

SEAFARERS LOG

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

Crowley Adds Tanker Stena Polaris



SIU members are sailing aboard the newly reflagged *Stena Polaris* (above), an outright addition to the Crowley fleet. The company was awarded a Defense Department contract for time charter of an “ice class” tanker that is expected to last for nearly five years. The *Stena Polaris* reflagged last month in Jacksonville, Florida. Built in 2010, the ship is 600 feet long.

Administration Underscores Support for Unions



President Biden on March 5 hosted a labor roundtable in Wilmington, Delaware, during which he listened to union officials and reiterated his strong backing of the labor movement. He also reaffirmed his support of the U.S. Merchant Marine. Biden is pictured in front, second from left. AFL-CIO President Liz Shuler is kneeling at far left. SIU Executive VP Augie Tellez is in the second row (sixth from right), behind the president’s left shoulder. Secretary of Labor Marty Walsh, who also addressed the group, is standing at far left. *Page 3.*

President's Report

Ready to Deliver

Russia's invasion of Ukraine remains the dominant story worldwide, and it definitely affects not just the maritime industry from a business standpoint but also, more importantly, the people who work in it. Through our affiliation with the International Transport Workers' Federation, the SIU is doing whatever we can to ensure the wellbeing of Ukrainian civilian mariners – and Russian civilian mariners, too.



Michael Sacco

We also stand ready to mobilize if needed, as America's fourth arm of defense. Understandably, we're cautious in what is reported at certain times. Suffice it to say, we've always delivered and we always will.

If the global pandemic caused many of us to view our lives at least a little differently and more appreciatively, the Russian invasion has done so in a most appalling way. The SIU joins with the AFL-CIO in condemning the violent invasion. We stand in solidarity with the workers and their families who are impacted by the devastation, and offer our condolences for lives that have been lost.

We also join the global labor movement and our other allies in calling for an immediate end to Vladimir Putin's military aggression, and we support extensive economic sanctions imposed by the United States and the European Union, particularly those focused on Putin and his protectors.

Ukrainian unions have struggled for decades to guarantee the internationally recognized right to organize and bargain collectively. Unions have courageously fought corruption that is widespread in the Ukrainian economy. All these brave efforts by Ukraine's unions are now threatened by the Russian military invasion, which is destroying the basic democratic rights of freedom of association, assembly and speech that are necessary for all effective trade union action.

The Russian government's invasion of Ukraine flagrantly violates international law and undermines the right of Ukraine and of all nations to self-determination free from the threat of violence. The consequences of the attack on Ukraine are vast – tens of thousands of lives may be lost, while millions of people already have been displaced. Countries will need to house, feed and support the many refugees fleeing the violence. Putin's war jeopardizes international peace and global economic recovery. Workers and their families are still struggling with the COVID-19 pandemic, and can ill afford the higher oil and food prices and further disruption to the supply chains this war is causing.

The SIU will do everything within our power to support our brothers and sisters in Ukraine.

Wins for Maritime

As reported elsewhere in this edition, the newly passed government spending bill contained several important victories for the U.S. maritime industry. These wins don't happen without a sustained effort to elect and educate pro-maritime legislators and pro-maritime administrations. That is why the SIU remains politically active and why we ask our rank-and-file members to support SPAD, the union's voluntary political action fund.

Funding for the Maritime Security Program, Tanker Security Program, and Cable Security Fleet is a collective dose of great news not just for the SIU but for the entire country. These programs are important to U.S. national, economic and homeland security. I applaud the efforts and votes of everyone who supports them.

Jones Act

Whenever I believe that Jones Act critics have hit a new low, they slither even lower. That's been the case recently when a few absolutely nonsensical articles were posted with the claims that America's freight cabotage law somehow is driving up gasoline prices. Those preposterous pundits also suggest that waiving the Jones Act would be in order.

Let's get a couple of things crystal clear. There is plenty of U.S.-flag vessel capacity to handle any voyages transporting oil within the United States. And – here's the real news – a waiver of the Jones Act for gasoline would only benefit oil traders.

The Jones Act has protected our nation for more than a century and it remains one of the soundest policies on the books.

Industry Secures Full Funding For Tankers, MSP, Cable Ships

The maritime industry fared well in the recently approved federal spending bill.

Congress in early March passed the Consolidated Appropriations Act of 2022. The \$1.5 trillion omnibus package includes full funding for the new U.S. Tanker Security Program (TSP), the U.S. Maritime Security Program (MSP), and for two U.S.-flag cable ships.

Originally approved near the end of the year 2020, the TSP calls for an initial fleet of 10 U.S.-flag tankers. The program, strongly backed by U.S. military leaders, will decrease reliance on foreign-flag ships and foreign crews.

The MSP, enacted in 1996 and extended several times since then, provides stipends for a fleet of 60 civilian-crewed, militarily useful vessels available to the Defense Department as needed.

