



SEAFARERS LOG

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

SIU Members Help Complete Operation Deep Freeze 2024



SIU crews have a decades-long history of ably supporting the annual resupply mission to McMurdo Station in Antarctica, and they upheld the tradition for Operation Deep Freeze 2024. Two SIU-crewed ships – the *Ocean Gladiator* (Waterman) and the *Acadia Trader* (U.S. Marine Management) – took part in the most recent iteration. Mariners aboard the *Acadia Trader* (formerly named the *Maersk Peary*) included (front row) Bosun Nasser Kassim, AB Hussen Mohamed, Pumpman Walden Galacgac, SA Josue Hernandez-Cordero, Military Sealift Command Rep. Ray Lilly, (second row) AB Jerry Aquino, QMED Joshua Bonita, Chief Steward Shadonna Jones, Capt. Everett Hatton, Chief Engineer Garrett Long, AB Dale Armstrong III, Second Engineer Mary Shea, (third row), AB Nicholas Carey, Third Mate Richard Leach, Chief Mate Robert Grove, Third Mate Joseph Nicodemus, Second Engineer Seth Ulm, Second Mate Ryan Wood, Third Engineer Benjamin Basset, AB Berard Fedele and Wiper James Boatner. *Page 7.*

Unions Launch Petition Aimed At Bolstering U.S. Shipbuilding

Groups Want Investigation of Unfair Chinese Trade Practices



Labor organizations including the SIU-affiliated Maritime Trades Department (MTD) are collaborating with other allies to help boost investment in domestic shipbuilding, in part by proposed fees on Chinese maritime interests. SIU President David Heindel (right) – in his role as MTD president – attended a March 12 press conference in the Senate where the filing of a petition with the United States Trade Representative (USTR) was announced. The appeal calls on the USTR to initiate an investigation of Chinese commercial shipbuilding. Pictured at the conference are (from left) Machinists President Brian Bryant, U.S. Sen. Bob Casey (D-Pennsylvania), U.S. Sen. Tammy Baldwin (D-Wisconsin), Steelworkers President David McCall and Heindel. *Page 5.*

Benefits Conferences Conclude



Representatives from the Seafarers Plans and from the SIU recently wrapped up a months-long series of benefits conferences that began last summer. The final-for-now gathering (efforts are being made to reschedule the twice-postponed conference in Wilmington, California) took place March 8 at the hiring hall in Algonac, Michigan, where SIU Secretary-Treasurer Tom Orzechowski (left) and Recertified Bosun Saleh Ahmed are pictured. *Page 24 (back page).*

Time is Now for Revitalization



David Heindel

I'm sure we could come up with some exceptions, but for the most part, any given industry is more likely to end up in the news during times of crisis rather than when going through routine operations. Not to pick on our brothers and sisters in the airline industry, but when an in-flight incident recently occurred that involved a door detaching, it made national if not global headlines. A routine flight wouldn't have been news at all.

So it is with maritime and the Red Sea shipping crisis. Our industry once again is in the spotlight for undesirable reasons that are no fault of ours. This condition hit home in the worst possible way early last month, when a fatal attack by Houthi rebels killed three mariners and injured others

aboard a foreign-flag ship (one that is covered by an International Transport Workers' Federation contract). It was an appalling act of terrorism.

One of our own SIU-crewed ships also reportedly was targeted in late February in the Gulf of Aden, but the ballistic missile – also launched by Iranian-backed Houthis – landed in the water and did no damage.

The latest data available at press time indicated that more than half of the ships that normally sail through that area have re-routed. Efforts are underway to temporarily redirect as many as possible, up to 100 percent.

If you missed this point being made in our prior coverage or elsewhere, please be clear that the attacks on mariners and vessels basically have nothing to do with Israel and Gaza. This is pure terrorism and it wouldn't end even if the Gaza crisis were resolved overnight. The rebels are using it as a convenient excuse for mindless violence.

Meanwhile, government leaders and the general public are again either learning about or getting reacquainted with the absolutely indispensable role that shipping plays in the world economy. In that regard, it is reminiscent of the pandemic-era supply-chain crisis.

Here in the U.S., this attention coincides with a potentially seismic effort by organized labor (including the SIU through our affiliation with the Maritime Trades Department). The United Steelworkers union is leading a formal petition to hold China accountable for unfair practices in its shipbuilding industry, and a big part of this effort involves massively investing in U.S. shipyards and shipyard workers. The petition (reported in detail elsewhere in this edition and on our website) also specifically calls for strengthening U.S. Merchant Marine staples including the Jones Act, cargo preference laws, the Maritime Security Program, and the Tanker Security Program.

That petition has been in the works for a long time, but there's some potentially great value in its surfacing while people are realizing that our nation simply cannot afford to be anything less than a true maritime power. And make no mistake, we are woefully behind China on that scorecard, mostly because they've spent well over \$130 billion since 2010 in order to impede competition while becoming the world's dominant shipbuilder, owner and operator.

Despite all of these challenges, I am genuinely confident in the future of the U.S. maritime industry, including our domestic shipbuilding, and I most definitely am confident about what's ahead for the SIU. We have strong support from the administration, from military leaders and from both sides of the aisle in Congress. Though it took longer than any of us would have liked, be assured that there is crystal-clear recognition at the highest levels regarding our manpower situation and our shipbuilding capacity. That type of acknowledgement is a mandatory precursor to real change.

Specifically for the SIU and our affiliated school in Piney Point, I think there's never been a better time to enter the trade or upgrade your skills. Mariners are in demand. You can make a very good living in the industry, and you can advance as far as you want.

We will keep forging ahead to make sure your jobs are secure and your future is bright.

SIU-Affiliated Paul Hall Center Earns 'Center of Excellence' Designation

The SIU-affiliated school in southern Maryland interchangeably goes by more than one name, but the facility recently added a new designation carrying some well-earned cachet: Center of Excellence for Domestic Maritime Workforce Training and Education (CoE).

Announced by the U.S. Department of Transportation's Maritime Administration (MARAD) in mid-February, the CoE label is valid for five years. It applies to the union-affiliated Paul Hall Center for Maritime Training and Education (PHC), which includes the Seafarers Harry Lundeberg School of Seamanship. With full respect to the formal namesakes (two late presidents of the SIU), the school probably more often is referred to by its location: Piney Point.

Maritime Administrator Ann Phillips, in a letter to PHC Acting Vice President Pat Vandegrift, noted, "The CoE program was established by Congress under Title 46 of the U.S. Code, and I am honored to designate your esteemed institution for this important recognition of behalf of (DOT) Secretary (Pete) Buttigieg."

Phillips continued, "The CoE designation recognizes the tremendous value that your

institution provides to our nation by developing and preparing students for demanding careers in our vitally important maritime industry. Your graduates have made outstanding contributions to the industry over the years, which is an excellent testimonial to the superior academic and professional education and training they receive while attending" the PHC.

Buttigieg stated, "Our country depends on a highly-skilled mariner workforce to strengthen both our economy and our national security. The 32 Centers of Excellence we're designating today will promote training opportunities outside of traditional four-year degree programs and will bring more Americans into these great maritime careers."

According to MARAD, the "designated COEs consist of 50 maritime training locations across 17 states and Guam. The designation recognizes and promotes support to post-secondary maritime training programs that prepare students for careers in the maritime industry."

The agency further reported that it had published a solicitation for applications in the Federal Register on July 20, 2023, for eligible and qualified training entities, under the Fiscal Year 2023 National

Defense Authorization Act. The approved entities include thirty-eight postsecondary educational institutions; one postsecondary vocational institution; four non-profit structured experiential training programs; four registered apprenticeship sponsors; three maritime training centers; and four organizations containing a combination of the above-mentioned entities.

The PHC offers 120 courses, the vast majority of which are approved by the U.S. Coast Guard or the U.S. Military Sealift Command. Founded in 1967, the school provides instruction for both unlicensed and licensed mariners. The school also has a highly regarded apprentice program that is certified by the U.S. Department of Labor.



Apprentices and upgraders train at the SIU-affiliated school in Piney Point, Maryland, which recently earned a prestigious designation from the U.S. Maritime Administration.

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Communications Director: Jordan Biscardo

Assistant Communications Director: Nick Merrill

Assistant Editor: Aja Neal

Administrative Support: Jenny Stokes

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

SIU-Crewed Ships Assist With Gaza Aid

The United States Department of Defense (DoD) on March 20 announced that three SIU-crewed vessels are slated to play key roles in a mission that ultimately aims to facilitate delivery of humanitarian aid shipments to Gaza following the construction of a temporary pier off the coast. The construction is expected to take around 60 days to complete.

According to the DoD, the Seafarers-crewed vessels that will be involved in the operation are the Crowley-operated prepositioning ships *2nd Lt. John P. Bobo* and *1st Lt. Baldomero Lopez*, and the Ocean Duchess-operated surge-sealift vessel *USNS Roy P. Benavidez*.

In an online article, the Pentagon reported that the “forces and equipment used to construct the roll-on, roll-off discharge facility and provide sustained operational support will be transported into theater aboard three ships (the aforementioned SIU-crewed vessels).... Once in theater, the sailors will begin construction of the floating dock from modular sections.... Approximately 260 sailors are slated to deploy as part of the operation. Their skillsets range from ship handling and deck operations to construction and communications.”

The news release continued, “Sailors from Naval Beach Group 1 have been tasked with constructing a large floating dock known as a roll-on, roll-off discharge facility as part of the Joint Logistics Over-the-Shore, or JLOTS, mission being led by the Army’s 7th Transportation Brigade from Joint Base Langley-Eustis, Virginia. Naval Beach Group 1 is based at Naval Amphibious Base Coronado, California. The roll-on, roll-off discharge facility, which measures 72 feet wide by 270 feet long, will remain approximately three miles off Gaza’s shore and enable cargo ships to offload aid shipments at sea prior to being transported to shore.

“Once offloaded, cargo will be transported to shore along an approximately 1,800-foot causeway comprising modular sections linked together, known as a Trident Pier, that will be constructed by the Army unit,” the article added. “The Navy will operate causeway ferries to transport the cargo from the discharge facility to the Army’s floating pier. The two units undertaking the mission have trained extensively in delivering the capability in a variety of environments around the globe.”

For example, Army and Navy personnel last year teamed up to install and help utilize the discharge facility and causeway off Australia’s coast in support of a large-scale multinational exercise.

The Pentagon further reported that, once operational, the temporary pier near Gaza should be able to handle upwards of two million humanitarian aid meals each day.

Four Army vessels deployed to the region last month, following a directive by President Biden to carry out the emergency mission. They are the *Monterrey*, *Matamoros*, *SP4 James A. Loux* and *Wilson Wharf*.

American military officials emphasized that there will be “no U.S. boots on the ground in Gaza as part of the operation,” and they added that our nation is running a steady succession of humanitarian assistance airdrops into Gaza while the pier construction begins.



