industry – and good for the foreign citizens who benefit from many of the cargoes themselves. The SIUNA thanks the Biden administration for supporting these laws, which should be maintained and strengthened.

Resolution 11: Appreciation for the Biden Administration

The Biden Administration is well on its way to being the most pro-union

administration ever. Not only that, the president himself has been an outspoken supporter of American maritime, starting in his first week in office. We are grateful for the support and will continue backing politicians and administrations who understand and respect the importance of organized labor.

Resolution 12: Support Our Troops and Veterans

The SIUNA has a rich tradition of supporting our men and women in uniform – both active duty and retired – and their families. We will continue our efforts to help ensure that every veteran in search of employment finds it in short order. We hold our troops and veterans in the very highest regard, and we thank them for their service.

Resolution 13: Support for Liz Shuler and Fred Redmond

The SIUNA offers its unyielding support to Liz Shuler and Fred Redmond. Delegates to the AFL-CIO Convention on June 12 elected the duo to serve as president and secretary-treasurer, respectively, of the nation’s largest labor federation. The SIUNA looks forward to working with both of them and supporting their ongoing fight for economic justice for working people across the country.



Pictured from left in photo at left are Legal Counsel Leslie Tarantola and SIU Secretary-Treasurer David Heindel. SIU President Michael Sacco is shown in the screenshot directly above.

Vice Adm. Herberger Passes Away at 91

Revered U.S.-Flag Stalwart Served at TRANSCOM, MARAD

The U.S.-flag maritime industry lost a true and devoted friend when retired Vice Adm. Albert Herberger (USN) passed away Aug. 26. He was 91 years old.

"Admiral Herberger was more than a friend," recalled SIU President Michael Sacco. "He was a merchant mariner. He was a Navy man. He understood logistics and transportation. He knew us."

Following a 32-year career in the Navy, Herberger served as the U.S. Maritime Administrator from 1993 to 1997. During that time, he was the point man for the Clinton administration to secure passage of the "maritime revitalization" program.

Proposed in 1992 by the George H.W. Bush administration to rebuild and refortify the U.S.-flag merchant fleet in the wake of the 1991 Kuwaiti war, maritime revitalization finally passed the Congress and was signed into law by President Clinton in 1996 as the (still-operating today and highly successful) Maritime Security Program.

Herberger was a regular presence at

Maritime Trades Department functions, speaking at the department's 1995 convention as well as at the 1994 and 1995 executive board meetings. The New York/New Jersey Maritime Port Council presented him with its Government Man of the Year Award in 1996. (That same year, he received the Admiral of the Ocean Seas Award from the United Seamen's Service.) He also delivered the keynote speech at the SIU-affiliated school in Piney Point, Maryland, when the facility opened an exhibit of World War II U.S. Merchant Marine posters in 1995.

The Albany, New York, native graduated from the U.S. Merchant Marine Academy in 1955. After sailing as a merchant mariner for three years, he joined the Navy. He commanded war ships and held shore-side posts in the Navy. In his last assignment, he was the first deputy commander-in-chief of the U.S. Transportation Command, where he worked directly with Sacco and other maritime union officers while helping launch the command.

Among his military and civilian recognitions are the Navy Distinguished Service Medal, the Bronze Star, the Legion of Merit, the Department of Defense Medal for Distinguished Public Service, and the National Defense Transportation Association Distinguished Service Award.

During his tenure at the Maritime Administration, Herberger was known as being greatly admired, determined and friendly. Upon his retirement, the staff presented him with a life-size photo from when he threw out a first pitch at a minor league baseball game. Years later, he told others he had that photo as well as all his awards in his den, but his young grandchildren were more interested in his pitching form than his record of service.

Upon his passing, the Maritime Administration issued a statement that reads in part, "Our sincerest condolences go to his family and loved ones during this time.... He was a stalwart merchant mariner.... We will forever remain inspired by his leadership and his impact on the maritime community."



Vice Adm. Al Herberger

Great Lakes Coalition Honors Rep. Gallagher

A major maritime coalition recently saluted U.S. Rep. Mike Gallagher (R-Wisconsin) for his strong support of the industry.

The Great Lakes Maritime Task Force (GLMTF), to which the SIU is affiliated, presented Gallagher with the organization's 2022 Legislator of the Year Award, during a late-July ceremony in Green Bay.

In announcing the recognition, the GLMTF said, "Congressman Gallagher has spearheaded legislation that invests in shipbuilding on the Great Lakes, improves the maritime supply chain during the winter, and ensures the Great Lakes Navigation System remains viable for years to come."

"At a time when China is commissioning three ships in a single day, we desperately need to strengthen the American shipbuilding industrial base to expand, support, and service the fleet," said Gallagher.

"Congressman Gallagher's support for U.S. Merchant Mariners, Wisconsin ports, and Wisconsin shipbuilding drives economic stability in the Great Lakes region and in the nation. Simply put, he helps to create family-sustaining jobs for thousands," stated Mark Ruge, president of the Wisconsin Domestic Maritime Coalition.

John Baker, an official with the International Longshoremen's Association and vice president of the task force, added, "Mike Gallagher invests in the American worker protecting sailors from damaging ice floes, advancing U.S. shipbuilding, and keeping the maritime supply chain moving on the nation's Fourth Sea Coast."

GLMTF President Jim Weakley stated, "The work done by Congressman Gallagher to correct years of neglect to the Great Lakes Navigation System during the winter months is monumental. The Great Lakes Winter Commerce Act is a great step in the right direction. In addition, the support Congressman Gallagher provided to get the Great Lakes designated as a navigation system with a guaranteed allocation of money from the Harbor Maintenance Trust Fund will undoubtedly serve the Great



U.S. Rep. Mike Gallagher (R-Wisconsin)

Lakes region for decades to come and that is why he is our Legislator of the Year."

Gallagher noted, "The importance of the Great Lakes cannot be overstated. Here in Northeast Wisconsin, these lakes are crucial to not just our economy, but to our way of life, and it's critical we do everything we can to preserve these national treasures for generations to come. It's an honor to be named the 2022 Legislator of the Year by the Great Lakes Maritime Task Force, and I look forward to continuing my work to both protect the Great Lakes and expand opportunities for the businesses that rely on them."

The award presentation took place at the U.S. Venture, Inc. facility in Green Bay. President and CEO of U.S. Venture John Schmidt stated, "The Port of Green Bay serves as a critical link in the supply chain for gasoline, diesel, and renewable energy products supplied to Northeastern Wisconsin. We appreciate and commend Congressman Gallagher for his continued support of the Port and the Great Lakes."

The GLMTF has 74 member organizations. According to the coalition, "The Great Lakes commercial maritime industry supports more than 147,000 American jobs in eight Great Lakes states and generates more than \$25 billion in economic activity."

White House Issues Labor Day Proclamation

Editor's note: Following is the text of this year's Labor Day statement from President Biden. It was issued September 2, the Friday before the holiday.

American workers have built our communities, laid the foundation for our democracy, and powered the engine of our prosperity. From the factory hands who forged an Arsenal of Democracy and helped beat back fascism during World War II, to the immigrants who assembled the transcontinental railroad that connected America's coasts, to the health care professionals and first responders who mobilized selflessly during the pandemic to save countless lives, American workers have guided us through our most difficult moments and delivered some of our Nation's greatest triumphs.

Unions have been the voice of American workers, guiding their path to power as a major force in our society. Unions fought for higher wages and family-supporting benefits, established vital health and safety standards, secured an 8-hour work day, eradicated child labor, guarded against discrimination and harassment, and bargained for every worker's fair share of economic prosperity. They give workers a say in critical decisions affecting their lives and livelihoods and play a transformative role in shaping the future of our democracy. The middle class built America, and unions built the middle class. When organized labor wins, families win. We all win.

I said from the start that I would be the most pro-worker and pro-union President in American history, and I am keeping that promise. When I took office, I put money in the pockets of hardworking Americans with the American Rescue Plan, offering families much-needed breathing room. I have now enacted a bold, long-term economic agenda that will lead to historic investments in our Nation and our workers: the Bipartisan Infrastructure Law, the CHIPS and Science Act, and the Inflation Reduction Act. My economic agenda is a once-in-a-generation blueprint to rebuild America, out-compete every other economy in the world, and create thousands of good-paying and clean-manufacturing jobs. We are putting plumbers, pipefitters, electrical workers, steel workers, and so many others to work on a range of projects – from rebuilding our infrastructure to manufacturing semiconductors, electric vehicles, wind turbines, and solar panels. Many of these jobs will be union jobs.

This is just the beginning. To give workers more power and raise wages, I signed an Executive Order calling for a ban on unfair non-compete agreements that hinder people from building on their experience to take new jobs in their industries. I created a White House Task Force on Worker Organizing and Empowerment with the aim of identifying new ways the executive branch can facilitate the

organizing of workers. I also appointed a former union president and card-carrying union member to serve this country as the Secretary of Labor.