The spending bill, which was signed into law March 15 by President Biden, moved along at what one pundit called "the congressional version of warp speed." It passed in the House less than 24 hours after introduction and then cleared the Senate a day later, on March 11.

However, passage also followed months of delay and three continuing resolutions that allowed the government to operate. A shutdown would have occurred March 11 at midnight without either another continuing resolution or passage of the bill.

The bill reportedly contains \$730 billion in non-Defense spending and \$782 billion in Defense spending. It further includes a separate \$13.6 billion in aid for Ukraine. It provides government funding through September 2022.

AFL-CIO Opposes Open Register Executive Council Adopts Statement Denouncing Plan

The AFL-CIO Executive Council on March 15 unanimously adopted a statement opposing a proposed open register in the U.S. Virgin Islands.

SIU President Michael Sacco, the council's longest-serving member, provided background on the situation to other board members (see related story, this page).

In part, the statement reads, "American merchant mariners are the gold standard for the world in terms of safety and training. From iron ore for steel mills along the Great Lakes to food aid to hungry citizens in Africa, from materiel for American armed forces stationed around the world to vital household goods at domestic ports, they deliver.

"For generations, foreign interests and their allies have tried to find ways to circumvent the nation's labor and tax laws to take good jobs away from hard-working Americans," the statement continues. "The latest effort, announced last month, calls for the creation of a so-called open registry for the U.S. Virgin Islands. As outlined, this initiative would take cargo from U.S.-flag vessels, crewed by American citizens, and place it on vessels that do not use American crews, do not pay American taxes and do not meet American safety and labor standards. This attempt to create a flag of convenience using the U.S. Virgin Islands is wrong and harmful to American workers."

The statement concludes, "The AFL-CIO joins with the Maritime Trades Department, AFL-CIO; the Transportation Trades Department, AFL-CIO; and the Metal Trades Department, AFL-CIO in calling upon the Biden Administration, the Congress, the Department of Defense and the Maritime Administration to reject any effort that U.S. Virgin Islands-flag vessels be treated as if they are the same as U.S.-flag, U.S.-crewed for any purpose or for any program. At the same time, we reiterate our commitment to work with



AFL-CIO President Liz Shuler (left) and SIU President Michael Sacco

the Biden Administration and the Congress to achieve a more robust, commercially viable U.S.-flag, U.S.-crewed fleet that will continue to protect America's economic, military and homeland security."

Previously, a joint statement from shipboard maritime unions including the SIU pointed out, "The proposed U.S. Virgin Islands flag of convenience open registry will not benefit the United States nor America's maritime industry, any more than any other second or open registry benefits a national flag country. In fact, the establishment and growth of second registries by other industrialized nations has done little more than decimate their national flag fleets to the point that they are no longer able to provide the requisite military security and logistical support to their flag nations."

SIU President Pens Open Letter To Governor of U.S. Virgin Islands

Editor's note: This letter was posted on the SIU website on Feb. 21, 2022, and it has been circulated on Capitol Hill. It was written in response to the governor's public support for a proposed second register. Visit the SIU website and/or check last month's LOG for additional coverage of the proposed second register.

Dear Governor Bryan:

On behalf of the Seafarers International Union (SIU), which has maintained a strong presence in the U.S. Virgin Islands for more than a half-century, we are perplexed by your recently announced partnership with a for-profit maritime school that charges \$22,000 per year for tuition.

The SIU – which represents thousands of USVI residents via our affiliated United Industrial Workers – has an associated school in Maryland offering U.S. Coast Guard-approved courses for entry-level mariners and for experienced seafarers. The school – the Paul Hall Center for Maritime Training and Education – is highly regarded throughout the industry and it does not charge tuition.

We provide viable career paths, and we also

have immediate job openings for credentialed mariners. Our union has contracts with the vast majority of American-flag deep-sea vessel operators, plus collective bargaining agreements with several major inland tugboat companies. Those contracts, typically including excellent pay and benefits, mean ample job opportunities for Seafarers.

Additionally, graduates of our apprentice program (which is certified by the U.S. Department of Labor) are guaranteed a first job aboard a U.S.-flag vessel.

This would seem to offer a far more attractive opportunity for USVI residents than the one you publicly committed to. Our training facilities and curriculums are second to none; our school doesn't charge tuition; and we've got plenty of jobs for our members.

We welcome the chance to work with you to explore training and career opportunities for our fellow citizens from the USVI.

Sincerely,
Michael Sacco
President, Seafarers International Union

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Volume 82 Number 4

April 2022

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Capital Gateway Drive; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

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

Maritime Labor Backs President Biden On Ukraine, Sanctions Against Russia

The presidents of six American maritime unions, including SIU President Michael Sacco, sent a letter to President Biden underscoring their support for his handling of the war in Ukraine and reaffirming the availability of the U.S. Merchant Marine.