The *USNS 2nd Lt. John P. Bobo*, pictured during a mission in Australia, is one of three SIU-crewed vessels being deployed for humanitarian outreach in Gaza. (U.S. Marine Corps photo by Cpl. Scott Reel)



This file photo of the *USNS 1st Lt. Baldomero Lopez* was taken in Norway. (U.S. Marine Corps photo by Sgt. Bethanie C. Sahms)



The SIU-crewed *USNS Benavidez* set sail for Gaza in late March. (Photo By Hendrick Dickson)

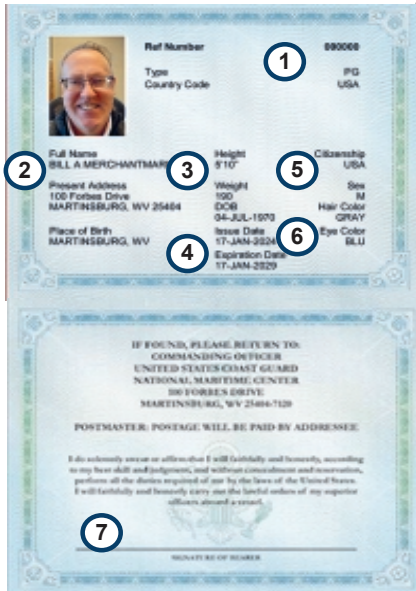
Key Group Tackles Sealift Items

Leaders from the U.S. Transportation Command (US-TRANSCOM), the Maritime Administration (MARAD), and the National Defense Transportation Association (NDTA) convened with industry partners Feb. 22 in Ft. Lauderdale, Florida, for the most recent meeting of the Sealift Executive Working Group, commonly referred to as the EWG. SIU Exec. VP Augie Tellez (front row, eighth from right) is the labor representative on the committee, which is overseen by USTRANSCOM. He and the rest of the group “examined ways to enhance the Joint Deployment and Distribution Enterprise’s global transportation capabilities, operational effectiveness, speed, and resilience of maritime logistics,” according to the U.S. Department of Defense. (DoD photo by Iain Page)



Coast Guard Changes Mariner Credential Format

What to Check



Personal Information:

1. Mariner reference number, credential type code and country of origin
2. Name, address, and place of birth
3. Height, weight, and date of birth
4. Date of issuance and date of expiration
5. Citizenship
6. Sex, hair color, and eye color
7. Signature line—Your document is not valid without a signature

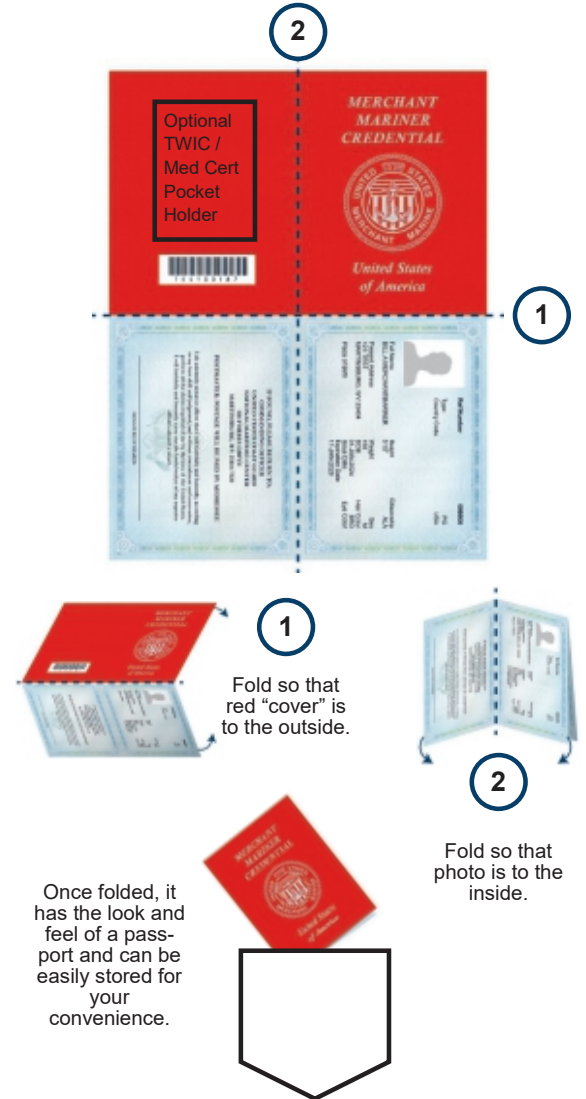
Be sure that your name is shown correctly everywhere it appears in the document.

Endorsement and Limitation Information:

1. National Header
2. National Capacity
3. National Limitations
4. STCW Header
5. STCW Capacity
6. STCW Limitations
7. Signature of Authorizing Official



Your new MMC is designed in a one-page, front & back format. It may be displayed flat or folded. Folding your MMC is *optional*. The new MMC replaces the passport-style book & associated endorsement labels. The MMC document number is found in the white box below the barcode.



Pictured above is part of a flyer from the National Maritime Center explaining some of the particulars of the new MMC format.

The U.S. Coast Guard's National Maritime Center (NMC) recently began issuing merchant mariner credentials (MMCs) in a new format.

When the agency announced the change in February, they reported, "This new mariner credential will replace the legacy passport-style red book and associated endorsement labels. The complexity and degraded reliability of the custom printers used to print the MMC books necessitated a change to the credential printing process. The new mariner credential is formatted on 8.5" x 11" waterproof and tear-resistant synthetic paper. It

contains numerous security features including micro-printing, foiling, and intricate patterns. The new credential is printed on readily available commercial desktop laser jet printers and will vastly improve print services and availability."

The announcement continued, "The new MMC document will be issued for all approved applications, to include credential endorsements, beginning March 1, 2024. You will no longer receive separate endorsement labels (i.e., stickers), but rather a new MMC document with the endorsements incorporated. The new credential will be issued on

a day-forward basis, and all legacy credentials will remain valid until the indicated expiration date."

Additional information – including instructions on how to validate a new MMC, plus the two-page introductory flyer circulated by the agency – is available both on the NMC website and on the SIU website. The flyer also was sent to all Seafarers hiring halls.

Questions may be directed to the NMC Customer Service Center via email at IASKNMC@uscg.mil or by phone at 1-888-IASKNMC (427-5662).

Seafarers, CIVMARS Team Up for Unrep

Seafarers and members of the SIU Government Services Division recently demonstrated teamwork and proficiency during an underway replenishment involving the tanker *Badlands Trader* (operated by U.S. Marine Management) and the Military Sealift Command dry cargo/ammunition ship *USNS Matthew Perry*.

The *Perry*, whose crew includes SIU CIVMARS, received approximately 335,000 gallons of aviation fuel which was intended for later transfer to U.S. Naval Combat Logistics Force (CLF) ships operating in the Indo-pacific region. CLF ships support U.S. combatant vessels and allies through underway replenishment-at-sea operations.

Recertified Bosun **Gregorio Cudal**, who sailed aboard the *Badlands Trader* during this procedure, recounted his experience guiding

the crew through the replenishment at sea that occurred back in December.

"Essentially, what we had to do was tie up the equipment and securely transport it from our ship to the other ship," he said. "As a bosun, I was tasked with coordinating the replenishment, signaling the other members of the crew at the console station with two other ABs."

The *Badlands Trader* is one of the few commercial oil tankers that have been designed to pump fuel to CLFs while at sea, according to the Military Sealift Command (MSC). This cost-effective measure allows CLFs to stay closer to the fleet rather than returning to shore to resupply at a depot, the agency noted.

Cudal said that although he is a longtime SIU member who began sailing with the union in 1987, this was his first time doing a replenishment-at-

sea. To prepare, Cudal and his shipmates did a series of dry runs at the port in Norfolk, Virginia, and practiced again twice with the MSC ship at a pier. The first of these practice sessions happened in Honolulu and then the next one took place in waters near South Korea.

Cudal found the logistics of the replenishment challenging because of some key differences between merchant and naval ships.

"The boat speeds differ," he pointed out. "Luckily, we were able to still complete the replenishment safely."

"During a procedure like this, you really need to pay attention to every detail," he added. "For example, during one of the test runs, we noticed there was a loose connection valve, but we caught it before it became a problem."

MTD Joins Major Effort To Boost U.S. Shipbuilding

The SIU-affiliated Maritime Trades Department (MTD) is teaming up with other labor organizations to help level the playing field with China when it comes to shipbuilding.

SIU President David Heindel - in his role as MTD president - attended a March 12 press conference in the Senate where the filing of a petition with the United States Trade Representative (USTR) was announced. The appeal calls on the USTR to initiate an investigation of Chinese commercial shipbuilding.

U.S. Senators Tammy Baldwin (D-Wisconsin) and Bob Casey (D-Pennsylvania) spoke at the news conference and strongly declared their support for the petition.

In remarks prepared for the event, Heindel said, "On behalf of the Maritime Trades Department as well as my home union, the Seafarers, we are proud supporters of this overdue effort to promote American shipbuilding.... I have 100 percent confidence in our brothers and sisters who work at United States shipyards. They are second to none when it comes to skill and dedication and craftsmanship, and I know they'll rise to the occasion if we simply give them the chance by creating a level playing field."

The United Steelworkers union (USW), an MTD affiliate, is leading the labor groups involved in this campaign. Among those also on board are the International Association of Machinists and Aerospace Workers; the International Brotherhood of Boilermakers; and the International Brotherhood of Electrical Workers. They jointly filed what is known as a Section 301 petition.

The comprehensive document (more than 4,000 pages), among many other steps, calls for stricter enforcement of the Jones Act and cargo preference laws, and also requests greater funding for both the Maritime Security Program and the Tanker Security Program.

The USW announced the petition and noted, "The People's Republic of China (PRC), over the past two decades, enacted a comprehensive strategy to dominate global transportation and logistics networks, including employing an array of non-market policies. Meanwhile, U.S. shipbuilding capacity continues to diminish."

"The United States once had nearly 30 major shipyards; now we're down to just a handful," said USW International President David McCall. "That correlates with more than 70,000 lost shipbuilding jobs, not to mention all the secondary jobs the industry supports."

The union reported that a single commercial ship can require approximately 13,000 tons of structural steel, 60,000 gallons of paint, 130 miles of electrical cable, and many other products tens of thousands of union workers proudly produce.

Sobering Statistics

- In 1975, the United States was a leader in global shipbuilding, employing more than 180,000 workers and securing more than 70 commercial ships orders annually. Since then, the U.S. has lost more than 70,000 shipyard jobs. The number of major commercial U.S. shipyards has fallen from 28 to seven.
- The U.S. now ranks 19th in shipbuilding, accounting for a mere 0.15% of global commercial ship construction.
- While the U.S. shuttered programs aimed to foster and promote U.S. commercial shipbuilding, the Communist Chinese Party (CCP) identified shipbuilding as a 'strategic industry,' engaging in anticompetitive strategies to build giant state-owned champions to dominate the sector and to create a network of ports and logistical support across the globe that put U.S. economic and national security interests in peril.
- CCP support for shipbuilding provided more than \$130 billion in funding just between 2010 and 2018; between 2018 and the present, China's shipbuilding orders have grown to 50% of world production. As of 2022, Chinese shipyards had orders for more than 1,500 ships.
- The U.S. now produces 10 oceanic commercial vessels per year, while China produces more than 1,000. China has more than 5,500 flagged commercial merchant vessels in oceangoing service; the U.S. has fewer than 80.



Pictured at the news conference are (from left) U.S. Senators Bob Casey and Tammy Baldwin, and Steelworkers President David McCall.

"The PRC is using commercial shipbuilding to dominate the full spectrum of global trade, choking out all competitors," McCall said. "If we do not act quickly, we will soon be dependent on China not only for the products their vessels bring into our ports but also for the ships themselves."

McCall noted that in addition to the grave economic consequences of the PRC's policies, the growing imbalance in shipbuilding also threatens U.S. national security.

"China has surpassed the United States and now operates the world's largest navy," said McCall. "Rebuilding our U.S. Merchant Marine is not only essential to increasing our nation's sealift capability, it will help shore up the critical supply chains our military and commercial shipbuilding industries share, making us safer and more resilient."