Still, there is more we can do. I believe every worker should have a free and fair choice to organize and bargain collectively with their employer without coercion or intimidation. That is why I called on the Congress to finally pass the Richard L. Trumka Protecting the Right to Organize Act and the Public Service Freedom to Negotiate Act, which will make it easier for private-sector, State, and local government workers to join a union and bargain collectively.

As our economy recovers and rebuilds, we must build it from the bottom up and the middle out – not the top down – so everyone benefits. Our Nation continues to fall short of its promise to deliver equal opportunity to workers of color and women, among others, and we can do more to ensure that good-paying jobs are accessible to everyone. Only when all workers have a strong voice in their wages, benefits, and job treatment can we start to change how we value their labor. Only then can we begin to reward work and not just wealth.

I have had the honor of meeting workers of every stripe. I have visited longshore workers in California, firefighters in Colorado, transit workers in New Jersey, welders in Wisconsin, and teachers in Virginia, among many others. I also welcomed frontline worker-organizers into the Oval Office. Whenever I meet members of America's labor community – dedicated women and men who derive purpose from their work – I am reminded of something my father used to tell me: "A job is about more than a paycheck – it is about dignity and respect."

This Labor Day, let us honor those trailblazers who have fought for the rights of working people. Let us stand in solidarity with all workers and strengthen their ability to organize and bargain with employers. Let us give thanks to all of America's workers who build this Nation and pave our future.

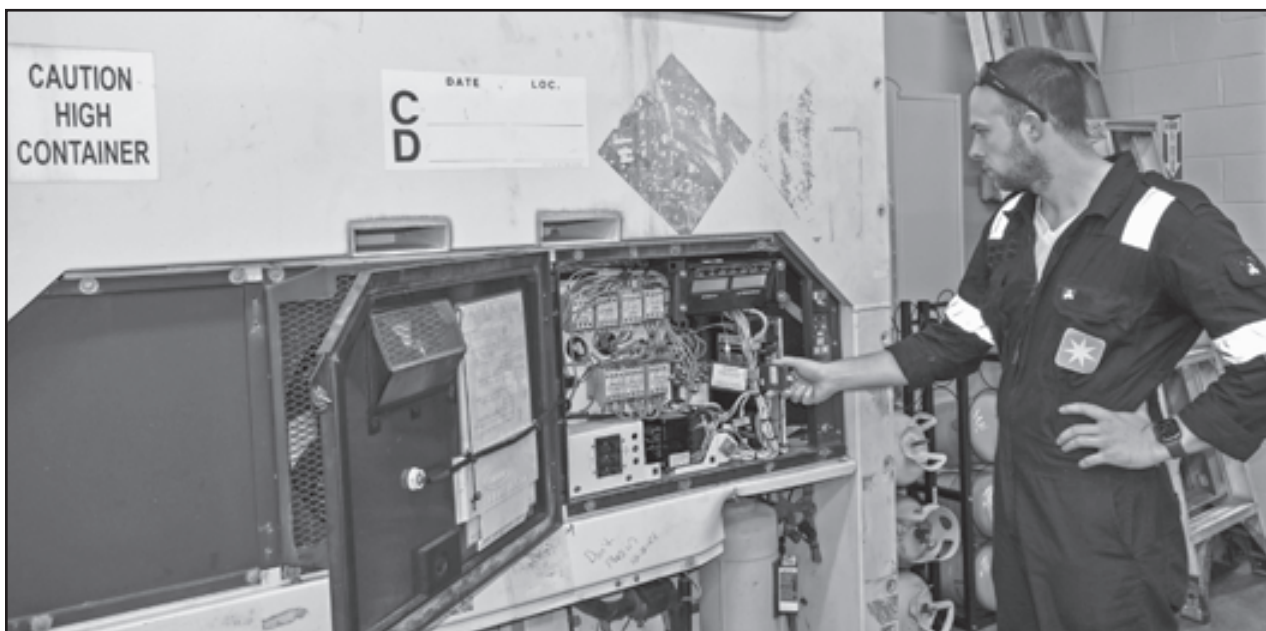
NOW, THEREFORE, I, JOSEPH R. BIDEN JR., President of the United States of America, by virtue of the authority vested in me by the Constitution and the laws of the United States, do hereby proclaim September 5, 2022, as Labor Day. I call upon all public officials and people of the United States to observe this day with appropriate programs, ceremonies, and activities that honor the energy and innovation of working Americans.

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

JOSEPH R. BIDEN JR.



Students enhance their skills on a Star Cool unit.



Upgrader Derek Chestnut programs software on a new PrimeLINE unit.

ARCM Class Raises Bar for Technology Skills

Updated Course Features Cutting-Edge Equipment

A popular course at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) has updated its curriculum and added new equipment that utilizes the latest tech-

nology in the reefer container industry.

These changes signal major improvements to the school's advanced refrigerated container maintenance (ARCM) class, a two-week offering at the Piney Point, Maryland, campus.

Mike Fay, a longtime Seafarer and electrician who occasionally teaches at the PHC, developed the ARCM class and serves as its lead instructor. He explained that the recently added state-of-the-art units can handle a wide range of cargo – some of which is both expensive and delicate.

"It's not uncommon to see \$1 million worth of pharmaceuticals in one container, and that content has to be maintained at exact temperature, humidity and oxygen level," Fay said. "This requires the person working on the equipment to have an in-depth knowledge of capacity controls and operating systems."

One way for students to gain or enhance such knowledge is by training with top-end equipment, and the PHC boasts such gear. The school recently added Carrier PrimeLINE unit that allows students to learn "on the next generation of units equipped with

electronic expansion valves and digital control valves," Fay noted. "These components give the unit the capability to keep a 40-foot loaded container within one-half of one degree of set-point, thereby helping ensure the customer's product integrity."

Fay also mentioned that students in the July ARCM class took on the task of refitting a vintage, out-of-service Star Cool reefer unit with new, up-to-date components, including a 2.0 frequency converter, a variable-speed compressor and the latest digital controller. By the time the students completed their work on that unit, it was fully operational.

One highlight of the July course was a visit and some guest instruction from field subject-matter expert Benjamin Hernandez, service manager of the Americas for Star Cool/Maersk Container Industry.

"It was an honor to have Benjamin share his knowledge with the class," Fay said. "He was so impressed with the whole Paul Hall Center training facilities that he offered the support of the Star Cool factory in Denmark to supply training aids and tech support.

The school has always partnered with SIU-contracted companies for donating actual reefer units from their fleets for training, but this is the first time a major manufacturer has offered factory support. This ensures that the PHC will continually have the capability to train students with the latest technology well into the future."



Instructor Mike Fay (right) and Seafarer Devin Sem



Guest Instructor Benjamin Hernandez

SIU, Express Marine Sign 3-Year Agreement

SIU members employed by Express Marine are sailing under provisions of a new three-year contract featuring numerous gains.

The recently ratified agreement contains signing and safety bonuses, yearly wage boosts, and increases to mileage reimbursements and contributions to the Seafarers Money Purchase Pension Plan.

Negotiating for the SIU were Captain **Riley Johnson** and AB **Scottie Duncan**, alongside Vice President Atlantic Coast Joseph Soresi and Philadelphia Port Agent Joe Baselice.

Baselice said of the pact: "It's a good contract. We worked hard to reach a new deal with Express Marine that addressed all the concerns of the membership including wage and related increases, while maintaining two-for-one pension and Core Plus level (medical) benefits."

Johnson stated, "With regard to

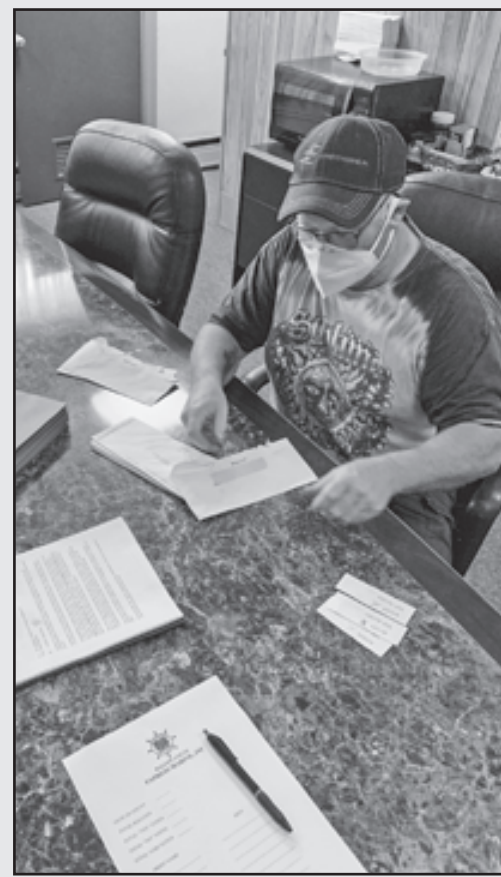
the present economic environment in which we are operating, and the ever-changing maritime industry, I believe we have a contract that will allow management and labor to continue moving forward into a prosperous future. We all look forward to working with the new management here at Express Marine, and together meeting the challenges that will arise."