Dated March 9, the letter conveys the unions' "strong support for the actions you are taking to combat the horrific and unjustified attack by Russia against Ukraine. This unprovoked attack not only threatens the right of freedom-loving people in Ukraine to continue to live in a democracy but poses the most serious threat to our friends and allies in Europe since World War II."

The union presidents pointed out that U.S. mariners always answer the nation's call, and will do so again if needed.

"As they did during World War II and in every conflict and international emergency before and since, the men and women of the United States-flag merchant marine stand ready to do what we can to support the strongest possible economic responses necessary to bring this conflict to a quick and successful conclusion," the letter noted. "To this end, we strongly endorse

your decision to end all oil and natural gas imports from Russia as well as the imposition of additional rigorous trade sanctions against Russia as deemed appropriate.

"We understand and appreciate that these actions will likely have a negative economic impact on many of our fellow citizens and many of our members who are still struggling to recover from the impact of the COVID-19 pandemic," the labor leaders continued. "However, the men and women of the United States-flag merchant marine also understand that such a sacrifice is once again necessary in order for our country to provide the leadership the rest of the free world has come to expect and rely upon."

They concluded, "As our nation's fourth arm of defense, the United States-flag merchant marine and its cadre of American merchant mariners have a unique role and proud tradition of service to our country in time of war or other emergency. We again stand ready to work with you and your Administration to provide the support and service our country needs."

Signing the letter were Sacco; Sailors' Union of the Pacific President Dave Con-

nolly; American Maritime Officers President Paul Doell; International Organization of Masters, Mates & Pilots President Don Marcus; Marine Firemen's Union President Anthony Poplawski; and Marine Engineers' Beneficial Association President Adam Vokac.

Meanwhile, the Joint Negotiating Group (JNG) and the International Transport Workers' Federation (ITF) have designated areas in the Black Sea and the Sea of Azov as "Warlike Operations Areas," triggering an increased security level and other entitlements for foreign mariners in the war zone.

The designation was agreed at an emergency in early March. Discussions focused on repatriation, payment of wages, safe transit and respect of individual seafarers' rights, particularly for mariners from the region.

The JNG and ITF negotiate and ensure application of the International Bargaining Forum (IBF) agreement, which is the only international collective bargaining agreement covering terms and conditions for seafarers in international trade on more than 9,000 ships.

"The escalation in hostilities and conflict in Ukraine has put enormous pressure on seafarers of all nations and an industry already laboring under the demands and challenges of the pandemic," the organizations said in a joint statement. "The parties agreed that the welfare of seafarers and the protection of their rights in this unprecedented situation was paramount to the spirit and intent of the IBF agreement."

They added, "The facilitation of support from governments worldwide for potential refugee arrangements for Ukrainian seafarers and their families was also considered. The social partners agreed to increase pressure on governments to waive visas for Ukrainian seafarers to ease their repatriation."

The JNG consists of the International Maritime Employers' Council (IMEC), the International Mariners Management Association of Japan (IMMAJ), the Korean Shipowners Association (KSA), and Taiwan-based company Evergreen.

The ITF, to which the SIU is affiliated, has member organizations around the world who collectively represent more than 20 million transport workers.

AMP Sets Record Straight On Jones Act, Energy Prices

A major maritime coalition recently sent a letter to President Biden to address misconceptions about the Jones Act. Specifically, the letter addressed the transportation of crude oil and other energy cargoes in the United States in light of the Russian invasion of Ukraine.

It was sent by the American Maritime Partnership (AMP), to which the SIU is affiliated.

"We appreciate your support and the overwhelming, bipartisan support in Congress for the Jones Act," the letter began. "Ukraine is a lesson that America must provide for its self-defense and economy, and that the 650,000 U.S. men and women of American Maritime will continue to move what our nation needs, including energy."

The coalition further pointed out the following:

- There is more than adequate American vessel capacity to address any requirements to transport oil within the United States.

- A waiver of the Jones Act for gasoline would only benefit oil traders. U.S. consumers would not benefit.

- The recent dramatic increase in gas prices has overwhelmingly been driven by the increase in crude oil prices, which have risen by nearly 57% in just over two months.

- Congress has expressed its concern about ensuring that American vessels are used to move oil from the strategic petroleum reserve (SPR) before considering the possibility of Jones Act waivers.

- Jones Act waivers outsource U.S. jobs and undermine American security.

AMP followed the last point by stating, "Now is certainly not the time to issue waivers that replace American companies and mariners with vessel operators and mariners from other nations. The domestic maritime industry has kept our nation supplied during the pandemic and the resulting supply chain crisis with consistent, reliable service. It would be both ironic and insulting to take jobs away from these Americans now, at a time of rising inflation and global uncertainty. It is particularly egregious that some have called for Jones Act waivers as a result of the Russian invasion of Ukraine, a situation that underscores the importance of ensuring our nation's ability to protect our economic and homeland security at home and to support our national security interests around the world. The Jones Act ensures that we have a domestic shipbuilding base as well as a pool of mariners to draw upon during cases of national emergency."