"When we make things in America, we build strong supply chains, create good-paying jobs, and can keep our country safe," Baldwin said at the news conference. "Over the last two decades, China has tried to rig the system with unfair trade practices in the shipbuilding industry - hurting American workers, American shipbuilders, and our national security. Today, we're standing with American workers and calling on the Biden Administration to quickly investigate China's anti-competitive practices and help level the playing field."

"On a level playing field, American workers can out-compete anyone," Casey stated. "That's why Senator Baldwin and I are leading the effort in Congress to push the Biden Administration to investigate and impose tariffs on the Chinese Communist Party's shipbuilding industry. To protect the American steel industry, our workers, and our jobs, we've got to crack down and hold China accountable."

The senators sent a letter to the administration backing the petition.

Additionally, one day before the news conference, the Shipbuilders Council of America (SCA) issued a statement supporting the undertaking. SCA President Matthew Paxton wrote in part, "The SCA applauds this effort to place a spotlight on what has been a thoroughly state-orchestrated industrial campaign by China to drive out global competition in shipbuilding and ship repair with the goal of controlling international shipping and the crippling of manufacturing businesses around the world, particularly in the U.S. This race to bottom for cheap-built and repaired ships and below market rate shipping has led to a global dependence on China for these products and in certain instances the flow of international commerce. China's recent aggression in the Indo-Pacific Region, including unlawful maritime activities, unprovoked confrontations with the U.S. and its allies, and threats to international shipping lanes, raise serious security concerns as they rapidly grow both its military and commercial fleets. The time is now for the U.S. to put in place appropriate measures to lessen the impacts of China's undue influence over this manufacturing sector and promote trade policies and incentives to grow the overall domestic shipyard industrial base."

USTR Katherine Tai had 45 days (from the filing date) to determine whether she will pursue an investigation of Chinese shipbuilding. In an online statement, she said, "We have seen the PRC create dependencies and vulnerabilities in multiple sectors, like steel, aluminum, solar, batteries, and critical minerals, harming American workers and businesses and creating real risks for our supply chains. USTR and the Biden-Harris Administration are fighting every day to put working families first, rebuild American manufacturing, and strengthen our supply chains. I look forward to reviewing this petition in detail."

Highlights of Section 301 Petition

- The documents requests consideration of (among other items) implementation of a new port fee imposed on ships built in China. The fee would be based on tonnage and age of the Chinese vessel docking in U.S. ports. Funds collected from the imposition of the fee will be used to invest in a U.S. Commercial Shipbuilding Revitalization Fund.
- Creation of a U.S. Commercial Shipbuilding Revitalization Fund to: (1) support existing U.S. government programs such as Construction Differential Subsidies, the Federal Ship Financing Program, and small shipyard grants; (2) expand the Maritime Security Program and the Tanker Security Program's enrolled vessels with a premium on enrolling U.S.-built vessels; and (3) promote revitalization of shipbuilding supply chains and invest in training and workforce development.
- Strengthen the Jones Act, closing loopholes to support efforts to maximize the use of American mariners and American-built ships, while supporting the shipbuilding industry base.
- Fully enforce cargo preferences to ensure U.S. shipments of civilian and agricultural cargo are carried on U.S.-flagged vessels, while adopting a new preference for U.S.-built ships.
- Increase stipends and/or preferences for U.S.-built ships enrolled in the Maritime Security and Tanker Security Programs.
- Require that exports of liquid natural gas, fuel oils, and fuel from the U.S. (for foreign trade) occur on U.S.-built tankers.
- End the expansion of the use of the CCP's LOGINK-promoted system, and seek its removal from existing ports and terminals.
- Mitigate and eliminate the use of Chinese-produced and -affiliated crane and physical port infrastructure equipment.

Pride of America Crew Ratifies Enhanced Wage Package



Union members voting in favor of the new wage package.

After several months of bargaining in various locations, including aboard the Seafarers-crewed *Pride of America*, a new three-year agreement on wages for SIU members working aboard that Norwegian Cruise Lines-operated vessel was reached in mid-December 2023, and overwhelmingly ratified aboard the ship later that month.

The new wage schedule went into effect on Jan. 1, which was months earlier than the schedule provided in the contract. The increases for the first year of the agreement – which averaged 18% – varied by position, and were based on a labor market analysis. Increases for the second and third years of the contract will be three percent across the board, for all positions. In addition to the wage increases, the pact includes one additional day of vacation benefit paid for every 30 days worked, as provided by the Seafarers Vacation Plan, in each year of the agreement, culminating with a 15/30 vacation benefit by 2027.

SIU Vice President Bryan Powell said, “This wage package represents a robust recalibration of the pay schedule for the deck and engine crew – generally aligning it with the structure of commercial U.S.-flagged vessels. It rewards those who have worked hard over the years on the *Pride of America* as well as attracting and retaining qualified crew for the long term.”

SIU Honolulu Port Agent Hazel Galbiso said, “Members from each bargaining unit expressed their extreme satisfaction and appreciation with the wage reopener and its significant increases.”

Ship’s Chairman and Bosun **Maximo Aguiran** remarked, “We appreciate the union and the officials’ efforts. They have made a significant change to the *Pride of America*’s wages. Thanks to Bryan and the Honolulu office, (Safety Director) Amber (Akana) and Hazel, for ensuring everyone on board is happy. The wage increase is another prize for Seafarers on board the cruise ship with added benefits!”



Seafarer James Bavousett (left), Port Agent Hazel Galbiso

Remembering Anna Marie Espersen

Editor’s note: Anna Marie’s colleagues at the SIU Pacific District benefits office submitted the following.

With sorrow and sympathy for all who knew her, we regretfully report the passing of longtime SIU-PD Supplemental Benefit Fund processor, Anna Marie Espersen.



Anna Marie Espersen

After serving more than 35 years in the Plans Office, Anna died peacefully on Feb. 17, surrounded by her family. She was 71. Anna was truly one of a kind and the void she leaves behind is heartbreaking. She made a difference in so many lives. Though she took interest in all those around her, she especially showed deep and genuine care for the lives of each sailor who entered her office to share their stories and receive one of her big hugs. Anna’s legacy of love, laughter and kindness will forever be warmly remembered. Anna may never have realized the full extent to which she affected people’s lives. She would have been so happy to know that the good cheer she brought to so many was appreciated. May Anna rest in the comfort of all those who genuinely cared for her.

Seafarers Support Historic Army Mission



The SIU-crewed *Ocean Grand* (left in photo above) played an important role in the first-ever U.S. Army operation at the Port of Setubal, Portugal, late last year. The undertaking was a collaborative effort among U.S. and Portuguese military and port entities. Operated by Patriot Shipping, the *Ocean Grand* picked up approximately 500 pieces of equipment for delivery to Fort Campbell, Kentucky. According to the U.S. Defense Department, the overall mission was a year-long project and a “proof of concept” that enhances capabilities across the European Theater. It connected the farthest point in eastern Estonia to the farthest west port in Portugal. (U.S. Army photo by Andrew Jo)

SIU Crews Help Complete ‘Deep Freeze’



The U.S. Coast Guard Cutter *Polar Star* (left) moors at the ice pier at McMurdo Station, Antarctica, in mid-January. (U.S. Coast Guard photo by Petty Officer 2nd Class Ryan Graves)

SIU members played key roles in another successful iteration of Operation Deep Freeze (ODF), the annual resupply mission to McMurdo Station, Antarctica.

The Seafarers-crewed *Ocean Gladiator* (operated by Waterman) and *Acadia Trader* (U.S. Marine Management) earlier this year wrapped up their respective roles in ODF 2024.

As reported by the U.S. Transportation Command, ODF is a joint mission involving civilians and military personnel in support of the National Science Foundation (NSF), lead agency for the United States Antarctic Program. “Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians,” the agency noted. “ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station and its resupply mission were established in 1955.”

SIU members have been part of the operation throughout its history.

For ODF 2024, the *Ocean Gladiator* started taking on cargo in Port Hueneme, California, in December, and eventually moored at the McMurdo ice-pier in late

January. Shortly after arriving, the crew and members of Navy Cargo Handling Battalion ONE began the offload of 407 pieces of cargo, consisting of containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment, and mobile office units (supplies needed to sustain the next year of operations at McMurdo).

Subsequently, the ship was loaded with ice core samples that were stored on the ship in sub-zero freezer containers. The ice core samples then were delivered to the United States for scientific study. In addition, retrograde cargo was loaded onto the ship for transportation off the continent. These include trash and recyclable materials for disposal and equipment no longer required on the station.

Following the *Ocean Gladiator*'s departure, the *Acadia Trader* arrived Feb. 1, carrying a cargo of more than seven million gallons of a special blend of diesel fuel mixed specifically for Antarctica called AN8; 1.5 million gallons of aviation fuel; and 155 thousand gallons of gasoline. Collectively, that accounts for 100 percent of the fuel needed for two years at the remote outpost.

For AB **Dale Armstrong**, part of the *Acadia Trader* crew, this was his first ODF experience.

“We loaded cargo in Seattle and Cherry Point, Washington, and then went down to American Samoa for stores,” he said. “It took three weeks to get to

Antarctica. The last week started to get a little rough, weather-wise, but other than that, it was nice.”

Armstrong said crew members went ashore and visited the “Discovery Hut,” a historic building that was constructed in the early 1900s. “We also saw a lot of wildlife,” he said. “We saw a lot of penguins, seals, killer whales and birds.”

Armstrong added that after a few initial days of good weather, wind-chill temperatures dropped to around 80-below-zero (Fahrenheit) near the end of the stay.

“We made it through,” said AB **Nicholas Carey**, a longtime Seafarer who also was making his ODF debut. “The machinery was trying to keep up with the cold, harsh weather, but everybody was on it, from my standpoint. I also got ashore on the base, and that was pretty nice. I’d go again.”

To reach the Antarctic hub, the U.S. Coast Guard Cutter *Polar Star* first had to clear a 38-mile channel of ice, creating a path so that the SIU-crewed ships could reach McMurdo station.

ODF was established as part of the U.S.’s commitment to the Antarctic Treaty, which states that the continent shall be used for peaceful purposes and that encourages the continuation of scientific investigation, the observations of which shall be freely exchanged and available.



Cargo is loaded aboard the Seafarers-crewed *Ocean Gladiator* in Port Hueneme, California, before the vessel heads to Antarctica. (MSC photo by Sarah Cannon)



The *Acadia Trader* sails toward Mt. Erebus, the world’s southernmost active volcano, in Antarctica during Operation Deep Freeze.



The SIU-crewed *Acadia Trader* is visible at far right at McMurdo Station during Operation Deep Freeze 2024.

Article Stirs Good Maritime Memories in Retiree

Retired Seafarer **Joseph F. Mellon** recently was enjoying a feature story in the *Seafarers LOG* when he spotted a reference that evoked an old, fond memory.

The article (about another former member) mentioned a 1954 letter from then-SIU President Paul Hall addressed to the newly born son of a Seafarer. The correspondence encouraged him to visit a hiring hall if he ever decided to consider a maritime career – upon reaching the appropriate age, of course.

“I think I received one of those letters,” Mellon, 95, told his son, Joseph Mellon Jr.

Surely enough, the younger Mellon found the original January 1961 communication, locked in a safe deposit box.

In a subsequent interview with the *LOG*, Mellon Sr. said he enjoyed his years as a merchant mariner – from 1949 until the early 1960s.

After he’d begun sailing, he hitchhiked to the West Coast in Spring 1950, in hopes of having an easier time finding work.

“I later had gone back east and then was driving to Florida,” he recalled. “I picked up a hitchhiker who was going to Norfolk, and he told me about the SIU. I went to the hall and got a ship the next day. I was SIU from there on, and I enjoyed it.”