The new contract—which runs from June 16, 2022 until June 15, 2025 – covers approximately 25 members.

According to its website, Express Marine, Inc. "has provided safe, reliable tug and barge transportation for dry bulk and liquid cargos along the Atlantic and Gulf coasts, Caribbean and associated bays, harbors and rivers for more than 100 years." SIU members sail aboard the company's fleet of tugs and barges, which range from smaller inland units to larger off-shore ones.



An Express Marine crew (photo above) poses for a snapshot after contract ratification. From left to right are Mate Robert Arble, AB Bruce Wilkinson and Captain Eddie Garner. In the photo at right, Mate Robert Arble counts the ballots.



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.

MAGOTHY (Argent Marine Operations), May 8 – Chairman **Frank Hedge**, Secretary **Tristan Cordero**, Educational Director **Tracy Mitchell**, Deck Delegate **Abdullah Ansah**, Engine Delegate **Samuel Ayers**, Steward Delegate **Nagi Ali**. Chairman thanked crew for a safe voyage and for keeping garbage separated. He reminded members to upgrade at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, and to keep documents up to date. No beefs or disputed OT reported. New mattresses have been ordered. Galley still needs dishwasher and grill. Members proposed one physical examination requirement per year. Crew requested raise in pension benefits, additional vacation benefits, increased dental coverage, and better Wi-Fi aboard ship. Steward department was thanked for a job well done. Next port: Portland, Oregon.

USNS EFFECTIVE (Crowley), July 29 – Chairman **Edgar Elegino**, Secretary **Delia Peters**, Educational Director **Emiliano Guevara**, Engine Delegate **Robert Murphy**, Steward Delegate **Cameron Keating**. Members offered suggestions pertaining to crew change relief procedures. Crew suggested searching for a relief a month in advance, posting jobs to all ports immediately, providing incentive programs for members who extend their contracts and conducting job fairs to advertise the maritime industry and job vacancies. Treasurer listed some purchases recently made for various parts of vessel. Steward delegate commented on stores.

AMERICAN PHOENIX (Phoenix Crew Management, LLC),

July 31 – Chairman **Charles Hill**, Secretary **Edward Gavagan**, Educational Director **Bobby Conner**, Steward Delegate **Gamal Asaad**. Chairman discussed personnel change while vessel was in Tampa, Florida shipyard. Secretary reminded crew to check and renew papers early. Educational director urged members to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Steward department was thanked for providing good food.

HUDSON EXPRESS (Marine Personnel & Provisioning), July 31 – Chairman **Zeki Karaahmet**, Secretary **Shari Hardman**, Educational Director **Alton Hickman**, Deck Delegate **Jonathan Eitz**, Engine Delegate **Matthew Wright**, Steward Delegate **Alexus Guillory**. Crew revisited ongoing issues with dryer, dishwasher and air conditioning in galley. Chairman reported a smooth voyage. Special thanks given to the steward department for good meals. Educational director encouraged members to upgrade at the Paul Hall Center for Maritime Training and Education. Engine delegate issued request pertaining to overtime rates. Crew discussed new contract and reiterated the importance of shipboard meetings. Members were reminded to keep prescription medication up to date. Next port: Charleston, South Carolina.

ALLIANCE NORFOLK (Maersk Line, Limited), Aug. 1 – Chairman **Eugene Perez**, Secretary **Timothy Dowd**, Educational Director **Fredrick Williams**, Deck Delegate **Marcos Santos Gamboa**, Engine Delegate **Dennis Pangan**. Chairman talked about new contract and difference in pay. Secretary

advised crew to renew documents early since they are taking longer than usual to process. No beefs or disputed OT reported. Members asked for clarification for B-book seniority and asked how long jobs can be held in rotation. Crew discussed shipping rule enforcement by halls and asked questions about relief and rotary jobs.

AMERICAN PRIDE (Intrepid Personnel & Provisioning), August 3 – Chairman **Felsher Beasley**, Secretary **Sharray Turner**, Educational Director **Moses Mickens**, Engine Delegate **Steve Tate**, Steward Delegate **Lea Ramos**. Crew discussed contract and agreed to send for ratification. Chairman thanked everyone for keeping ship clean and discussed upcoming shipyard stay. Educational director encouraged crew to upgrade at the Paul Hall Center in southern Maryland and to stay on top of documents. No beefs or disputed OT reported. Next port: Beaumont, Texas.

EMPIRE STATE (Intrepid Personnel & Provisioning), August 5 – Chairman **Abdulkarim Mohamed**, Secretary **Jayson Velez-Cruz**, Educational Director **Mohsen Mohamed**, Engine Delegate **Mark Canada**, Steward Delegate **Kirk Fisher**. Crew discussed cargo preference laws, which are vital to the U.S. Merchant Marine and which benefit U.S. national, economic and homeland security. Educational director advised members to upgrade in Piney Point and keep up with documents. Crew received computer with internet access as well as copies of new freightship and tanker agreements. Members requested an extra vacation day

Aboard El Coqui



Recertified Bosun Brian Guiry submitted this photo of ABs Raul Colon Matos (left) and John Diaz Hernandez. The duo works aboard the Intrepid Personnel and Provisioning vessel, which sails in the Jones Act trade.

per month or extra pay in lieu of day off. Crew suggested items to include in next contract such as penalty pay for the use of any rust removal chemical and flexible rotation for permanent crew. Members were encouraged to donate to SPAD (Seafarers Political Activities Donation, the union's voluntary political action fund). Vote of thanks was given to steward department.

POHANG PIONEER (U.S. Marine Management), August 21 – Chairman **Ahmed Ghaleb**, Secretary **Rudy Lopez**, Engine Delegate **Edward Galbis**, Steward

Delegate **Steven Johnson**. Crew asked for a slop chest on ship and for TVs and DVD players. Requested items are to come upon arrival at dock. Crew commented on improvement with stores. Members suggested extending vacation for permanent positions from 60 to 75 days to allow more time to handle personal business. Gym equipment was moved to fan room, which is reportedly loud and uncomfortable for members. Crew discussed restriction to ship while in Korea. Still no notice reportedly provided by Korean government, so no shore leave available.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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



PROMOTING WORKERS' RIGHTS – The SIU was well-represented at this year's New York State AFL-CIO convention, which took place in August. Serving as delegates (photo at left, from left) were SIU Safety Director Osvaldo Ramos, UIW Rep. Jordan Esopa, SIU Port Agent Ray Henderson, SIU VP Atlantic Coast Joseph Soresi and SIU Patrolman Jose Argueta.

At Sea and Ashore with the SIU



ON THE JOB IN TEXAS – SIU-crewed G&H Towing boats are shown in the foreground while the SIU-crewed ARC Defender (TOTE) is in the background.



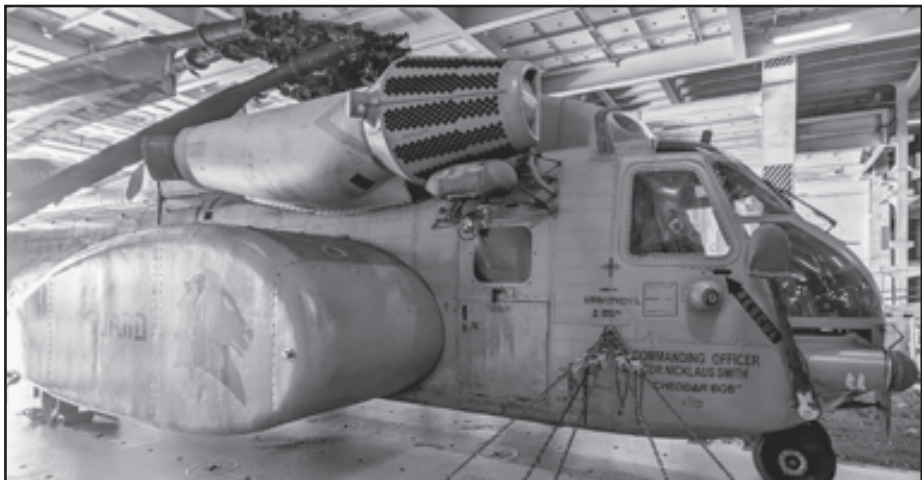
TALKING MARITIME WITH CANDIDATE – SIU Port Agents John Hoskins (left) and Mario Torrey (right) meet with Maryland gubernatorial candidate Wes Moore earlier this year at a gathering in Baltimore. They discussed workers' rights and the maritime industry.



INITIATIVE IN PACIFIC NORTHWEST – AB Raul Molina (above) in early August did some repairs to the flag stand that has been at the center of the counter in the Tacoma hall for the last 12 years. He built the stand all those years ago and (without being asked) showed up recently with his tool belt on.