The entire letter is available on the SIU website.



President Biden (second from left) pauses for a snapshot with maritime union officials. Pictured from left are MM&P President Don Marcus, President Biden, SIU Exec. VP Augie Tellez and MEBA Sec.-Treas. Roland Rexha.

Biden Reaffirms Jones Act Support

President Biden, meeting with the AFL-CIO leadership and principal officers of international unions on March 5, said once again he will not waiver in his longtime support for the Jones Act, the nation's freight cabotage law.

The president was responding to a statement from SIU Executive Vice President Augie Tellez during the gathering in Wilmington, Delaware.

Tellez, who attended with MEBA Secretary-Treasurer Roland Rexha and MM&P President Don Marcus, thanked the president for standing with American mariners throughout his career as a senator and vice president. He alerted Biden to new attacks being directed at the Jones Act in the wake of rising petroleum prices because of the Russian invasion of Ukraine. The maritime contingent noted recent news columns preposter-

ously trying to claim the Jones Act as anti-American.

Tellez also informed the president about the February announcement proposing an open registry in the U.S. Virgin Islands that would take away cargo from U.S.-flag ships and jobs from American mariners.

Biden told Tellez, Rexha, Marcus and the other labor leaders he will continue to fight for American mariners and workers.

Secretary of Labor Marty Walsh also met with the union officials, numbering 39 in all and including AFL-CIO President Liz Shuler.

Biden thanked the labor officials for their support and outlined steps the administration has taken to help union members in the first year of the administration. Walsh spoke of the need to work collaboratively to empower American

workers and underscored the president's support for strong unions as key to the middle class.

The group further discussed the unprecedented economic growth experienced in the U.S. and the addition of 678,000 jobs in February, along with a 3.8% drop in the unemployment rate. A total of 7.4 million jobs have been added since the start of the administration.

Additionally, attendees touched on the administration's wide range of accomplishments thus far when it comes to creating union jobs and protecting Davis-Bacon provisions, including the Bipartisan Infrastructure Law and the American Rescue Plan. The group echoed its thanks to the president, the secretary and administration officials for the historic investment the administration has made in American workers.

CDC Updates Guidelines for Masks

The U.S. Centers for Disease Control and Prevention (CDC) on Feb. 25 significantly loosened its mask recommendations as part of updated guidance for coping with COVID-19.

Under the new guidelines, more than 70 percent of the U.S. population resides in areas with “low” or “medium” COVID-19 community levels, meaning masks are not recommended for the general public.

In areas with a “high” level, which at press time included about 30 percent of the U.S. population, masks would still be recommended in public indoor settings. Under the “medium” level, people at higher risk are encouraged to talk to their doctor about wearing a mask.

A map which outlines current COVID-

19 Community levels nationwide is available on the CDC website (<https://www.cdc.gov/coronavirus/2019-ncov/your-health/covid-by-county.html>).

Following the CDC’s lead, the SIU on March 9 amended its COVID-19 policies to remove mask-wearing requirements at headquarters, the hiring halls and the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. The change applies to all employees and visitors who are fully vaccinated and have received booster shots (if they are eligible to get a booster shot). Visitors who have vaccine exemptions or who, even though eligible to receive a booster shot, have chosen not to receive a booster, must present a recent negative test result and wear a mask

when entering all of the former locations.

Masking in schools has been an area of heated debate around the country. Under the new CDC guidelines, universal masking in schools is now only recommended in areas with a “high” level.

“Our new framework was rigorously evaluated, both with current data and retrospectively during the Alpha, Delta and Omicron waves, and these new metrics have demonstrative predictive capacity for weeks into the future,” CDC Director Dr. Rochelle Wilensky said during a media briefing on the new recommendations.