His first SIU ship set a good tone. After previously sailing aboard tankers, Mellon caught a dry cargo ship that went to Spain – and stayed in port for a week, which was much longer than the typical stop for a tanker at that time.

Mellon sailed in the engine department, and knew it was a good fit. But he also pondered a potential circumstance that could lead to a career change.

“I thought that if I ever got married, she either would have to love me enough to put up with the sailing schedule, or I would have to love her enough to quit,” he said.

The latter outcome prevailed, a few years after he exchanged vows with his bride in 1959.

“I did keep my SIU membership for a while, though,” Mellon added. “I wasn’t sure if I’d go back to sailing. I loved it. I would

actually still go down to the Delaware River and watch the ships go by.”

He at least maintained a maritime connection (and joined another union once coming ashore). Mellon worked as a stationary engineer until he retired in 1991.

Asked about his memories of sailing, Mellon replied, “I remember going on different types of ships – mostly Liberty ships. I sailed on three or four of those and loved them. I also remember the camaraderie, and the feeling that we had to do a good job so we wouldn’t screw it up for the next guy. I remember the union meetings, too. Some of those guys were characters.”

Mellon, who sailed aboard a total of 22 ships, said his favorite port was Copenhagen, Denmark. “They had good bars,” he quipped. But he appreciated enough about the city that he and his wife, Jacquie, later went there as part of a cruise.

At various times, Mellon shipped out of the SIU hiring halls in Norfolk, Baltimore, New Orleans and New York – but he mainly sailed from Philadelphia. (He and his wife live in suburban Philadelphia, roughly a half-hour’s drive from the city.)

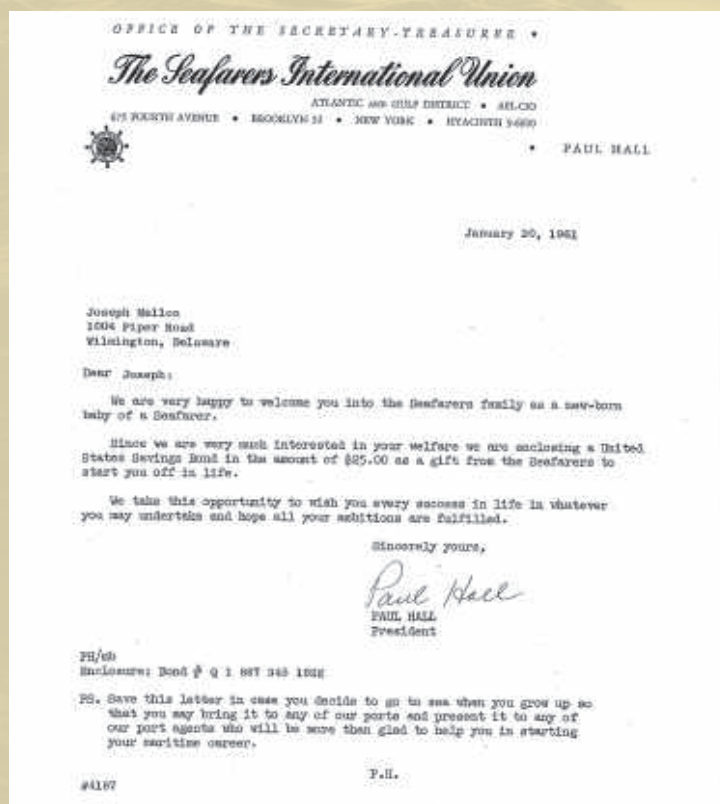
Further reflecting on his time with the SIU, Mellon said he was fortunate to enjoy smooth sailing the entire time. “We were sailing out of Houston once and there was a hurricane (nearby),” he said. “We closed the skylights – there had been green water coming into the engine room – but it wasn’t really a close call. We were prepared for it. We were loaded, low to the water, so that also helped. I really didn’t have any close calls throughout my career.”

As for the younger Mellon, he eventually brought that letter to the Philadelphia hall – approximately 20 years after it had arrived. He definitely wasn’t made to feel unwelcome, but shipping was very tight at that time. With no immediate prospect of catching a ship, he returned to his job as a carpenter.

“The idea of sailing is still appealing,” Mellon Jr. said. “What would my chances be?”



Joseph Mellon (right) and his wife, Jacquie, reside in suburban Philadelphia.



SIU President Paul Hall sent this note to Mellon’s newborn son in 1961.



Former Seafarer Mellon’s residence includes reminders of his time at sea, including this painting of a ship (*Sea Star*) in 1955.



This 1950s photo from aboard the *Steel Apprentice* includes Mellon (left) and a local resident in Holland, wearing costumes to good-naturedly make light of their bartering.

‘Father Sinclair’ Honored by NAMMA

Longtime SIU member Fr. Sinclair Oubre on Feb. 15 received a big honor in Houston.

Oubre, the Stella Maris chaplain in the Diocese of Beaumont – along with Sharon Emerson, executive director of the Corpus Christi Seafarers’ Center – received the Distinguished Service Award by the North American Maritime Ministry Association (NAMMA).

The presentations took place during a celebration at the Houston International Seafarers’ Center, commemorating the 50th year of a port chaplain training course. Nearly 100 individuals, including SIU personnel, gathered for the ceremony. Attendees also included representatives from the Port of Houston, the NAMMA board, staff from other mariner centers, and current students in the port chaplain course (many of whom also visited the Seafarers hiring hall nearby).

NAMMA officials Chaplain Michelle DePooter, Dana Blume and Dr. Jason Zuidema presented the awards. In a related news release, the organization noted, “NAMMA’s Distinguished Service Award, previously known as the Lifetime Membership Award, honors individuals who have demonstrated outstanding service to seafarers’ welfare over many years, both within local seafarers’ ministries and in other local, regional, national, or international capacities. Nominees are typically NAMMA members, part of a NAMMA affiliated agency, or significant partners with NAMMA’s members in their programs.

“Fr. Sinclair has been a longstanding member of NAMMA, having served as president of the Association for a term,” the release continued. “He is a priest in the Diocese of Beaumont, Texas, and has served the people of the sea in various capacities. He graduated from the Houston training program in 1990 and has been deeply involved in the Apostleship of the Sea – USA and the Port Arthur International Seafarers’ Center. His dedication extends beyond blue water mariners to inland mariners and fishers, supporting the Port Arthur Area Shrimpers Association for over a generation. In addition to providing pastoral and humanitarian care, he maintains his credentials as a licensed mariner by sailing annually, bringing a unique perspective to his role as Gulf Branch Secretary of The Nautical Institute and as a frequent speaker in industry and government panels. Fr. Sinclair will also be a speaker at the U.S. Maritime Administration Mariner Work-Life Balance Symposium in April 2024.”

In his acceptance remarks, Oubre – affectionately known as Father Sinclair – emphasized the significance of the maritime industry and the rewarding nature of a career in it. He stressed the importance of focusing on its numerous positive aspects, highlighting its high-paying jobs and great benefits. He expressed his happiness in serving the people of the sea for many decades.

Emerson, a longtime NAMMA board member, reflected on her maritime outreach and how she has cherished serving mariners. “She continues to collaborate with the entire port community to bring joy into the lives of seafarers,” NAMMA noted.



Celebrating the recognition with Fr. Sinclair (second from left) in Houston are (from left) SIU Patrolman Kirk Pegan, SIU ITF Inspector Shwe Aung, and SIU Patrolman Kelly Krick.



SIU Houston Patrolman J.B. Niday (gesturing, center-right portion of photo) speaks with port chaplains from around the world. They were in Houston for job training; Niday gave an informal presentation about the SIU and the International Transport Workers’ Federation.

Sen. Wicker Stands Up for Jones Act

U.S. Sen. Roger Wicker (R-Mississippi) once again is helping set the record straight regarding a maritime law that is vital to U.S. national, economic and homeland security.

In a letter to the *Wall Street Journal* in early March, Wicker – responding to a recent op-ed that criticized the Jones Act – spelled out a brief but compelling case for America’s freight cabotage law.

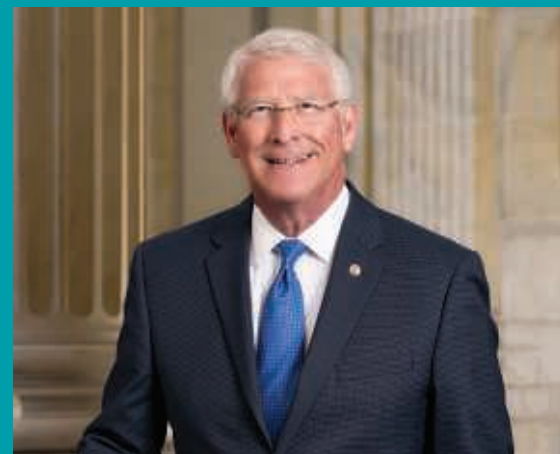
“For hundreds of years, Congress has entrusted domestic maritime commerce to American companies, ships and mariners for a simple reason: It works,” said Sen. Wicker, ranking member of the Senate Armed Services Committee. “The law helps stabilize the nation’s maritime industry. It facilitates some 650,000 jobs across our vast system of shipyards, ports and waterways and adds \$150 billion annually to our economy. Ending the policy would hit the wallets of skilled American workers.”

He continued, “Opponents of the law value our economy and security, but their proposals risk both. We should dispense with the idea that repealing the Jones Act would save Americans money. Even if we allowed foreign vessels into our domestic sea trade, they would still sail under our wage, immigration and trade fees. These costs would get passed on to consumers.”

A longtime backer of the American maritime industry, Sen. Wicker added, “Critics rightly recognize our diminished shipbuilding capacity, but that isn’t the fault of the Jones Act. Nor would

repealing it reignite freedom’s forge. It would weaken our maritime workforce when we need it most. Naval strategists have noted that American sea power creates a self-reinforcing system: Growth in commercial shipbuilding facilitates growth in the battle fleet, and vice versa.

“This is not a time to stress-test this historical truth,” he concluded. “China put 30 warships to sea last year, and it boasts the world’s most merchant vessels. Meanwhile, the U.S. naval fleet shrank, and we now rank 70th in commercial shipping inventory. Repealing the Jones Act would narrow the already shrinking margin of American naval superiority.”



U.S. Sen. Roger Wicker (R-Mississippi) is a longtime supporter of the U.S. Merchant Marine.



NAMMA’s Distinguished Service Award

David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Nicholas Celona, Vice President Government Services

Bryan Powell,
Vice President Lakes and Inland Waters



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

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

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WILMINGTON

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Inquiring Seafarer

This month's question was answered by upgraders in Piney Point, Maryland.

Question: Why did you choose this career, and how is it going?



Joshua Burnett
Chief Cook

I have experience in this field – I was a cook in the Navy. I did that for 10 years. I brought those skills from there, and it's going pretty well so far. I have a family I have to take care of, and I can use my experience here.



Francis Solmirano
Chief Cook

I got into it first of all because the money is good, and this career also gives me a lot of opportunities to travel. I love it. The union is teaching me a lot of techniques on cooking that I can apply on the ships and on land, too.



Rahsaan Alexander
QMED

It's a good trade. You learn a good amount of skills that you can take with you and contribute to the ship as a QMED – electrician, refrigeration, welding. It's just really good blue-collar stuff, honest work.



Arvin Heras
QMED

Number one, because I needed a job. Also my dad has a friend who's a union member, which helped lead me here. I also wanted to see the world, see different countries and meet different kinds of people.



James Fells
Electrician

I got into it because my family introduced me to this line of work, and I love it, so I stay with it. It pays the bills and keeps extra money in my pocket. I'll continue doing it until I can't.