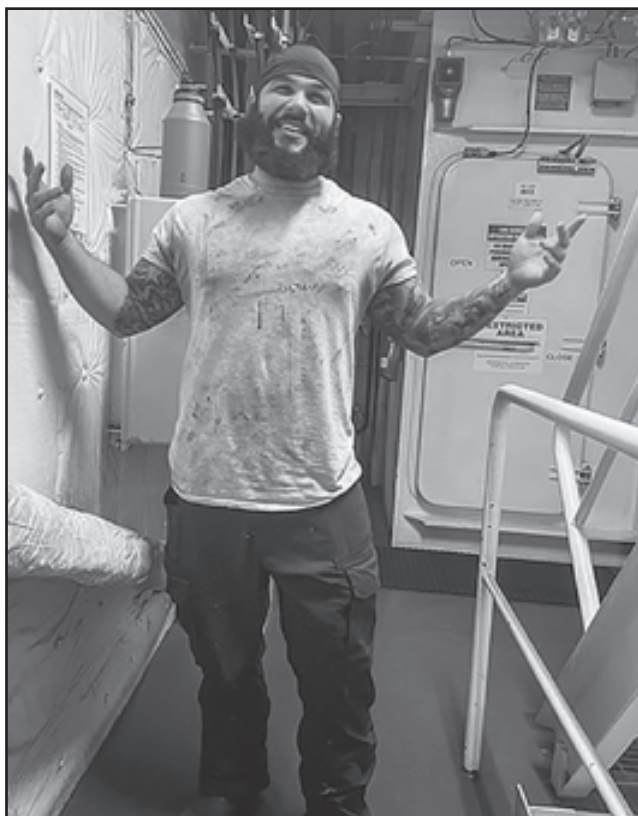
WELCOME ABOARD – SIU Houston Safety Director Kevin Sykes (standing) assists with a recent orientation at Seafarers-contracted G&H Towing in Galveston, Texas.



ABOARD GREEN LAKE – Pictured from left in the group photo at right are Bosun Augustus Udan, Chief Cook Gil Serrano, SIU Wilmington Port Agent Gerret Jarman and SA Bernardo Celi. The photo at left shows a piece of cargo on the Waterman-operated vessel.

At Sea and Ashore with the SIU

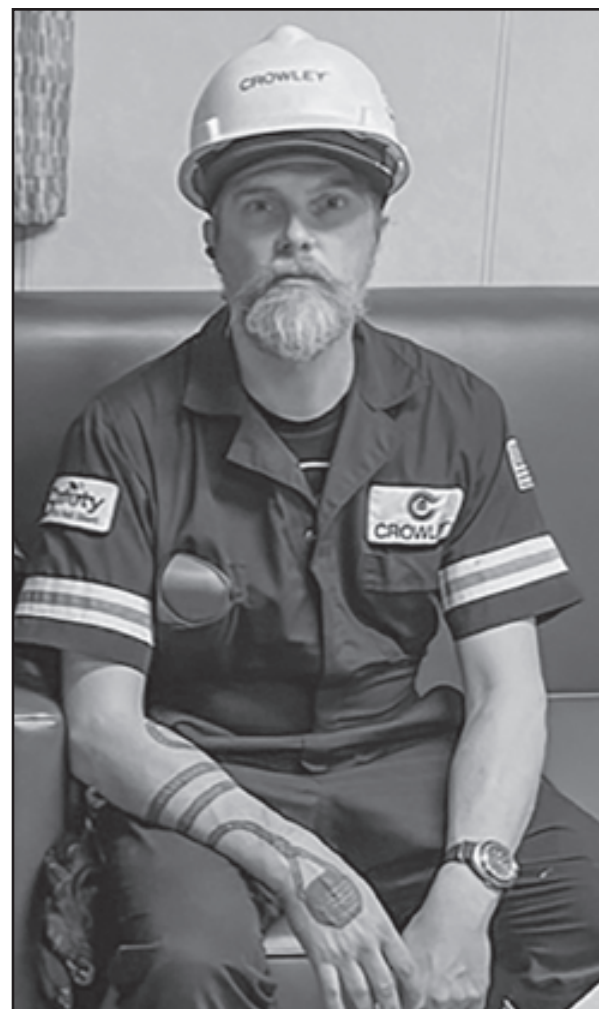
ABOARD EL COQUI – Recertified Bosun Brian Guiry submitted these photos from the Intrepid Personnel and Provisioning vessel, which sails in the Jones Act trade.



Oiler Blake Washington



Chief Cook Maurice Henry Jr.



AB Timothy Paul



AB Victor Velez, Recertified Bosun Brian Guiry, AB Joe Dupre



AB Erick Toledo, AB Jerry Maya, QEE Edwin Velez



A-BOOK IN OAKLAND – AB Alan Boiser (center) receives his A-seniority book at the hiring hall in late August. He's pictured with SIU Port Agent J.B. Niday (right) and SIU Patrolman Dylan Rivera.



A-BOOK IN WILMINGTON – AB Christopher Torres (left) displays his newly acquired A-seniority book at the hiring hall in southern California. SIU Port Agent Gerret Jarman is at right.



WITH SEAFARERS IN SAN JUAN – These snapshots were taken at the hiring hall in Puerto Rico. In photo at left, AB Jonamie Encarnacion (left) holds his newly acquired A-seniority book and first A-book registration. SIU Asst. VP Amancio Crespo is at right. In photo at right, AB Sergio Valentin (right) displays his recently obtained A-seniority book (Crespo is at left). The remaining photo includes QMED Kabir Garcia Santiago (left), who definitely embraces the opportunities for upgrading at the SIU-affiliated school in Piney Point. This year alone, he has successfully completed more than a half-dozen different courses, including tank ship familiarization, government vessels, helo firefighting, advanced reefer container maintenance, marine electrician and more. He's displaying the diplomas with help from Crespo.

At Sea and Ashore with the SIU



WITH SEAFARERS IN JACKSONVILLE – Pictured at the hall following the membership meeting on Aug. 11 are (group photo, from left) AB Donald Desir, Chief Cook Tamara Russ, SIU Port Agent Ashley Nelson, AB Lafonte McWhite and SIU VP Gulf Coast Dean Corgey. In the other photo, also taken at the hall earlier that week, Nelson (left) gives the union oath to AB Andrew Malidore, who received his full B-book.



FULL BOOK IN PHILLY – AB Keith Field (left) receives his full B-book at the Philadelphia hall. He's pictured with SIU Port Agent Joe Baselice.



WITH SEAFARERS IN LAUDERDALE – Two members recently hit milestones at the hiring hall in Florida. Chief Steward Isolene Major (left in photo at left) picked up her first pension check, following an SIU career that started in 1998. And, AB Andrew Graham (left in photo at right) received his A-seniority book. Both Seafarers are pictured with SIU Asst. VP Kris Hopkins.



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

Van Pelt Family: A Legacy of Seafaring

Union Provides Gateway To Rewarding Profession

The Van Pelt family embodies the long tradition of multiple generations sailing with the SIU. In total, seven members of the extended Van Pelt family have joined the SIU since 1978, often with each other's encouragement.

The first Van Pelt to join, retired Chief Engineer **Timothy Van Pelt**, recently took an instructional position at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education. His son, Junior Engineer **Tim Van Pelt II**, has also started a part-time teaching position at the school, while continuing to periodically work aboard an SIU-crewed vessel.

Van Pelt II said that his three cousins – AB **Kathleen Moxey**, AB **Holly Scheper** and Bosun **Patricia "Trish" Hauser** – had more of a direct influence in getting him to join the Brotherhood of the Sea.

"When my father graduated high school, it was, 'go to college, join the military, or work at the steel mill'," Van Pelt II said. "But he never steered his sons to join the SIU.... That said, my brothers and I inevitably joined the union." Tim's brothers, Electrician **Brett Van Pelt** and 3rd Engineer **Justin Van Pelt**, were the most recent additions to their union family, which also includes their grandfathers who worked as Steelworkers.

Tim Sr. said, "I don't think I pushed any of them at all. Kathleen was just hanging out at my house, and I threw out the idea of joining. She took off and ran with it, and ended up doing over 10 years on the LNG ships. Tim, he was in college, working at a bank in a suit and tie. One day, he told me, 'I don't want to go back to college, I want to do what you do and go work on ships.' And Brett, he got into Piney Point before he was 18, with a letter from me, and became a chief electrician by 20."

Moxey said of her decision to join the SIU, "We had gone over to a party at [the Van Pelt's] house. I had just graduated college with a degree in kinesiology, and I knew that 'Big Tim' had sailed. It has always interested me, so I asked him about it, and he encouraged me to learn more. I knew I wanted to do something for three to five years, and then I ended up sailing for 12."

"I came through as a trainee a year after high school, and it's been a life-changing decision for me," said Tim. Sr. "I don't know where I'd be without it. I spent 14 years on the LNG ships, and when I was home, they would call me all the time to fill in, for Moran Towing or the cable ships, even the Ready Reserve Ships when I was in town."