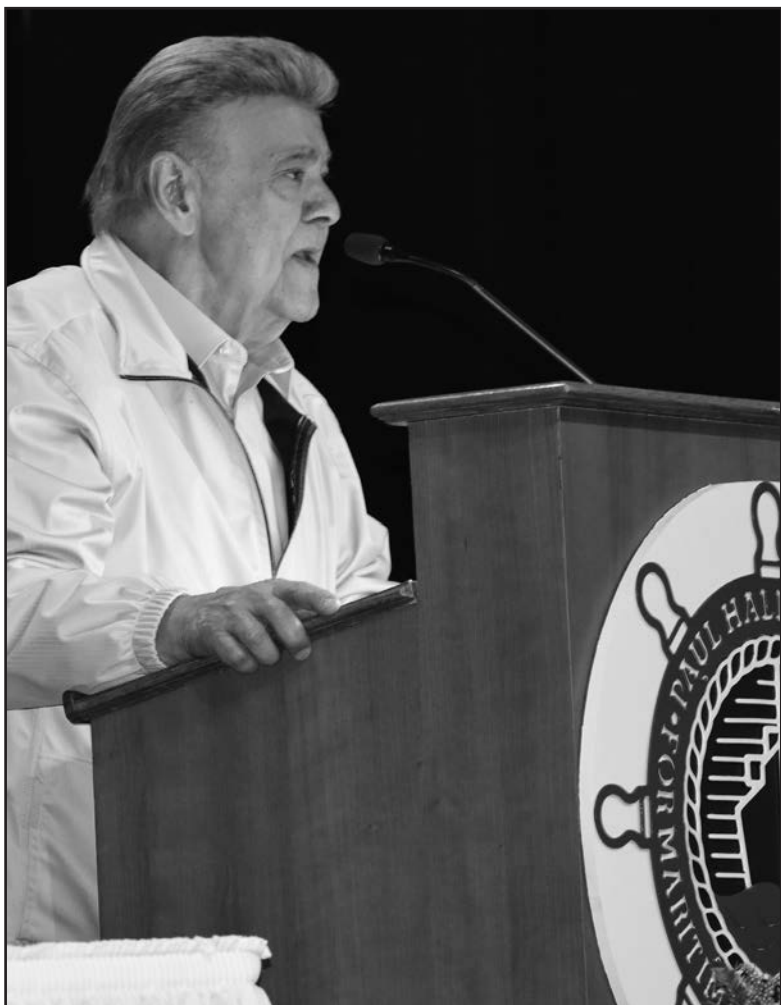
“This new framework will provide the best way for us to judge what level of preventive measures may be needed in our communities,” she added. “If or when new

variants emerge or the virus surges, we have more ways to control the virus and protect ourselves and our communities than ever before.”

In a related development, the Transportation Security Administration (TSA) on March 9 extended the mandate for mask use on public transportation and in transportation hubs through April 18. The mandate had been set to expire on March 18.

According to TSA officials, the extension is based on a recommendation from the CDC. In a March 10 statement, the agency said the CDC will work on a “revised policy framework for when, and under what circumstances, masks should be required in the public transportation corridor.”

State of the Union



SIU President Michael Sacco addresses Seafarers and guests at the March membership meeting in Piney Point, Maryland. He covered numerous topics, including the union’s efforts to encourage faster document processing by the National Maritime Center; manpower obligations; maritime jobs in the wind-energy sector; the loosening of some pandemic restrictions; ongoing professionalism of SIU members; and more.

Seafarers May Sign Up For Free Credit Monitoring, ID Protection Past May 31

As previously reported, Comprehensive Health Services (CHS) earlier this year informed the SIU and the Seafarers Plans that the company “was the target of a cyber intrusion” that may have involved current and former SIU members’ personal information.

CHS in February mailed a letter to all potentially affected Seafarers. Recipients are asked to note that, although the letter specifies May 31 as the cutoff for enrolling in free credit monitoring and identity protection, individuals are able to elect those services even if they miss the deadline. People may still call the number listed in the letter after May 31, or contact CHS directly to elect credit monitoring and identity protection, at no charge.

If members have any difficulty with this process, contact the SIU membership assistance office at (800) 252-4674, Option 2.

As noted in the letter, there is no evidence that anyone’s personal information has been used inappropriately.

More information is available on the SIU website, in the March edition of the *Seafarers LOG* and in the letter from CHS.

Sponsors: Submarine Repair Bases Will Create Thousands of Union Jobs

Editor’s note: The following article, lightly edited for local style, was written by Mark Gruenberg of the Press Associates Union News Service. The SIU and the Maritime Trades Department have endorsed the project; representatives from both organizations took part in the conference, hosted by the National Press Club.

Sponsors of a plan to build submarine repair bases in Northeastern Ohio, at Lordstown and Lorain, predict that when they’re up and fully running, they’ll create 4,000-5,000 full-time union jobs.

And their prediction, at a panel discussion in Washington, D.C., announcing the proposed Bartlett Maritime Plan, doesn’t count up to 2,000 union construction jobs needed to build the bases, nor the spinoff of an estimated 41,000 ancillary jobs once those big shops are up and running.

All the construction jobs, “including subcontracting jobs, will be 100% union labor,” pledged Edward Bartlett, a retired merchant marine captain and CEO of Bartlett Maritime Construction. His firm put together the plan.

Groundbreaking on the planned American Naval Shipyard complex, split between the two cities, is expected in six months, after planning, plus hiring the first 30 apprentice trainees. Construction would take three to four years, in order to satisfy environmental rules. The two bases will be built with union-made steel and cement, Bartlett added.