Sam Fanjoy
Electrician

I like being on the water and I like the travel, so it checks a lot of boxes for me. I'd say it's going pretty good. I definitely like the time off every year, and I like getting to go to new places when I'm on board.

Pic from the Past



In summer 1973, the SIU-crewed *Cities Service Norfolk* is pictured in Linden, New Jersey, after returning from a voyage to Russia.

At Sea & Ashore with the SIU



A-BOOKS IN ALGONAC – Two Seafarers recently received their A-seniority books at the hiring hall: AB Abdulla Suwaileh (left in photo above, left) and GUDE Salah Al Osfur (left in other photo). Safety Director Jason Brown is at right in both snapshots.



SUPPORT FROM SENATOR – SIU VP Gulf Coast Dean Corgey (right) joins U.S. Sen. Maria Cantwell (D-Washington) during a recent tour of the Houston waterfront. An ardent backer of the U.S. Merchant Marine, Cantwell has served in the Senate since 2001 and is the first woman to chair the Senate Committee on Commerce, Science and Transportation.



ABOARD GOLDEN STATE – Many thanks to vessel master Capt. Erv Curtis for these snapshots from the Intrepid ship at the Grand Bahama Shipyard. In the large group photo are (foreground, toward the left) AB Kervin Guevara, (middle row, from left) AB Matthew Brady, Pumpman Mike Gyurme, Recertified Bosun Timothy Jackson, QMED Mohammed Gir, Chief Cook Mark Brooks, (kneeling) GVA Bobby Café, Chief Steward Prasert Mastrototaro, SA Dora Carranza, AB Shantez Harper, (back row, from left) AB James Zaro and AB Christopher Green. Remaining photo includes Bosun Jackson (left) and Capt. Curtis – who’ve sailed together for 25 years, always with professionalism and positivity.



A-BOOK IN SAN JUAN – Chief Steward Jacob Parrilla (left) achieves a milestone by acquiring his A-seniority book. He’s pictured at the hiring hall with Safety Director Ricky Rivera.



CHECKING IN FROM CHARM CITY – Seafarers turn out for the February membership meeting in Baltimore. Among those pictured are Port Agent John Hoskins (fifth from right) and Safety Director Jose Argueta (second from left).



ABOARD ALLIANCE FAIRFAX – The vessel visited Port Arthur on Ash Wednesday (Feb. 14). Fr. Sinclair Oubre, Catholic Port Chaplain for the Diocese of Beaumont (and member of the Seafarers International Union) boarded the ship with Stella Maris co-worker Doreen Badeaux and conducted a brief Ash Wednesday service for some of the crew as they kicked off the season of Lent. Pictured from left aboard the Maersk-operated ship are Capt. Brian Mercurio, QMED Ghadir Sarkis, Fr. Sinclair, Chief Mate Ernest Caponegro and Cadet Rey Alino from the U.S. Merchant Marine Academy.



SOLIDARITY IN VIRGINIA – SIU Port Agent Mario Torrey supports CWA members from the Tidewater Media Guild during a 24-hour job action in Norfolk. According to local TV coverage, Guild members “joined more than 200 other Tribune Publishing journalists at seven newsrooms across the country in demanding fair wages and a protection of their current 401K match, which Alden Global Capital plans to eliminate. They said Alden, which bought Tribune Publishing in 2021, has refused to provide any across-the-board pay increases despite a lack of raises for most since 2018, and Alden has also failed to address long-standing wage inequities across race and gender lines.”

At Sea & Ashore with the SIU



CONSTANTLY RECRUITING – The union in recent years has substantially ramped up its recruiting efforts online and at in-person events across the country. Above, SIU Baltimore Port Agent John Hoskins (center) welcomes two of the first attendees to a recent career fair at a Baltimore-area high school.



GOOD USE OF TIME ASHORE – Deck department members from the *SLNC Star* (Chesapeake Crewing) engage in team building during a recent Diego Garcia regatta. Pictured from front to back are Chief Mate Bronson Kau, AB Adam Bahr, Bosun Jeromy Furnas, and Capt. Jean Marien.



ABOARD ISLA BELLA – AB Gary Boyd (left) and Recertified Bosun Junior Augustin are pictured aboard the TOTE ship, with Crowley's SIU-crewed *Taino* in the background.



WITH BAY-HOUSTON CREWS – As previously reported, SIU boatmen at Bay-Houston Towing (formerly Seabulk) recently ratified a new contract featuring substantial wage increases and other gains. These three photos were taken during the voting period. Among those pictured with rank-and-file members are SIU Asst. VP Mike Russo, Port Agent Joe Zavala, and Patrolman J.B. Niday.



CELEBRATING MARITIME IN HAWAII – The SIU and the Maritime Trades Department recently helped celebrate the groundbreaking for a new container terminal in Honolulu. Among those pictured at the ceremony are U.S. Transportation Secretary Pete Buttigieg (third from left) and SIU Port Agent Hazel Galbiso (fourth from left).

SUPPORT FOR CONGRESSWOMAN – Seafarers in Houston recently volunteered for a campaign event backing longtime maritime supporter U.S. Rep. Sheila Jackson Lee (D-Texas) for Congress. Gathering at the hiring hall are (from left) Safety Director Kevin Sykes, SA Oger Bermudez, SA Jessica Neil, GUDE Dorlan Suazo, and AB Jose Bermudez.



OATH TAKEN IN LONE STAR STATE – QMED Eshrak Dewan (right in photo above, right) and GUDE Darwin Santos Nunez (second from left in other photo) recently received their full books at the Houston hall. Nunez is pictured with (from left) Patrolman Kirk Pegan, Safety Director Kevin Sykes and Patrolmen J.B. Niday and Kelly Krick, who's also at left with Dewan.

COMMONWEALTH CONNECTION – AB Kurtz Sausman (left) receives his full book at the hiring hall in Norfolk, Virginia. SIU Patrolman Josh Rawls is at right.

At Sea & Ashore with the SIU



ABOARD DANIEL K. INOUE – From left, SIU Guam Port Agent Victor Sahagon, Chief Steward Aurelio Esperanza, ACU Nasser Alarqban, and Chief Cook Clifton Medley III meet aboard the union-built Matson ship, which is named in memory of the late U.S. senator and honorary SIU book holder.



PROMOTING MARITIME – SIU Asst. VP Kris Hopkins (left) recently attended a labor roundtable led by U.S. Rep. Debbie Wasserman Schultz (D-Florida) and Stephen K. Benjamin, an assistant to President Biden (right). Hopkins described the career opportunities available in the maritime industry.



CONGRESSMAN RECALLS SEAFARING DAD – U.S. Rep. Jerry Carl (R-Alabama) (center) needed no explanation about the SIU when he recently chatted with SIU Port Agent Jimmy White (right) and SIU Media Coordinator/Recruiting Lauren Liles (left) at a Propeller Club luncheon in Mobile. The Congressman's late father (Jerry Lee Carl) sailed with the SIU for decades, until the mid-1980s. Congressman Carl said he fondly remembers visiting his dad aboard ship and also attending SIU Thanksgiving parties. As the guest speaker, he underscored the importance of the American maritime industry.



AT JERSEY CITY HALL – Recertified Bosun Domingo Leon (center in photo above, left) picks up his first pension check, capping an SIU career that began in 1970. He's pictured with (from left) UIW Representative Jordan Esopa, Port Agent Ray Henderson, Patrolwoman Terry Montgomery, and Patrolman Osvaldo Ramos. In the other photo, QEE Austin Blake (left) receives his full book from Henderson.



PROUD LEGACY – Seafaring often runs in families, and that's the case for Recertified Steward Lionel Packnett Sr. (left) and Paul Hall Center Apprentice Lionel Packnett Jr. (right), pictured recently in Piney Point. The younger Packnett is a member of Apprentice Class 904. The more-seasoned member of the family has sailed with the SIU since 1989.



ABOARD MAERSK MONTANA – Pictured from left are Recertified Bosun Jerry Costello, SIU Patrolman Kelly Krick, and ABM Patrick Slade. There definitely is familiarity within this group: Costello and Krick sailed together, while Slade and Krick were classmates in Piney Point. Photo was taken Feb. 23 in La Porte, Texas.



ABOARD ARC INDEPENDENCE – SIU Baltimore Port Agent John Hoskins (left) chats with Paul Hall Center Apprentice Michael Sutton during a recent servicing visit aboard the TOTE vessel.



BOOKS GALORE IN JACKSONVILLE – Several Seafarers were sworn in at the March membership meeting. Storekeeper Jose Martinez, who's at far right in the larger group photo, received his A-book, while all of the other members pictured received their respective B-books. SIU Port Agent Ashley Nelson is at left in both photos. From left in the smaller group shot are Chief Cook Raymond Murphy and SA Devin Jasmin. In the other photo, also from left: QMED Daryl Thomas, SA Samone Alston, AB Jermaine Gillis, and Storekeeper Martinez.



At Sea & Ashore with the SIU



WELCOME ASHORE IN TACOMA – Steward/Baker Patrick Durnin (center) receives his first pension check at the hiring hall. He started his SIU career in 1979 aboard Delta Lines ships, and later worked on shore gangs before returning to deep-sea sailing. He's pictured with SIU Asst. VP Joe Vincenzo (left) and SIU Port Agent Warren Asp.



WELCOME ASHORE IN HONOLULU – Chief Steward Peter Schuetz (left) picks up his first pension check at the hiring hall. He started sailing with the SIU in 1989. SIU Port Agent Hazel Galbiso is at right.



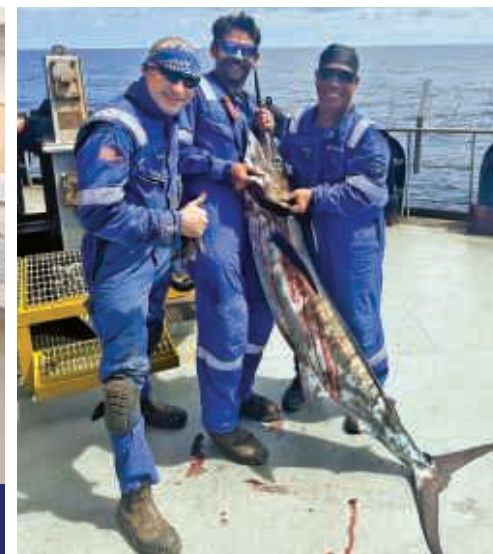
WELCOME ASHORE IN CRESCENT CITY – Longtime member Robert Albe (right) picks up his first pension check at the New Orleans hall. He and SIU Asst. VP Chris Westbrook (left) both started as deckhands in the early 1990s at E.N. Bisso & Son. Albe retires as the senior captain of the Crowley ATB fleet.



ABOARD RRF SHIPS – This Seafaring Selfie features mariners from the Ocean Duchess-operated *USNS Algol* and *USNS Capella* on the West Coast. From left: Third Mate/Hawsepiper Gavino Octaviano, Electrician Alex Canada, Bosun Anthony Pace, AB Rolando Dinong, GUDE Ruel Decrepito, Recertified Steward Dante Cruz, Recertified Bosun Ritche Acuman.



UNPLANNED REUNION – Bosun Jerome Lockett (left) and Second Mate Paul Kalmeta hadn't seen in each in more than 20 years, but they caught up earlier this year at a membership meeting in Wilmington, California. The two were classmates in Piney Point in 1999. "It's good to see that some of us are still sailing," said Lockett.