"Growing up, we lived in a nice home and never went without," said Van Pelt II. "I saw the life my father was able to provide, and I'm very grateful for everything sailing has brought me. I met my wife working, and have made sailing my life's work."

Tim Sr., who has spent the bulk of his time working aboard steam-powered vessels, reflected on his career, saying, "I sailed for 42 years, and my whole family was part of my career at

one point or another. I sailed with each of my boys, including two trips – once on the *Antares* with Tim and Brett, and once to Cuba with Tim and Justin. Three Van Pelts on one ship, that's pretty unheard of!"

He continued, "Back in the day, the joke was that my wife was nicknamed 'Central Command,' because when (the) manpower (office) needed some emergency staffing, they would contact her first, not even me or my boys, and ask if any of us were available to take a job. When a Van Pelt was called on, we never turned down a job. We're very reliable that way."

During his career, he spent a considerable amount of time at the Seafarers-affiliated school in Piney Point, Maryland: "I took full advantage of the school down here. I took every course I could, and just the way they make you feel down here, with all the camaraderie, I loved coming to the school. I'd bring my family every chance I got, too." He came ashore briefly, and worked as a union official for a time before returning to sea. "I just missed it," he recalled. "I worked my way up to chief engineer, and I just had to get back out there. And I think the officials understood."

A part-time physical trainer now, Moxey said, "Sailing was quite the experience. I really enjoyed seeing the world, travelling to Indonesia and Korea ... and the freedom to work when you want, and leave when you want, is a real perk."

When asked if she would encourage her younger relatives to join the SIU, she said, "If they wanted to travel and see the world, I would. I know it's pretty different now, as far as the advanced training and all that. And to all mariners, but especially female members, I would encourage them to make a friend, and try to sail with them as often as you can. It really helps with any feelings of loneliness."

Tim Van Pelt II came ashore in 2020 for a contracting job, but saw an opportunity to give back to the SIU through teaching. "I saw that the school needed instructors, and Piney Point is a part of me and a part of my family," he said. "I have many fond memories of this place, and I'll keep coming down here to work for as long as they'll have me."

He concluded, "During my sailing career, it was rewarding in both experiences and financially, and I was able to work with my family members on many occasions. Now, I get to help teach the next generation of mariners."

Van Pelt Sr. concluded by talking about coming ashore: "When I retired after 42 years, I told the guys, 'I'm not trying to break any Babe Ruth or Hank Aaron records here.' And now I've answered the call again to teach younger mariners at Piney Point. Teaching is sharing your knowledge, and all my knowledge came from the school in the first place. But now I can pull from that and my experiences at sea, and it's heaven-sent. I never thought I would be doing this, but I love it. I love teaching electricians, QMEDs and trainees, because I know it will change their lives for the better."



Brett and Tim Van Pelt Sr. (photo above) meet in Piney Point in 2010. Pictured from left in the photo at right are Tim Van Pelt II, Tim Van Pelt Sr. and Justin Van Pelt.



Brett and Tim Van Pelt Sr. (photo at left) are pictured aboard the RRF vessel *Wright*. Tim Van Pelt II (above) is pictured earlier this year while teaching aboard the *Freedom Star* in Piney Point.



Kathleen Moxey (photo above) said she initially planned to sail for a few years but stuck around for 12. In the photo at right, Moxey works aboard an LNG ship in a 1990s-era photo.



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TSA Offers Online TWIC Renewal

Editor's note The following news item was issued by the Transportation Security Administration on August 10.

The Transportation Security Administration (TSA) enhanced the renewal process for the Transportation Worker Identification Credential (TWIC®) to help support critical transportation workers. Starting August 11, 2022, TSA enabled the ability for current TWIC holders to renew their credentials online, which eliminates the need to go to an enrollment center and makes the five-year renewal process more convenient.

TWIC is required by the Maritime Transportation Security Act for mariners and workers who need access to secure areas of the nation's maritime facilities and vessels. Jointly administered by TSA and the U.S. Coast Guard, TSA conducts a background check to determine a person's eligibility and issues the credential. The Coast Guard regulates the use of TWIC in the maritime environment. U.S. citizens, lawful permanent residents, naturalized citizens, asylum seekers, refugees, and nonimmigrants

in lawful status may apply for the TWIC credential. Nearly 60 percent of TWIC holders renew their card every five years. Renewing online eliminates the need to go to an enrollment center, supports U.S. critical infrastructure and supply chain workers, and saves travel time and expenses associated with being away from work. Most eligible applicants receive their TWIC card in less than 10 days. Those applicants with more complex cases may require 60 days or longer for processing. Applicants may check their TWIC status online at any time. Most applicants, including U.S. citizens, nationals, and lawful permanent residents, will be able to renew online without the need to visit an enrollment center. Please visit TSA's enrollment provider website for information on TWIC enrollments and renewals. If applicants encounter difficulty renewing online, they may contact customer service at (855) 347-8371. For more information on the TWIC program, visit the TSA TWIC website or the Coast Guard TWIC website.

Notice: Improvement to SHBP Prescription Benefits

In order to ensure that participants have access to the latest and most efficient insulin monitoring and delivery systems, effective June 1, 2022 the Trustees approved covering new insulin delivery systems as a part of the prescription benefits under the Seafarers Health and Benefits Plan (SHBP). These devices differ from traditional insulin pumps because they incorporate insulin directly into the device.

They simplify insulin monitoring and more accurately treat diabetes. Examples of these devices include: V-Go products and Omnipod. Eligible participants should provide their OptumRx card at the pharmacy when filling this prescription. If you are unsure about whether your device is covered under this improved benefit, please contact the SHBP at (800) 252-4674.

October & November Membership Meetings

Piney Point.....	Monday: October 3, November 7
Algonac.....	Friday: October 7, *Monday: November 14
Baltimore.....	Thursday: October 6, November 10
Guam.....	Thursday: October 20, *Friday: November 25
Honolulu.....	Friday: October 14, November 18
Houston.....	*Tuesday: October 11, Monday: November 14
Jacksonville.....	Thursday: October 6, November 10
Joliet.....	Thursday: October 13, November 17
Mobile.....	Wednesday: October 12, November 16
New Orleans.....	Tuesday: October 11, November 15
Jersey City.....	Tuesday: October 4, November 8
Norfolk.....	Friday: October 7, *Monday: November 14
Oakland.....	Thursday: October 13, November 17
Philadelphia.....	Wednesday: October 5, November 9
Port Everglades.....	Thursday: October 13, November 17
San Juan.....	Thursday: October 6, November 10
St. Louis.....	Friday: October 14, November 18
Tacoma.....	Friday: October 21, November 25
Wilmington.....	Monday: October 17, November 21

* Houston change in October due to Columbus Day observance.
* Algonac and Norfolk changes in November due to Veteran's Day observance
* Guam change in November due to Thanksgiving Day observance

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from August 15 - September 15. "Registered on the Beach" data is as of September 15.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups			All Groups				All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	19	4	0	15	6	0	5	22	5	1
Anchorage	5	4	0	1	2	0	0	3	5	0
Baltimore	6	1	0	7	1	0	1	1	1	0
Fort Lauderdale	23	10	2	27	9	4	8	24	12	5
Guam	1	1	0	1	0	0	0	3	2	0
Harvey	9	5	2	8	3	1	5	21	10	4
Honolulu	8	2	0	8	0	0	3	9	5	0
Houston	30	29	4	25	18	4	22	51	36	4
Jacksonville	32	19	3	25	16	3	11	45	35	6
Jersey City	39	12	4	27	6	2	5	41	14	4
Joliet	5	2	0	6	2	0	2	1	1	1
Mobile	8	4	1	7	2	2	2	13	6	2
Norfolk	23	16	6	15	14	3	8	28	13	5
Oakland	11	1	0	8	2	1	1	14	4	1
Philadelphia	4	2	1	2	1	1	1	4	3	1
Piney Point	3	4	0	3	2	0	1	5	6	0
Puerto Rico	10	1	0	10	2	0	3	4	2	0
Tacoma	17	7	1	20	7	1	10	29	5	3
St. Louis	4	1	0	3	1	0	1	3	1	1
Wilmington	22	13	3	15	3	6	4	42	15	2
TOTALS	279	138	27	233	97	28	93	363	181	40