Bartlett’s firm decided on Northeastern Ohio due to its excellent transportation connections – expressways, railroads, Cleveland’s international airport, and especially Lake Erie – and surplus of available highly skilled metal trades workers, he explained.

“The UAW trained them well,” before General Motors closed its Lordstown auto assembly plant in 2019, he elaborated. Ever since word of this project leaked “my email inbox has been full” with skilled workers asking when and where to apply.

Speakers also emphasized that the new submarine repair bases are needed for national security. Repairs are far behind on the current 47-boat fleet, including some submarines more than 30 years old.

Moreover, the Navy wants to expand the fleet by 50%, to 70 submarines. China and Russia notice how long and how many U.S. subs are laid up, one speaker added.

“We have been the world’s dominant maritime power for years,” explained AFL-CIO Metal Trades Department President James Hart. “But America’s manufacturing base is diminishing,” and its current shipyards are 80% devoted to Navy construction and 20% to Jones Act ships needed for domestic trade.

“We’ll need to build another shipyard to take care of this problem” of repairing and rehabilitating submarines,” Hart said. “We can’t sit on our hands. China is building two shipyards right now. We can have all the ships in the world, but it matters how many you have that can go to sea.”

Building the yards and staffing them with skilled craftspeople “gives those workers a

hand up, not a hand out. We’re looking to put them to work,” added Lance Heasley, president of the Akron-based International Chemical Workers Union Council, a sector of the United Food and Commercial Workers.

SIU Executive Vice President Augie Tellez reinforced backing from the union and the MTD (where he also serves as an official).

“Our attack subs and aircraft carriers are the most potent force projection weapons we have,” added retired Navy Rear Adm. Robert Frick. The two yards “will provide the most rapid effective solution” to repair problems, once they’re built, he explained.

Repair drydocks aren’t cheap, said Bechtel Business Development Manager Rich Capitan, who spoke from the audience and, after the press conference, provided the construction and 41,000 ancillary job estimates. He added planned rehabilitation of one big sub drydock at Pearl Harbor, Hawaii, alone will take five years and cost \$20 million.

The Pearl Harbor project illustrates another point: a construction worker shortage. Hawaiian building trades workers are working on Pearl Harbor, building a light rail system in Honolulu, and either rehabbing old city hotels there or building new ones, all at once. The state’s unions and contractors are discussing transferring union workers from the mainland U.S.

One part of the submarine complex will be a Lordstown depot, employing 1,000 unionists. It’ll use part of the site of the old GM plant. Workers will maintain submarines’ weapons and equipment. The other will be the actual American Naval Shipyard in Lorain, employing at least 3,000 unionists.

“It’ll be completely enclosed, all in a single building, to take weather issues out” of the equation, a consideration given winters along the southern shore of Lake Erie, said Bartlett.

The American Naval Shipyard project will not cost the federal government any money, since financing will come from a public-private partnership. Ohio will provide funds from industrial development bonds and Goldman-Sachs will raise the cash for the Bartlett Maritime Corp., which put the deal together. At the end of a 30-year lease, the feds get the two yards.

The American Naval Shipyard project will cost “multi-billions” of dollars, said panelist Bill Daley of Goldman-Sachs. It’ll be built by a public-private partnership with the state of Ohio using money from industrial development bonds while his firm raises the private funds.

But the project still needs to show political backing. Sponsors rolled out a joint supportive letter from U.S. Sens. Rob Portman (D-Ohio) and Sherrod Brown (D-Ohio) and three other Ohio lawmakers, all Democrats. One, Tim Ryan, a longtime union backer, as is Brown, seeks the Senate seat Portman is retiring from this year.

The firm’s information packet includes a unanimous endorsement from the Lorain City Council. Lordstown Mayor Arno Hill, who also spoke, said that after GM left, “Everybody had the perfect project for us” to replace it, “but nobody had any money. This one does.”

Forum Speakers Underscore Their Compelling Support for Jones Act

America's freight cabotage law – a vital source of U.S. maritime jobs – enjoys ongoing, strong support from the administration and from all components of the industry.

That conclusion was a main takeaway following the 2022 Capital Link Jones Act and U.S.-Flag Shipping Forum, an online conference that took place Feb. 24-25.

Acting U.S. Maritime Administrator Lucinda Lessley gave the keynote speech on the forum's first day. Panelists throughout the event included representatives from domestic shipyards, law firms, and Seafarers-contracted companies including Crowley Maritime; Matson; TOTE; Pasha; Overseas Shipholding Group; Seabulk; Great Lakes Dredge & Dock; American President Lines; Liberty Maritime; and Maersk Line, Limited.

Lessley assured attendees that the administration's support of American maritime is unwavering.

"The Biden-Harris Administration is working on every front to support a strong U.S. Merchant Marine," she said. "The administration is crystal clear that the U.S.-flagged fleet, including of course our Jones Act fleet, plays an essential role in both our national and our economic security."