CATCH OF THE DAY – Pictured aboard the *Torm Thunder* (Eco-Tankers Crew Management) are AB Andrew Graham, Bosun Miles Delgado and AB Feliciano Gimutao Jr.



ABOARD TAINO – Pictured from left aboard the *Intrepid* vessel are AB Garrett Williams, Recertified Steward Rafael Cardenas, Chief Cook Juan Vallejo, Safety Director Ricky Rivera, Electrician Carlos Parrilla and SA Jacob Parrilla.



MILESTONES IN WILMINGTON – Two Seafarers recently received their respective A-seniority books at the hiring hall. ABM Diego Loreto is at left in photo below, while AB Ibrahim Fisek is at left in the photo above. Both members are pictured with SIU Port Agent Gerret Jarman.



TALKING MARITIME WITH GOVERNOR – SIU Secretary-Treasurer Tom Orzechowski (left) meets with Massachusetts Gov. Maura Healey in late February in the nation's capital. Among other topics, they discussed potential career opportunities in the maritime industry for Massachusetts residents.



Welcome Ashore!

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

DEEP SEA

CRISTA ALI

Sister Crista Ali, 62, started her career with the union in 1989. She first shipped on the *USNS Desteiguer* and sailed in the steward department. Sister Ali upgraded at the Paul Hall Center on numerous occasions. She most recently sailed on the *Brittin* and makes her home in Reno, Nevada.



VICTOR COOPER

Brother Victor Cooper, 65, joined the Seafarers International Union in 1997 and first sailed aboard the *Global Mariner*. He upgraded at the Piney Point school on multiple occasions and sailed in the deck department. Brother Cooper most recently shipped aboard the *Oregon* and settled in North Miami, Florida.



CHARLES KENT

Brother Charles Kent, 66, signed on with the SIU in 1978. He sailed in the steward department and upgraded at the Paul Hall Center on several occasions. Brother Kent's first vessel was the *Philadelphia*; his last, the *Seakay Spirit*. He calls Marrero, Louisiana, home.



SEFERINO ARZU

Brother Seferino Arzu, 65, joined the Seafarers International Union in 2004, initially sailing aboard the *Eugene A. Obregon*. He shipped in the steward department. Brother Arzu's final vessel was the *Yosemite Trader*. He lives in the Bronx, New York.



DANILO FULLANTE

Brother Danilo Fullante, 69, embarked on his career with the SIU in 2004 when he sailed on the *American Tern*. He shipped primarily in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Fullante concluded his career aboard the *USNS Pililaau*. He lives in North Charleston, South Carolina.



DOMINGO LEON

Brother Domingo Leon, 70, began sailing with the Seafarers in 1970. He sailed in the deck department and first shipped on the *Achilles*. Brother Leon upgraded his skills at the Piney Point school on numerous occasions. He most recently sailed on the *Maersk Pittsburgh* and lives in Kissimmee, Florida.



WILLIAM BARRETT

Brother William Barrett, 64, joined the union in 1987, initially sailing with Crowley Towing and Transportation. He worked in the deck department and upgraded at the Piney Point school on several occasions. Brother Barrett most recently shipped on the *Liberty Promise* and makes his home in Keystone Heights, Florida.



KEITH MAYER

Brother Keith Mayer, 71, joined the union in 1988 and first sailed with Bay Tankers Inc. He was a member of the steward department and upgraded at the Paul Hall Center on several occasions. Brother Mayer last shipped on the *Flickertail State*. He resides in Norfolk, Virginia.



JAMES BATTISTA

Brother James Battista, 65, started sailing with the SIU in 2000 and first worked on the *USNS Red Cloud*. He shipped in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Battista last shipped on the *Liberty Pride*. He resides in Bluffton, South Carolina.



KENNETH HAGAN

Brother Kenneth Hagan, 66, signed on with the union in 1980. He first sailed aboard the *El Paso Southern* and worked in the steward department. Brother Hagan upgraded often at the union-affiliated Piney Point School. He most recently shipped on the *Maersk Kinloss* and is a resident of St. Augustine, Florida.



GEORGE MCCLENDON

Brother George McClendon, 65, donned the SIU colors in 1998 when he sailed aboard the *USNS Regulus*. He upgraded on multiple occasions at the Piney Point school and worked in the deck department. Brother McClendon most recently shipped on the *Texas Enterprise*. He resides in Douglas, Nebraska.



FERNANDO CLEMENTE

Brother Fernando Clemente, 68, became a member of the union in 1996 and sailed in the steward department. He upgraded at the Piney Point school in 2001. Brother Clemente's first and (years later) last vessel was the *Independence*. He lives in Wailuku, Hawaii.



FLETCHER HANKS

Brother Fletcher Hanks, 70, began his career with the Seafarers International Union in 1972, initially sailing with *Pudget Sound*. He worked in both the deck and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother Hanks' final vessel was the *Green Valley*. He resides in Laurel, Delaware.

YOUSRY IBRAHIM

Brother Yousry Ibrahim, 65, donned the SIU colors in 2003. He first sailed aboard the *USNS Denebola* and worked in the deck department. Brother Ibrahim most recently sailed on the *Maersk Kensington* and lives in Dearborn, Michigan.

MOSES MICKENS

Brother Moses Mickens, 63, became an SIU member in 1988. He was an engine department member and upgraded on multiple occasions at the Paul Hall Center. Brother Mickens' first vessel was the *USNS Dutton*; his last, the *Seakay Valor*. He makes his home in West Helena, Arkansas.



ROMEO CODILLERO

Brother Romeo Codillero, 66, signed on with the SIU in 2002. He first sailed aboard the *Paul Buck* and worked in the deck department. Brother Codillero upgraded at the Paul Hall Center on multiple occasions. He last shipped on the *Brownsville* and is a resident of Pensacola, Florida.



CHARLES JAMES

Brother Charles James, 63, began sailing with the Seafarers in 1997 and first worked aboard the *Cleveland*. He upgraded often at the Piney Point school and shipped in the deck department. Brother James most recently sailed on the *USNS Antares* and makes his home in Dundalk, Maryland.



AMIN MOHAMED

Brother Amin Mohamed, 63, embarked on his career with the Seafarers in 1990 when he shipped on the *USNS Wilkes*. He sailed in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Mohamed's final vessel was the *Horizon Pacific*. He resides in Bakersfield, California.



Welcome Ashore!

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

JAN MORAWSKI

Brother Jan Morawski, 65, started sailing with the union in 1998, initially shipping on the *Diamond State*. He sailed in the engine department and upgraded on multiple occasions at the Paul Hall Center. Brother Morawski concluded his career aboard the *Maersk Pittsburgh* and lives in Gdansk, Poland.



RANG NGUYEN

Brother Rang Nguyen, 61, joined the union in 1989 when he sailed aboard the *Independence*. He upgraded at the Piney Point school on numerous occasions and worked in the steward department. Brother Nguyen's final vessel was the *Pacific Collector*. He lives in SeaTac, Washington.



RAYMOND NOWAK

Brother Raymond Nowak, 66, signed on with the SIU in 1981 when he sailed on the *Overseas Alice*. He shipped in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Nowak's final vessel was the *Alaskan Explorer*. He resides in Suquamish, Washington.



KWAME OWUSU

Brother Kwame Owusu, 70, started sailing with the union in 2006, initially working with Patriot Contract Services. He sailed in all three departments and upgraded at the Piney Point school on multiple occasions. Brother Owusu last shipped on the *Maersk Chesapeake* and makes his home in the Bronx, New York.



STEPHEN ROBERTS

Brother Stephen Roberts, 67, joined the SIU in 1988 and first shipped on the *Independence*. He worked in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Roberts most recently shipped on the *Keystone State* and is a Houston resident.



KIMBERLY STRATE

Sister Kimberly Strate, 69, became a member of the union in 2002. A steward department member, she first sailed aboard the *Guayama*. Sister Strate upgraded at the Piney Point school on several occasions. Her final vessel was the *Taino*. Sister Strate calls Atlantic Beach, Florida, home.



GREG TOJONG

Brother Greg Tojong, 61, embarked on his career with the Seafarers in 2000. He initially sailed on the *Patriot* and worked primarily in the deck department. Brother Tojong upgraded often at the Paul Hall Center. He most recently shipped on the *Gem State* and lives in Oakland, California.



ROMUALDAS VIDEIKA

Brother Romualdas Videika, 74, joined the Seafarers International Union in 2001 and first sailed aboard the *Overseas Chicago*. He was an engine department member and upgraded on multiple occasions at the Piney Point school. Brother Videika concluded his career aboard the *Alaskan Navigator*. He resides in Klaipeda, Lithuania.



WILBERT WOOD

Brother Wilbert Wood, 65, signed on with the union in 2001 and sailed in the deck department. He upgraded at the Paul Hall Center on numerous occasions and first shipped on the *Gemini*. Brother Wood's final vessel was the *American Liberty*. He resides in Port St. Lucie, Florida.



STEPHEN YURSHA

Brother Stephen Yursha, 65, donned the SIU colors in 1982. He first sailed aboard the *Aries* and worked in the deck department. Brother Yursha upgraded at the Piney Point school on multiple occasions. He last shipped on the *Hawaii* and is a resident of Fletcher, North Carolina.



GREAT LAKES

NORMAN NELSON

Brother Norman Nelson, 68, began sailing with the Seafarers International Union in 1974. He initially sailed with Bob-Lo Island and was a deck department member. Brother Nelson upgraded at the Paul Hall Center in 1981. He last shipped with Vanenkevort Tug and Barge and resides in Manistee, Michigan.



INLAND

ROBERT ALBE

Brother Robert Albe, 62, joined the SIU in 1997, first sailing with Moran Towing of Texas. Brother Albe was a deck department member and upgraded at the Piney Point school on several occasions. He last sailed aboard the *Vision* and resides in Bulverde, Texas.



BRYAN BRIGNAC

Brother Bryan Brignac, 62, embarked on his career with the Seafarers in 1994. He sailed in the deck department and was employed with Crescent Towing and Salvage for the duration of his career. Brother Brignac lives in Abita Springs, Louisiana.



DOUGLAS CRAWFORD

Brother Douglas Crawford, 66, signed on with the union in 1981, initially working with Moran Towing of Texas. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Crawford was most recently employed with OSG Ship Management. He makes his home in Westerly, Rhode Island.



KENNETH MOORE

Brother Kenneth Moore, 65, became a member of the union in 1982. He first sailed with Hvide Marine and sailed in both the deck and engine departments. Brother Moore's final vessel was the *Zeus*. He calls Willis, Texas, home.



PETE NICOLAIDIS

Brother Pete Nicolaidis, 62, began sailing with the SIU in 1990. He sailed in the engine department and worked for G&H Towing for his entire career. Brother Nicolaidis settled in Santa Fe, Texas.



SHERMAN SAKATANI

Brother Sherman Sakatani, 66, started his career with the SIU in 1990, initially sailing aboard the *USNS Pollux*. He shipped in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Sakatani was last employed with Crowley Towing and Transportation. He lives in National City, California.



JEFFREY SINCLAIR

Brother Jeffrey Sinclair, 65, joined the Seafarers International Union in 2007 when he shipped on the *Terrapin Island*. He sailed in the deck department and upgraded at the Paul Hall Center in 2021. Brother Sinclair last worked on the *Padre Island*. He resides in Omaha, Arkansas.

DAVID SPADONI

Brother David Spadoni, 62, donned the SIU colors in 1996. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Spadoni worked with OSG Ship Management for his entire career. He is a resident of Brooksville, Florida.



MARK ST. GERMAIN

Brother Mark St. Germain, 62, became a member of the Seafarers International Union in 1982 when he worked for Crescent Towing and Salvage. A deck department member, he was employed with the same company for the duration of his career. Brother St. Germain settled in Picayune, Mississippi.