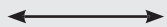
Engine Department										
Algonac	6	1	1	2	2	1	2	9	1	2
Anchorage	0	0	0	0	0	0	0	2	0	0
Baltimore	5	4	0	4	3	0	2	2	3	0
Fort Lauderdale	10	1	1	5	1	1	2	14	5	0
Guam	0	1	0	0	1	0	0	1	1	0
Harvey	2	3	0	2	4	1	4	3	4	0
Honolulu	4	0	0	3	1	0	1	13	3	1
Houston	11	10	2	10	11	0	8	16	5	3
Jacksonville	15	13	3	15	11	2	6	23	23	2
Jersey City	6	6	2	6	4	2	2	15	9	1
Joliet	2	1	0	2	1	0	2	0	2	1
Mobile	3	6	0	6	1	0	1	3	6	1
Norfolk	8	14	5	8	11	4	5	12	13	5
Oakland	6	4	2	2	4	2	3	10	11	0
Philadelphia	3	0	0	0	0	0	0	4	0	0
Piney Point	1	2	0	0	1	0	1	1	7	0
Puerto Rico	3	4	0	2	4	0	2	5	3	0
Tacoma	10	7	2	8	3	0	5	14	16	3
St. Louis	2	0	0	1	0	0	0	2	1	0
Wilmington	9	9	1	7	4	0	3	18	9	3
TOTALS	106	86	19	83	67	13	49	167	122	22

Steward Department										
Algonac	0	2	0	2	1	0	1	1	1	0
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	2	0	0	0	0	0	0	3	1	0
Fort Lauderdale	7	5	1	5	4	1	6	12	4	0
Guam	0	0	0	1	0	0	0	0	0	0
Harvey	4	1	0	1	2	0	1	5	1	0
Honolulu	5	4	0	8	2	0	0	5	3	0
Houston	16	8	1	11	6	1	9	24	8	0
Jacksonville	16	9	1	9	7	2	8	29	19	2
Jersey City	8	4	0	6	2	0	1	10	4	2
Joliet	2	0	0	1	0	1	2	1	0	0
Manpower	0	0	0	0	0	0	0	0	0	0
Norfolk	17	11	5	16	6	1	5	23	14	5
Oakland	13	5	2	12	3	2	6	16	10	3
Philadelphia	1	0	0	1	0	0	0	0	0	0
Piney Point	4	5	2	4	2	2	1	4	5	0
Puerto Rico	4	7	1	5	8	1	3	4	3	0
Tacoma	11	4	0	5	5	0	2	16	2	1
St. Louis	1	0	0	1	0	0	0	2	1	0
Wilmington	15	9	0	15	6	0	8	29	19	1
TOTALS	129	77	13	106	56	11	54	191	99	14

Entry Department										
Algonac	0	9	9	0	4	3	1	0	15	8
Anchorage	0	1	2	0	0	2	1	0	1	1
Baltimore	0	1	5	0	1	3	2	0	0	1
Fort Lauderdale	1	2	4	1	2	3	2	0	6	4
Guam	0	0	0	0	0	0	0	0	0	2
Harvey	0	1	1	0	0	1	0	3	5	1
Honolulu	0	5	3	0	3	0	0	0	6	6
Houston	3	10	16	2	5	12	4	5	17	19
Jacksonville	2	25	61	0	14	46	7	2	36	82
Jersey City	2	11	15	0	5	10	1	2	22	22
Joliet	0	1	4	0	0	1	0	0	3	2
Mobile	0	0	1	0	0	2	0	0	0	2
Norfolk	0	14	26	0	16	16	5	0	6	30
Oakland	1	8	5	0	5	1	1	3	12	8
Philadelphia	0	1	0	0	0	0	0	0	1	1
Piney Point	0	22	5	0	12	8	8	0	12	7
Puerto Rico	0	0	0	0	0	1	0	0	0	1
Tacoma	0	13	7	3	8	3	8	2	13	12
St. Louis	0	0	0	0	1	0	0	0	0	1
Wilmington	2	11	8	0	7	3	1	3	19	14
TOTALS	11	135	172	6	83	115	41	20	174	224
GRAND TOTAL:	525	436	231	428	303	167	237	741	576	300

Seafarers International Union Directory

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(510) 444-2360

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20674
(301) 994-0010

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

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

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(314) 752-6500

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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 graduates of the most recent recertified steward class.

Question: Why did you join the SIU and why have you remained with the union?



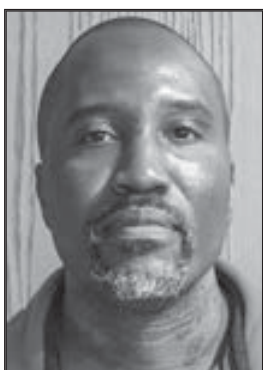
Bruce Johnson
Recertified Steward

I joined as an escape route. My father was hounding me to make a (career) decision, and I overheard someone say they were going into the merchant marine. My father got the paperwork for Piney Point; it turned out to be one of the most rewarding things I've done.



Alexander Cordero
Recertified Steward

Since I joined in 2003, I've had many great experiences and I have learned a lot. I definitely appreciate our contracts and our medical and pension benefits. I would encourage everyone to never give up and never quit learning.



Sajid Foster
Recertified Steward

I joined the union because my family were union members. I started my career with the SIU at age 18 and have remained involved because we are a strong part of the American labor movement. The union gave me many opportunities and is still giving me opportunities.



Bryan Alvarez
Recertified Steward

I joined the union because my father is also a union member. I got on a ship with him as a teenager and did a trip to Europe on the car carrier *Courage*. After the voyage, I realized that I wanted to become a merchant mariner and see the world. The SIU changed my life and I'm still very passionate about it.



Abraham Mills
Recertified Steward

I had always wanted to sail and go overseas. I thank the SIU for giving me a good job, making good money so I can provide a quality life for my family. Being a steward is a great career, and the union is an important part of my life.



Marlon Brown
Recertified Steward

I've been part of the SIU since 2000, and ever since then, the union has always been an important part of my life, for me and my loved ones. I can't thank the union enough for all it has done for the members.

Pic From The Past



The Seafarers-crewed *Massmar* is pictured in 1952. Vessel operator Calmar Line was a subsidiary of Bethlehem Steel.

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

JAIME AUSTRIA

Brother Jaime Austria, 67, started his career with the union in 1992 when he shipped on the *Independence*. A steward department member, he upgraded at the Paul Hall Center on several occasions. Brother Austria most recently sailed on the *Horizon Enterprise*. He makes his home in Las Vegas.



GODOFREDO BANATAO

Brother Godofredo Banatao, 66, signed on with the Seafarers in 2012. He sailed in the engine department and upgraded at the Piney Point school on numerous occasions. Brother Banatao's first and last ship was the *Pride of America*. He makes his home in Waipahu, Hawaii.



SAMUEL CALDER

Brother Samuel Calder, 65, joined the SIU in 1997, when he sailed aboard the *Sumner*. He upgraded at the Paul Hall Center on multiple occasions and shipped in the steward department. Brother Calder last shipped on the *USNS Henson*. He is a resident of Virginia Beach, Virginia.



JOSE CALONG CALONG

Brother Jose Calong Calong, 62, began sailing with the union in 1999, initially shipping on the *Alaska*. He worked in the deck department and upgraded at the union-affiliated Piney Point school in 2001. Brother Calong Calong most recently sailed on the *Alaskan Legend*. He lives in La Mirada, California.



SERVANDO CANALES

Brother Servando Canales, 57, signed on with the SIU in 1991 when he sailed aboard the *Matej Kocak*. He shipped in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Canales last sailed on the *Jean Anne*. He resides in Lomita, California.



RAY CHAPMAN

Brother Ray Chapman, 62, became

a member of the Seafarers International Union in 1981. He sailed in both the deck and engine departments and upgraded on numerous occasions at the Piney Point school. Brother Chapman's first vessel was the *USNS Potomac*; his last, the *Beaver State*. He resides in Gig Harbor, Washington.



NOEL CORALDE

Brother Noel Coralde, 67, embarked on his career with the Seafarers in 2007 and initially sailed on the *Pride of Aloha*. He was a member of the deck department and upgraded often at the Paul Hall Center. Brother Coralde most recently shipped on the *Chemical Pioneer* and lives in Toms River, New Jersey.



CHARLES FRANKS

Brother Charles Franks, 65, began sailing with the union in 1991 when he shipped on the *Ranger*. He was a member of the deck department and upgraded at the Piney Point school on several occasions. Brother Franks last sailed on the *Ohio*. He lives in Mobile, Alabama.



GREGORY GURVITS

Brother Gregory Gurvits, 65, signed on with the Seafarers in 2001. A deck department member, he upgraded at the Paul Hall Center within his first year of membership. Brother Gurvits first sailed aboard the *Maersk Maine*. He most recently shipped on the *Maersk Ohio* and settled in North Fort Myers, Florida.



CATHERINE HAYS

Sister Catherine Hays, 61, joined the SIU in 1988 and first sailed on the *Independence*. A steward department member, she upgraded at the Paul Hall Center on numerous occasions. Sister Hays concluded her career on the *Brownsville* and makes her home in Humble, Texas.



MICHAEL HILL

Brother Michael Hill, 65, started his career with the SIU in 2002 when he shipped on the *Paul Buck*. He

upgraded at the Piney Point school on several occasions and primarily sailed in the engine department. Brother Hill's final vessel was the *Garden State*. He lives in Jacksonville, Florida.