That is why, shortly after taking office, President Biden issued an executive order laying out his Made in America agenda. The order reaffirms what we have always known: The Jones Act is truly a 'make it in America' policy on our waterways."

She continued, "As you know, the Jones Act guarantees that cargoes moved between U.S. ports travel on vessels that are built, owned, and crewed by Americans. Because of the Jones Act, today, more than 40,000 vessels of all types, all

built in the United States, ply our nation's waterways, reliably delivering domestic passengers and goods to the places they need to be using the most fuel-efficient mode of transportation available."

The Jones Act, which has helped safeguard the nation for more than a century, "also ensures that we have strong domestic shipbuilding capability," Lessley pointed out. "Our Jones Act fleet in turn supports more than 150 active shipyards that, according to a 2021 MARAD study, support nearly 400,000 jobs and generate \$28.1 billion of annual labor income as well as more than \$42 billion in GDP.

"The Biden-Harris Administration is working on every front to support a strong U.S. Merchant Marine." – Acting U.S.

Maritime Administrator Lucinda Lessley

"The Jones Act also supports a domestic merchant fleet of 96 ocean-going vessels crewed by thousands of highly skilled, unionized merchant mariners qualified to operate sealift assets for national defense needs," she added. "The Jones Act is truly a cornerstone of our U.S. maritime industry and the Biden-Harris Administration is working hard to strengthen this industry by building on this essential foundation. And with new opportunity on the horizon, such as the emergence of offshore wind as a renewable energy source, the Jones Act remains poised to remain the cornerstone of our nation's maritime industry into the foreseeable future."

She also discussed the America's Marine Highways Program; investment in ports across the country; steps being

taken to improve maritime workplace safety; and a formal Mariner Workforce Development Plan, which "will bolster safety, and support for both credentialed and prospective U.S. mariners based on several key goals, including supporting existing mariner workforce development programs, mariner education, and training institutions, and improving mariner workforce diversity and workplace safety," Lessley stated. "This will be intended to nurture and grow a strong U.S. Merchant Marine, which is integral to the contiguous, non-contiguous, and international trade."

Newly elected American Maritime Partnership (AMP) President Ku'u'haku Park also addressed the forum. (The SIU is an AMP affiliate.)

"I'm happy to report that overall support for the Jones Act in Congress and the administration has never been higher than it is today," he said. "An overwhelming majority of the Members of Congress in both parties and in both chambers support the Jones Act. In addition to the Congress, this administration is extremely supportive of the Jones Act. President Biden strongly supported the Jones Act during the campaign and then reiterated his strong support publicly almost immediately upon taking office."

He underscored the Jones Act's importance: "The Jones Act is the fundamen-

tal law of our business, underpinning an industry that supports nearly 650,000 family-wage jobs and provides more than \$150 billion in economic value every year. Labor income for the exceptional mariners and other workers in this industry totals about \$40 billion annually. There are about 40,000 vessels in the U.S. domestic fleet – one of the largest domestic fleets in the world."

Park said the rationale for backing the law remains quite sound.

"Historically, the Jones Act has enjoyed support for three reasons: national security, homeland security and economic security," he said. "Senior military officials and senior homeland officials have consistently talked about the importance of the Jones Act to the security of our nation.... It is not lost on our elected leaders that repealing the Jones Act would be outsourcing our nation's jobs and security."

He said an additional reason "for the strong support today is the supply chain crisis, which has reminded us all in vivid ways that reliable transportation is not an academic point. The recent supply chain crisis has really underscored the importance of a reliable domestic maritime industry, particularly in the U.S. non-contiguous trades. Today, as you all know, America faces one of its worst supply chain disruptions ever for containerized cargoes.... It is a dismal picture with one bright spot: the performance of the U.S. domestic maritime industry.... Additionally, when the COVID-19 pandemic began, international carriers canceled more than 500 trans-Pacific sailings. In contrast, Jones Act carriers have provided uninterrupted service and maintained a lifeline to many states and communities."

Louisiana Senator Introduces Bipartisan American Offshore Worker Fairness Legislation

U.S. Sen. Bill Cassidy, M.D. (R-Louisiana) recently introduced the American Offshore Worker Fairness Act. This bill, cosponsored in the House by Reps. Garret Graves (R-Louisiana) and John Garamendi (D-California), provides a level playing field between U.S.-flagged vessels and foreign-flagged vessels working in offshore energy activities in U.S. waters, according to its proponents.

"U.S. and Louisiana mariners and maritime companies lose when foreign vessels, which do not pay U.S. taxes, business taxes or payroll taxes, take advantage of loopholes to hire foreign workers for half the cost," said Cassidy. "This bill ... gives the American worker a fair shot."

The proposed changes also improve the oversight of foreign-flag vessels and the mariners who work on them.