Final Departures

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

DEEP SEA

CHARLES BETZ

Pensioner Charles Betz, 83, passed away December 22. He became a member of the SIU in 1988 when he sailed aboard the *USNS Lynch*. Brother Betz was an engine department member. He last shipped on the *Dewayne T. Williams* and retired in 2005. Brother Betz made his home in Melbourne, Florida.



GREYSON BRANTLEY

Brother Greyson Brantley, 54, died January 18. He joined the union in 1988 and initially sailed aboard the *Aries*. Brother Brantley sailed in the deck department, most recently aboard the *Brittin*. He was a resident of Bartlesville, Oklahoma.



RAYMOND COOLEY

Pensioner Raymond Cooley, 83, passed away January 19. He began his career with the Seafarers in 1989. A deck department member, Brother Cooley first sailed aboard the *Anders*. He last sailed on the *Stephen W. Pless* before going on pension in 2006. Brother Cooley lived in Groves, Texas.

STANLEY GURNEY

Pensioner Stanley Gurney, 61, passed away January 20. He joined the SIU in 1979 and first shipped on the *Philadelphia*. Brother Gurney sailed in all three departments. He last shipped on the *Matson Tacoma* and went on pension in 2019. Brother Gurney made his home in Montesano, Washington.



CAREY HEINZ

Pensioner Carey Heinz, 72, died September 30. He began his career with the Seafarers in 1987 when he sailed on the *Hess*. Brother Heinz sailed in the deck department. He last shipped on the *Explorer* in 2004 and began collecting his pension in 2016. Brother Heinz resided in Silver City, New Mexico.



KENNETH PARK

Brother Kenneth Park, 80, passed away January 6. He signed on with the Seafarers International Union in 1977 and first sailed aboard the *Columbia*. Brother Park sailed in the deck department. He last shipped on the *Cape Rise* and lived in Norfolk, Virginia.



GILBERTO RODRIGUEZ

Pensioner Gilberto Rodriguez, 70, died December 30. He joined the union in 1972, initially sailing aboard the *Del Sol*. Brother Rodriguez sailed in both the deck and engine departments and also worked on shore gangs. He concluded his career with American Service Technology Inc. and started collecting his pension in 2008. Brother Rodriguez resided in Texas City, Texas.

INLAND

JOHN FULLER

Pensioner John Fuller, 68, passed away January 26. He started sailing with the SIU in 1980. Brother Fuller was first employed by G&H Towing. He primarily worked in the deck department and last shipped with Crowley Towing and Transportation. Brother Fuller retired in 2014 and lived in La Porte, Texas.



JOHN KAHRIGER

Pensioner John Kahriger, 80, died December 27. He joined the SIU in 1962 when he worked with Moran Towing of Philadelphia. Brother Kahriger sailed in the deck department. He last shipped with Taylor Marine Towing and went on pension in 2005. Brother Kahriger made his home in Laurel Springs, New Jersey.



FRANKLYN LORD

Pensioner Franklyn Lord, 90, passed away December 25. A deck department member, he signed on with the union in 1973. Brother Lord sailed first for McAllister Towing of Philadelphia. He concluded his career working for Interstate Oil Transportation Company. Brother Lord became a pensioner in 2005 and lived in Glassboro, New Jersey.

RICHARD MCEVOY

Pensioner Richard McEvoy, 84, died February 1. He began sailing with the Seafarers in 1973 and worked in the engine department. Brother McEvoy was initially employed with Pudget Sound. He went on pension in 2005, after finishing his union career with Crowley Towing and Transportation. Brother McEvoy called Rector, Arkansas, home.



ROBERT MURRAY

Pensioner Robert Murray, 88, passed away January 16. He joined the union in 1961 when he worked with Meyle Towing Company. Brother Murray shipped in both the deck and engine departments. He last worked for Moran Towing of Philadelphia and retired in 1994. Brother Murray resided in Dagsboro, Delaware.



FRANK ST JAMES

Brother Frank St James, 51, died October 3. He began sailing with the Seafarers in 1997. Brother St James first shipped on the *Frances Hammer* and worked in the deck department. He was most recently employed by G&H Towing. Brother St James called Kirbyville, Texas, home.



NMU

LAWRENCE ALDAGO

Pensioner Lawrence Aldago, 88, passed away January 23. Brother Aldago began sailing in 1965, initially aboard the *USNS Mission Santa Ynez*. He worked in the engine department. Brother Aldago last shipped on the *Tonsing* and became a pensioner in 1999. He lived in McMinnville, Oregon.



ALFRED DAVIS

Pensioner Alfred Davis, 92, died December 31. Brother Davis was a deck department member and last sailed aboard the *Cape Avino*. He began collecting his pension in 1997 and lived in Portsmouth, Virginia.

NICOLAS ITURRALDE

Pensioner Nicolas Iturralde, 94, passed away December 14. He worked in the deck department and last shipped on the *Ruth Lykes*. Brother Iturralde went on pension in 1991 and settled in El Paso, Texas.

KENNARD JACKLEY

Pensioner Kennard Jackley, 83, died November 29. An engine department member, he began sailing in 1966. Brother Jackley's first ship was the *Point Barrow*; his last, the *Genevieve Lykes*. He retired in 1995 and lived in Slidell, Louisiana.



LEROY MAYNARD

Pensioner Leroy Maynard, 85, passed away January 17. He began sailing in 1975, initially aboard the *Admiral W.M. Callaghan*. Brother Maynard sailed in the deck department. He concluded his career aboard the *Cape Diamond* and retired in 2003. Brother Maynard was a Fort Lauderdale, Florida, resident.

PABLO SOLIS

Pensioner Pablo Solis, 86, died December 22. Brother Solis sailed in the deck department. He last shipped aboard the *Maersk Maine* and went on pension in 2001. Brother Solis made his home in Deltona, Florida.

GUS WEBSTER

Pensioner Gus Webster, 83, passed away January 7. Brother Webster's final vessel was the *Antiguan Pass*. He became a pensioner in 2006 and resided in Los Angeles.



EDWARD WITT

Pensioner Edward Witt, 95, died December 21. Brother Witt was an engine department member. He last sailed aboard the *Fredericksburg* and retired in 1993. Brother Witt lived in New Port Richey, Florida.

Digest of Shipboard Union Meetings

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

LOUISIANA (Seabulk Crew Management), December 15 – Chairman **Albert Mensah**, Secretary **Christopher Amigable**, Deck Delegate **Redentor Borja**, Engine Delegate **Donell Criswell**, Steward Delegate **Yolanda Martinez**. Chairman reiterated the importance of upholding professional commitments and thanked members for their hard work and personal contributions. Secretary thanked everyone for helping to keep ship clean and reminded members to leave clean linens for oncoming reliefs. Educational director advised crew to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education and to keep papers current. No beefs or disputed OT reported. Crew discussed manpower situation.

CALIFORNIA (Intrepid Personnel & Provisioning) January 28 – Chairman **Kenneth Abrahamson**, Secretary **Ammar Sailan**, Educational Director **Larry Locke**. Remainder of new mattresses have been received and Starlink Wi-Fi has been installed. Chairman discussed the Fairwater merger (involving Crowley and Seacor) and its one-year postponement. He reminded crew to clean out their rooms for reliefs and also talked about the increase in optical benefit coverage. Educational director recommended members upgrade at the union-affiliated

Piney Point school. No beefs or disputed OT reported. Deck department requested better gloves for cold weather. Crew thanked steward department for providing excellent meals throughout the holidays. Members would like physicals to be required annually. Next port: Long Beach, California.

EVERGREEN STATE (Intrepid Personnel & Provisioning), January 30 – Chairman **John Cedeno**, Secretary **Virnabeth Cano**, Educational Director **Daryl Morris**, Engine Delegate **Corey Leonard**. Members still waiting for new TVs in crew quarters. Chairman reminded members to donate to SPAD (Seafarers Political Activities Donation), the union's voluntary political action fund, and to keep all documents updated. Secretary asked for all crew who are signing off to place dirty linen in laundry bags that are provided outside of staterooms. Members were instructed to have bosun inspect stateroom the day before sign-off. Educational director encouraged crew to register for all upgrading needs at the Paul Hall Center well in advance. No beefs or disputed OT reported.

GLOBAL SENTINEL (SubCom), February 10 – Chairman **Lee Hardman**, Secretary **Jayson Velez-Cruz**, Educational Director **Mohamad Kamoun**. Chairman reviewed various

ship procedures and union business. He explained how the ship committee works and advised members to take care of their medical certificates along with their physicals at the appropriate times. Secretary thanked all departments for keeping house clean and organized. Educational director urged crew to continue upgrading at the Piney Point school and to keep all documents up to date. Crew suggested boosting morale by getting new furniture and new entertainment consoles in crew lounge. No beefs or disputed OT reported. Members would like to see a boost in EMCOM allowance because only their ship has experienced EMCOM status while in mission. Crew would like vacation time to match the standard contract. Members thanked captain and steward department for lobster night as well as Bosun Lee for panini press grill. Ship has new, refrigerated salad bar, new espresso machine, new bikes and new gym equipment.

DANIEL K. INOUE (Matson), February 23 – Chairman **Aurelio Esperanza**, Secretary **Clifton Medley**, Educational Director **Nasser Alarqban**. Chairman mentioned items he plans to discuss with port agent in Guam. No beefs or disputed OT reported. Dishwasher has been repaired. Members discussed crew complement.

EMPIRE STATE (Intrepid Personnel & Provisioning) February 26 – Chairman **Abdulkarim Mohamed**, Secretary **Markese Haynes**, Educational Director **Chukwudi Alfred**, Deck Delegate **Angel Nunez**, Engine Delegate **Muaadh Mohsen**, Steward Delegate **Mohamed Noman**. Members asked for company to provide off-boarding members flights to their homes and for increases in allowances for safety shoes. Crew brainstormed ways to improve wait times for reliefs and suggested posting jobs at ports a minimum of 10 days prior to due date. Secretary is doing everything possible to order what members want. Educational director advised members to take advantage of the upgrading opportunities at the Paul Hall Center and to make sure documents are kept up to date. No beefs or disputed OT reported. Crew would like contract to match Standard Tanker Agreement. Members requested more flexibility with the tours than the current rotation so that they can ask for reliefs at 75, 90 or 120 days. Steward department was thanked for a job well done. Crew noted the importance of donating to SPAD (Seafarers Political Activities Donation), the union's voluntary political action fund, as it plays such a vital role in helping the SIU promote a vibrant U.S. Merchant Marine.

Know Your Rights

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

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

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

receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

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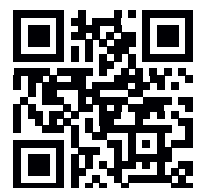
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Paul Hall Center Upgrading Course Dates

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

Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		

Able Seafarer - Deck	May 6 July 8	May 24 July 26
Fast Rescue Boat	August 19	August 23
Adv. Shiphandling	August 26	September 6
Adv. Meteorology	September 16	September 20
Search and Rescue Mgmt Level	September 23	September 25

ENGINE DEPARTMENT UPGRADING COURSES		
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Marine Electrician	April 22	May 24
Adv. Refer Containers	May 6 August 26	May 17 September 6
Machinist	April 29	May 10
Pumpman	April 22	April 26
Welding	June 3	June 21

STEWARD DEPARTMENT UPGRADING COURSES		
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Certified Chief Cook	April 29 June 10 July 15 August 19 September 23 November 4	May 31 July 12 August 16 September 20 October 25 December 6
ServSafe Management	April 22 June 3 July 8 August 12	April 26 June 7 July 12 August 16
Advanced Galley Ops	June 3	June 28
Chief Steward	April 22 July 15	May 17 August 8

Title of Course	Start Date	Date of Completion
SAFETY/OPEN UPGRADING COURSES		

Basic Training Revalidation	April 22 April 26 May 6 May 10 May 31 June 10 June 14	April 22 April 26 May 6 May 10 May 31 June 10 June 14
Basic Training/Adv. FF Revalidation	June 3	June 7
Government Vessels	April 22 May 13 June 10 June 24	April 26 May 17 June 14 June 28
Tank Ship Familiarization - DL (PIC)	April 15	April 19
Tank Ship Familiarization - DL	April 22	April 26
Tank Ship Familiarization - LG	April 29	May 3
MSC Storekeeper Basic	August 12	August 30
MSC Supply Configuration Mgmt	September 2	September 13
MSC Ship Clip	September 16	September 27



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.