BRANDON MAEDA

Brother Brandon Maeda, 66, signed on with the union in 1983. He first sailed aboard the *Independence* and worked in the steward department. Brother Maeda upgraded often at the Piney Point school. He last shipped on the *USNS Maury* and is a resident of Hilo, Hawaii.



ROMUALDO MEDINA ARRIOLA

Brother Romualdo Medina Arriola, 71, began sailing with the Seafarers in 1994, initially shipping aboard the *Independence*. He sailed in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Medina Arriola last shipped aboard the *Overseas Tampa*. He lives in Richmond, Texas.



PAMELA MONACO

Sister Pamela Monaco, 65, donned the SIU colors in 1978 when she sailed aboard the *McLean*. She was a deck department member and also worked on shore gangs. Sister Monaco upgraded at the Piney Point school on multiple occasions. She last was employed by American Service Technology and is a resident of Mount Shasta, California.



THOMAS ODEM

Brother Thomas Odem, 65, began his career with the SIU in 1995. He sailed in both the steward and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother Odem's first vessel was the *Independence*; his last, the *Groton*. He resides in Pahoa, Hawaii.



JESSE TURNER

Brother Jesse Turner, 66, started his career with the union in 2001. He first shipped on the *Consumer* and

was an engine department member. Brother Turner upgraded often at the Piney Point school. He most recently sailed on the *Marjorie C* and makes his home in Las Vegas.



MEDARDO VALERIO

Brother Medardo Valerio, 67, signed on with the SIU in 2004. He first shipped on the *Pride of Aloha* and worked in the engine department. Brother Valerio's final vessel was the *USNS Denebola*. He calls Jacksonville, Florida, home.



CLEVELAND WEST

Brother Cleveland West, 67, began sailing with the Seafarers International Union in 1991. He sailed in the deck department and first shipped on the *Constellation*. Brother West upgraded his skills at the Piney Point school on multiple occasions. He most recently sailed on the *USNS Algol* and lives in Mobile, Alabama.



MARK WILLIAMS

Brother Mark Williams, 65, joined the SIU in 1975 when he sailed aboard the *Mohawk*. He upgraded at the Paul Hall Center within his first year of membership and shipped in both the deck and engine departments. Brother Williams last shipped aboard the *Long Lines*. He is a resident of Newark, Delaware.

GREAT LAKES

LARRY HALL

Brother Larry Hall, 65, signed on with the Seafarers in 1990 when he shipped on the *Kinsman Independent*. He sailed in both the deck and engine departments. Brother Hall last shipped on the *Walter J. McCarthy* and resides in Ansted, West Virginia.

INLAND

GERARD BLACK

Brother Gerard Black, 70, joined the union in 1990. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Black worked for OSG Ship Management for most of his career. He is a Pittsburgh resident.

ROBERT BURNS

Brother Robert Burns, 62, began shipping with the SIU in 1978, initially working with American Barge Lines. He was a deck department member and upgraded on multiple occasions at the Paul Hall Center. Brother Burns was last employed by

Interstate Oil. He resides in Yardley, Pennsylvania.

SHERRIE FULLER

Sister Sherrie Fuller, 62, donned the SIU colors in 1998. She sailed with OSG Ship Management for the duration of her career. Sister Fuller lives in Bay St. Louis, Mississippi.



WILLIE GARDNER

Brother Willie Gardner, 70, joined the SIU in 1992, first sailing with Moran Towing of Texas. He shipped in the engine department and last worked with Crowley Towing and Transportation. Brother Gardner calls Summit, Mississippi, home.

LAWRENCE LEDET

Brother Lawrence Ledet, 65, embarked on his career with the Seafarers in 1994 when he shipped with Westbank Riverboat Services. He was a member of the engine department and upgraded at the Piney Point school on multiple occasions. Brother Ledet most recently worked with Penn Maritime and makes his home in Gretna, Louisiana.



MIGUEL MARTINEZ

Brother Miguel Martinez, 62, signed on with the union in 1989. He initially sailed with G&H Towing and was a deck department member. Brother Martinez was last employed with Tugz Company. He lives in Montgomery, Texas.



CLIFTON POTTER

Brother Clifton Potter, 62, started sailing with the Seafarers International Union in 2007. He shipped in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Potter was employed with Express Marine for the duration of his career. He calls New Bern, North Carolina, home.



MARVIN WHITE

Brother Marvin White, 62, became a member of the SIU in 1979. He upgraded at the Piney Point school within his first year of membership and sailed in both the deck and engine departments. Brother White worked with McAllister Towing of Virginia for his entire career. He lives in Knott's Island, North Carolina.

Final Departures



DEEP SEA

RICHARD HARMON

Brother Richard Harmon, 106, died July 30. A Texas native, he joined the SIU in 1955. Brother Harmon was a steward department member. He last sailed on the *President Tyler* and made his home in San Francisco.

DONALD HUFFMAN

Pensioner Donald Huffman, 68, passed away August 22. He signed on with the Seafarers International Union in 1978, initially sailing aboard the *Pisces*. Brother Huffman was a steward department member and last shipped aboard the *Green Lake* in 2012. He went on pension in 2019 and settled in Jacksonville, Florida.



ERIK JENSEN

Pensioner Erik Jensen, 96, died August 30. He joined the union in 1948 and first sailed with Sprogue Steamship Company. Brother Jensen was a deck department member. He concluded his career aboard the *Endurance* and retired in 1999. Brother Jensen was a resident of Orangevale, California.



COLLIE LOPER

Pensioner Collie Loper, 92, passed away August 15. He donned the SIU colors in 1956 when he sailed with Waterman Steamship. Brother Loper sailed in the steward department. He last shipped on the *Cape Intrepid* before becoming a pensioner in 1991. Brother Loper lived in Mobile, Alabama.



PIERANGELO POLETTI

Pensioner Pierangelo Poletti, 80, died September 10. He began sailing with the union in 1967, initially shipping aboard the *Western Planet*. Brother Poletti was a deck department member and last sailed on the *Performance* in 1992. He went on pension in 2006 and was a resident of Humble, Texas.

MARIO RUIZ

Brother Mario Ruiz, 50, passed away July 2. He began his career with the Seafarers in 1994 when he shipped on the *Independence*.



Brother Ruiz primarily sailed in the deck department and also worked on shore gangs. He most recently shipped on the *Resolve* and lived in Houston.

CHARLES SANDINO

Pensioner Charles Sandino, 68, died August 18. He became a member of the SIU in 1975, initially sailing with G&H Towing. Brother Sandino worked in both the deck and engine departments and concluded his career aboard the *Developer* in 2004. He began collecting his pension in 2019 and called Texas City, Texas, home.



STEPHEN SENTENEY

Pensioner Stephen Senteney, 90, passed away August 4. He embarked on his career with the union in 1966 when he sailed on the *Alice Brown*. An engine department member, Brother Senteney last shipped on the *Westward Venture*. He retired in 2003 and lived in Marysville, Washington.



WILLIAM STONE

Pensioner William Stone, 75, died May 11. He started sailing with the Seafarers International Union in 1969. He shipped in the deck department. Brother Stone's first vessel was the *Andrew Jackson*; his last, the *Patriot*. He became a pensioner in 2005 and resided in Grants Pass, Oregon.



INLAND

CHARLES COLLINGS

Pensioner Charles Collings, 83, passed away August 1. He became an SIU member in 1960 and initially sailed on the *Captain Sitina*. Brother Collings shipped in both the deck and engine departments. He was last employed with Crowley before retiring in 2007.



Brother Collings lived in Grapevine, Texas.

CHARLES GAUTIER

Pensioner Charles Gautier, 85, died August 30. He donned the union colors in 1965, initially sailing with Gulf Atlantic Transport. Brother Gautier worked in the deck department. He was last employed by Mariner Towing and began collecting his pension in 1999. Brother Gautier called Mount Olive, North Carolina, home.

PAUL HART

Pensioner Paul Hart, 64, passed away August 19. He joined the SIU in 1996 and was a deck department member. Brother Hart was employed by Crowley for the duration of his career. He retired in 2018 and made his home in Boothwyn, Pennsylvania.

DONICE LAWSON

Pensioner Donice Lawson, 83, died August 20. He signed on with the Seafarers International Union in 1992. Sailing in the deck department, Brother Lawson worked for Penn Maritime for his entire career. He became a pensioner in 2001 and resided in Virgilina, Virginia.



RONALD LEBLANC

Pensioner Ronald LeBlanc, 89, passed away August 31. A deck department member, he began his career with the Seafarers in 1994. Brother LeBlanc worked for Westbank Riverboat Services for the duration of his career. He went on pension in 2004 and settled in New Orleans.