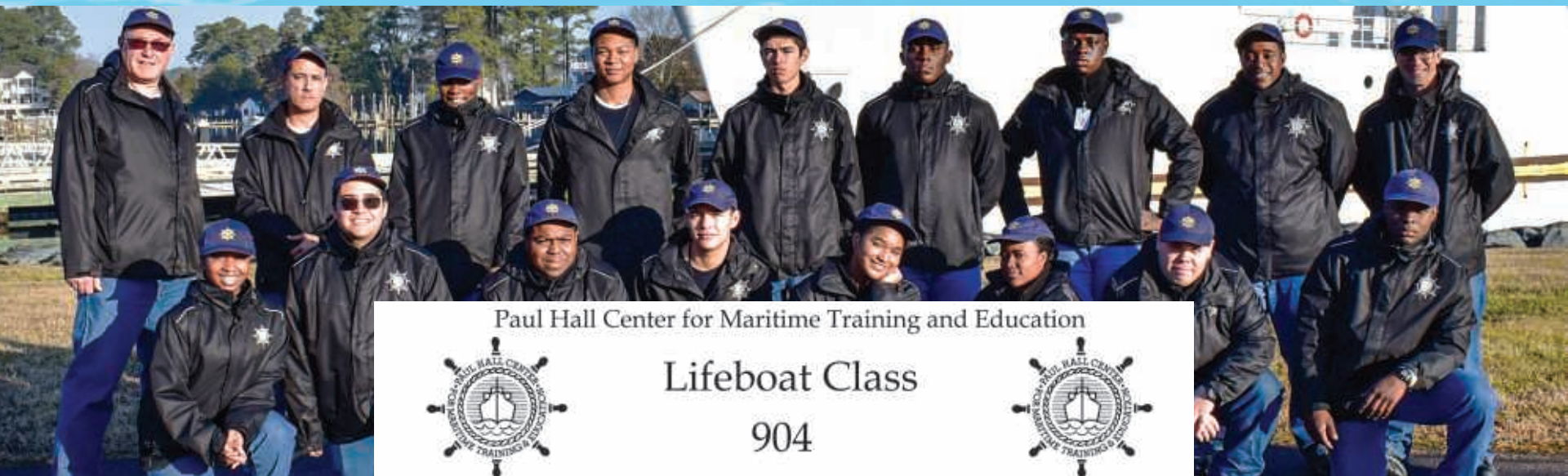
I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which 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 Lundeborg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, or any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

Paul Hall Center Class Photos



Paul Hall Center for Maritime Training and Education
Lifeboat Class
904

APPRENTICE WATER SURVIVAL CLASS #904 – Graduated Jan. 26 (not all are pictured): Tasheania Allen, Mathew Bolanos, Ronzell Collins, Victor Davila Cruz, Eugene Draghi, De'asia Dunn, Nathaniel Gancarz, Armani Green, Christopher Holmes, Corey Lopez, Faith Lopez, Andrew Marquez, Darea McCarthy, Lionel Packnett Jr., Caleb Rawls, Edisson Sturridge Sabio, Alfred Washington, Marniya Willis and Vincent Winter II.



SMALL ARMS – Graduated February 29 (not all are pictured): Alexander Bennett, Tomas Merel, Robert White III and Keenan Williams.



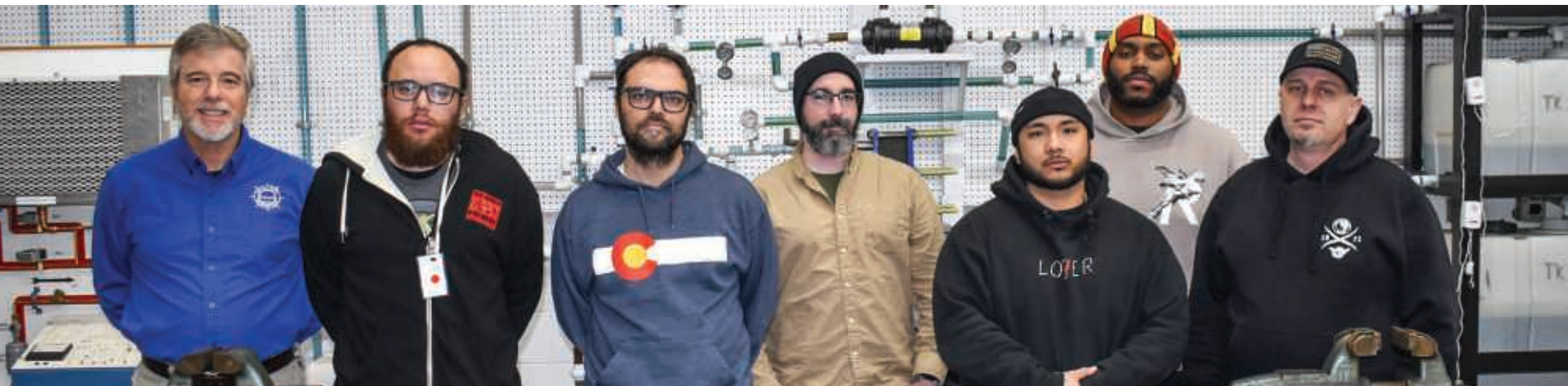
BASIC TRAINING UPGRADE (PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES) – Graduated February 9 (not all are pictured): Russell Lempke, Gary Nelson, David Parker, Torri Streeks and Khaled Yahia.



FWOT – Graduated March 1 (not all are pictured): Micko Cercado, Tomas Faller, Shavel Freeman, Kristopher Guthrie, Raheem Harris-Stewart, Micheal King, Craig Lash II, Joseph McClam, Evan Murff and Timothy Resultan.



GMDSS – Graduated February 16: Joseph Bowen, Aurora Foster, Jeffery Griffin, Caliph Johnson II, Josean Villarrubia, Derek Willis, Seamus Woods and Damon Zschoche.



JUNIOR ENGINEER (BASIC REFRIGERATION) – Graduated February 16: Loren Arriola, Alexander Boothby, Mark Dennison, Jesse Kleinfelter, Julian Rubbo and Ryan Sotomayor. Instructor Christopher Morgan is at the far left.

Paul Hall Center Class Photos



TANK SHIP FAMILIARIZATION (LG) – Graduated Feb. 16 (above, in alphabetical order): Abdullah Ali, Alexander Bennett, Ashanty Castillo, Albert Dulig, Victor Frazier, Montavis Harold and Rolando Hernandez Jr.



WATCHSTANDING – Graduated February 8 (right to left): Cameron Meyers and Anthony Sardina.



TANK SHIP FAMILIARIZATION (DL) – Graduated February 9: Alexander Bennett (left) and Rolando Hernandez Jr.



WELDING – Graduated February 9: Joshua Daniel, James Grant and Neil Tupas. Instructor Chris Raley is at the far right.



GOVERNMENT VESSELS – Graduated March 1 (not all are pictured): Munassar Ahmed, Jerome Aninion, Arthur Annas, Roche Bonita, Marcus Carrasquillo, William Cassel III, Hyeyoung Forrer, Kajuan Gamble, Rashawna Griffin, Frank Hedge, Anthony Jackson, Hyun Kim, Brian Lunsford, Caprese Osorio, Jose Outeira, Aquil Revell, Deroyce Roquemore, Betty Srait, Arthur Sison, Timothy Williams, Shaun Wood, Devon Woods and Lawrence Wright.

SEAFARERS LOG

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

Productive Benefits Conferences Conclude

Representatives from the Seafarers Plans and from the union recently wrapped up a baker's dozen of benefits conferences that began last summer.

The final two events in the series took place Feb. 20 in Fort Lauderdale, Florida; and March 8 in Algonac, Michigan.

The coast-to-coast meetings offered information about various benefits for staff and for rank-and-file Seafarers, pensioners and dependents.

"I think it went really well," said Seafarers Plans Administrator Maggie Bowen, who led the gatherings at the hiring halls. "It was a little hectic with some of the trips when we had conferences back-to-back, but the best parts for me are always the feedback from the membership and the turnout. Overall, the experience was really encouraging, and the members and pensioners and other attendees always had great questions."

In addition to the two most recent conferences, others took place in Norfolk, Virginia; Oakland, California; Honolulu; Tacoma, Washington; San Juan, Puerto Rico; Piney Point, Maryland; Jacksonville, Florida; Houston; New Orleans; Mobile, Alabama; and Jersey City, New Jersey. *(Editor's note: On two occasions, severe weather forced the postponement of a conference that had been scheduled and rescheduled to take place in Wilmington, California. Efforts are under way to schedule a new date for that conference.)*

While the subject matter was wide-ranging within the scope of the various Plans, the overall aim was straightforward, Bowen said. She and the other Plans representatives and union officials were on hand to help ensure that people understand, and get the most from, their respective benefits. (Headquarters officials including SIU President David Heindel, Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski and Vice President Contracts George Tricker attended some or all of the conferences, which typically lasted anywhere from 45 minutes to an hour. Vice presidents also attended in their respective regions.)

The meetings usually began with an overview of the Seafarers Health and Benefits Plan (SHBP), including eligibility requirements, coverage levels, prescription considerations and more. Members received tips on how to reduce out-of-pocket expenses and how to take advantage of the newest benefits.

A similar approach was taken when reviewing (respectively) the Seafarers Pension Plan (SPP), Seafarers Money Purchase Pension Plan (SMPPP), SIU 401K, and Seafarers Vacation Plan (SVP). Attendees also received reminders about potentially useful phone numbers and email addresses for the membership assistance office, the claims department, the medical department, the pension office, and Bowen's office. A number of handouts from Cigna and the Seafarers Plans were available.

"Health and pension (benefits) are usually first on everybody's mind," Bowen said. "Trying to explain it can be kind of complicated, so I'm always encouraged by how well the members and retirees already understand it."

"They get the big picture of it," she added. "But regardless of which benefit is being discussed, the emphasis throughout has always been, if you don't know the answer, call us. And if you can't find the answer, there are so many resources on the website. Take a look and if you can't figure it out, let us know."



SIU President David Heindel (standing) welcomes attendees to the conference in Algonac. Also pictured from left at the table are SIU Port Agent Todd Brdak, VP Bryan Powell, Secretary-Treasurer Tom Orzechowski and Seafarers Plans Administrator Maggie Bowen.



Seafarers Plans Administrator Maggie Bowen (standing at right) reviews some of the improvements to the various benefits available to members, pensioners and their dependents.



SIU Secretary-Treasurer Tom Orzechowski (standing at left) answers a question during the gathering in Fort Lauderdale, Florida.



Attendees in Fort Lauderdale, Florida, listen to an update about their respective benefits.