NMU

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

NAME	AGE	DOD
Calo, Andres	91	09/06/2022
Garza, Juan	94	08/27/2022
Henry, Ernest	98	08/12/2022
Nolan, Thomas	92	08/30/2022
Rivera, Oscar	88	08/12/2022
St Mary, Alfred	92	08/22/2022



**Have You Missed
An Issue of the
Seafarers Log?**

PDF versions of nearly every edition are available at seafarerslog.org

You can also scan this QR code to go directly to the website



Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
Deck Department Upgrading Courses		
Able Seafarer-Deck	October 17 November 28	November 4 December 16
Radar/ARPA	October 10	October 21
Lifeboat/Water Survival	October 24 November 21	November 4 December 2
Engine Department Upgrading Courses		
RFPEW	November 14	December 9
FOWT	October 24	November 18
Marine Electrician	October 31	December 2
Welding	October 31	November 18
Steward Department Upgrading Courses		
Certified Chief Cook	October 31 December 5	December 2 January 5
ServSafe Management	October 24 November 28	October 28 December 2
Advanced Galley Operations	October 10	November 4
Chief Steward	November 14	December 9
Safety/Open Upgrading Courses		
Basic Training Revalidation	October 21 November 14 December 2	October 21 November 14 December 2
Basic Training/Adv. FF Revalidation	December 12	December 16
Government Vessels	October 17 October 24 November 7 December 5	October 21 October 28 November 10 December 9
Tank Ship-DL (PIC)	October 24	October 28
Tank Ship Familiarization DL	October 24	October 28

Title of Course	Start Date	Date of Completion
Safety/Open Upgrading Courses		
Tank Ship Familiarization LG	October 31	November 4



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



UPGRADING APPLICATION

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

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

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

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

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

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____
Date On: _____ Date Off: _____
SIGNATURE _____ DATE _____

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

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

10/22

Paul Hall Center Classes



Apprentice Water Survival Class #885 – Graduated August 12 (above, in alphabetical order): Lana Cooper, Daquan Moreland, Anthony Ramos Villafane, Matthew Rathbun, Derek Smaw Jr., and Robert Stockbridge.



Deck Operations (Phase III) – Graduated August 26 (above, in alphabetical order): Paul Ackerman III, Spencer Bailey, Jordan Banks, Mark Dixon, Destini Dunlap, Robert Freer III, Levi Gorokhovskiy, Eachen Hoffrichter, Paul Luis Jimenez, Mikael Lassiter, Justin McClellan, Zion Oliphant, Darius Parker and Errol Wade-Cephas.

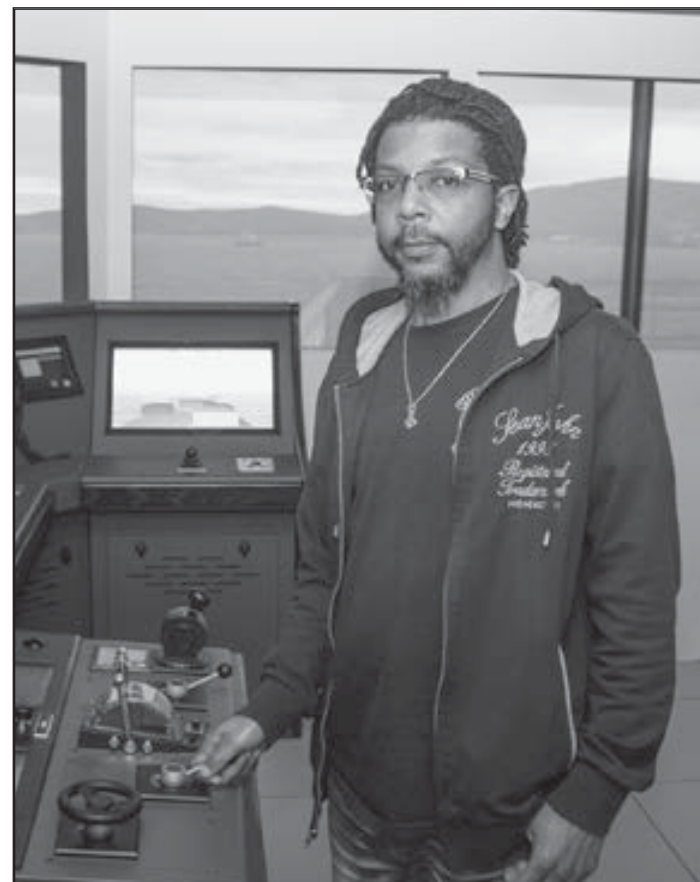
Paul Hall Center Classes



RFPEW (Phase III) – Graduated August 26 (photo at left, in alphabetical order): Micko Lawrenze Angeles Cercado, Maria Escobar, Ricardo Gonzalez Jr., Danielle Gore, Austin Smith, Sean Wilson and Mizukami Aulaumea Youn. John Wiegman III, their instructor, is at the far right. Upon the completion of their training, each plans to work in the engine departments aboard SIU-crewed vessels.



RFPEW (Upgraders) – Graduated August 26 (above, in alphabetical order): Adrian Bartholomew, Dominic Jones, Robert Teiko and Daniel Ursitti.



RFPNW (Upgrader) – GVA Ronald Burris (above) recently completed his requirements in the course. He graduated August 19.

Government Vessels – Graduated August 19 (photo at right, in alphabetical order): Bernard Butts, Montavis Harold, Sean Init Hernandez, Adam Laliberte, Travis Lunsford, William Monroe, Carmus Peet, Michael Robinson, Ekedra Turner and Derrick Vaughan.

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Paul Hall Center Classes



Government Vessels – Graduated August 5 (above, in alphabetical order): Kevin Brown Jr., Carmelo Calderon Santini, Ronald Embody, Kabir Garcia Santiago, Michael Murphy, Robert Nixon Jr., and Yan Paing.



Government Vessels (Phase I) – Graduated August 5 (above, in alphabetical order): Gianni Ellis, Shelly Ford, Nicholas Gianna and Karrington Plummer Jr.



Basic Training (Basic Firefighting) – Graduated August 11 (above, in alphabetical order): Joshua Burnett, Anthony Green Jr., Yan Paing and Aaron Searcy.



Tank Ship Familiarization LG – Graduated August 19 (above, in alphabetical order): Joseph Bowen, Todd Curry, Ronald Embody, Kabir Garcia Santiago, Dominique Glover, Raymond Green, Laurence Jamal Laffavor, Carlos Mohler Vega, Raul Padama Molina, Salah Ahmed Muthana, Khaled Qasim Shamman, Leanne Smith and Raul Cabrera Ventanilla. (Note: Not all are pictured.)



Fast Rescue Boat – Graduated August 26 (above, in alphabetical order): Joseph Bowen, Dominique Glover and Charles Hinkle. Class instructor Thomas Truitt is at the far right.



Chief Steward – A pair of steward department upgraders recently finished their requirements in this course. Graduating August 12 were Luke Vandegrift (above, left) and Elijah Boson.

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Chief Cook Assessment Program – Graduated August 26 (above, in alphabetical order): Joshua Burnett, Andre Dade and Aaron Searcy.



MLC Cook – Graduated July 15 (above, in alphabetical order): Irena Janson, David Norris and Edward Pinnace.



Certified Chief Cook (Module 4) – Graduated August 5 (above, in alphabetical order): Isreal Caldwell, Kobe Cisero, Quinsha Davis, Jafet Mislá-Mendez, Khalid Mohamed, Sonia Pabon Barreto, Gustavo J. Romero Estrella and Carl Royster. (Note: Not all are pictured.)

SEAFARERS LOG

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Paul Hall Center
Class Photos
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Members listen as U.S. Rep. Derek Kilmer (standing at far right) talks about the importance of the U.S. Merchant Marine.

Tacoma Reignites Annual BBQ

Congressman Addresses Seafarers at Monthly Meeting

After being shelved for a couple of years due to the pandemic, the annual barbeque at the hiring hall in Tacoma, Washington, restarted August 26 following the monthly membership meeting.

The feast and fellowship weren't the day's only highlights. Seafarers also heard from U.S. Rep. Derek Kilmer (D-Washington), who spoke about the importance of workers' rights and the U.S. Merchant Marine.

"The cookout is a longtime tradition here, so it felt good to continue returning to normal," said SIU Port Agent Warren Asp. "Everyone in attendance also seemed to appreciate Congressman Kilmer's remarks. He's definitely in our corner."

The photos on this page were taken at the hall during and after the meeting.



SIU Port Agent Warren Asp, Recertified Bosun LBJ Tanoa, Congressman Derek Kilmer, QEE Phil Greenwell



Members and guests help themselves to lunch. (Editor's note: In the background at far right, those are in fact the beginnings of this year's Santa's Castle donations.)



AB Ayen Cabasag, Retired Recertified Steward Tommy Belvin



QEE M'barek Nouhairi



SIU Patrolman George Owen, SIU Safety Director Duane Akers



Retired SA Leroy Jenkins, Chief Cook Leslie McGirt



AB Robert Calvo



Steward/Baker Clark Williams, Retired Recertified Steward Scott Opsahl