"Our bipartisan bill closes an egregious Jones Act loophole so that foreign-flagged vessels are held to the same high standards as U.S.-flagged vessels developing our nation's offshore energy resources, including for offshore wind projects," said Garamendi. "As the former Ranking Member of the House Subcommittee on Coast Guard and Maritime Transportation, I know that American workers and U.S.-flagged vessels are ready, willing, and able to do this work."

Graves stated, "Louisiana has a great opportunity with this bipartisan legislation to bring more jobs to the Gulf region and make sure there are good job opportunities in Louisiana. Other countries are taking advantage of using foreign vessels and workers operating in U.S. waters. This is not a level playing field, not putting America first, and we need to close this loophole. This bill takes us a step closer to bringing parity to the market. I look forward to working with my colleagues in ensuring an American workforce produces America's energy and promotes our way of life in south Louisiana."

"The Shipbuilders Council of America and the 400,000 men and women in our domestic shipbuilding workforce strongly support the American Offshore Worker Fairness Act," said Matthew Paxton, president of the council. "This commonsense, bipartisan legislation closes a loophole that has long been exploited by foreign competitors to undercut America's maritime workforce. We applaud the efforts of Senator Cassidy, Representative Graves, and Representative Garamendi in showing leadership by standing up for the men and women of America's maritime industry."

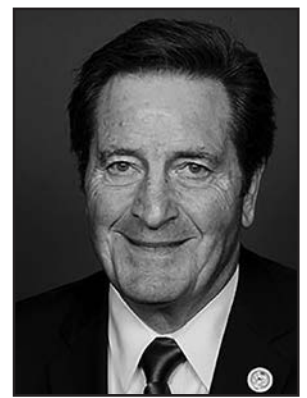
"On a level playing field, U.S. vessels and U.S. merchant mariners can compete with any anyone on the planet. However, we cannot compete with mariners making



Sen. Bill Cassidy
(R) Louisiana



Rep. Garret Graves
(R) Louisiana



Rep. John Garamendi
(D) California

far less than what any U.S. citizen would or should accept," said Offshore Marine Service Association President Aaron Smith. "The American Offshore Worker Fairness Act closes this loophole and ensures that when foreign vessels operate in U.S. waters, they play by our rules and pay U.S.-level wages. As such, we wholeheartedly endorse this legislation and applaud Dr. Cassidy for all he is doing to help Louisiana mariners."

As stated in the "Frequently Asked Questions" that was issued by Cassidy's office alongside the bill, "U.S. mariners are already serving on U.S.-owned/U.S.-flagged and U.S.-owned/foreign-flagged, and even in some very rare cases foreign-owned/foreign-flagged subsea construction vessels. This class of vessels perform very technical and demanding work within the offshore industry so know U.S. mariners can do this work. Further, the U.S. merchant marine is highly skilled and qualified, and the U.S. has some of

the best maritime training schools in the world, thus, there is no reason to think that additional U.S. mariners cannot be trained to conduct this work."

The American Offshore Worker Fairness Act would:

- Require the U.S. Coast Guard to inspect these vessels annually to ensure compliance with this law and that the crew members on these vessels secure TWIC cards from the U.S. Department of Homeland Security.

- Require mariners on foreign-flagged vessels be either U.S. citizens or citizens of the nation where the vessel is flagged.

- Limit the number of visas that could be issued to crew of each foreign vessel to 2.5 times the number of crewmembers on that vessel. This would allow for regular crew shift changes.

- Require foreign vessels prove their ownership on an annual basis.

The full text of the bill is available online.

Recruiting in the Beaver State



SIU Tacoma Port Agent Warren Asp (front, second from left) is pictured with students at the Tongue Point (Oregon) Job Corps Center, visiting with aspiring mariners in mid-March. In recent years, some of the graduates have joined the SIU and shipped out. "These young mariners have represented our port well, and we continue to recruit from this program," Asp said.

Deadline Extended

Some Pensioners Remain Eligible to Resume Sailing

A recent trustee action lengthens the opportunity for some SIU pensioners to resume sailing.

Seafarers Pension Plan (SPP) Trustees, in an effort to recruit qualified mariners, announced in 2021 that pensioners who had retired within the last five years could to return to work with an SIU-contracted employer without having their pension benefits suspended. This development required relaxing some formal regulations of the SPP through the end of last year.

Now, those regulations won't be enforced at least through June 30, 2022 – which means eligible pensioners may resume (or continue) sailing.

According to a memo from an SPP subcommittee, "This waiver of the suspension rules only applies to those pensioners who have retired within the last five years. Deep-sea seamen can return to covered employment for an unlimited period of time during this period. Inland boatman can return to covered employment for a period of 90 days per calendar year. All pensioners returning to covered employment must sail above

entry level and comply with all the requisites of the Shipping Rules, if applicable, or any contractual provisions contained in a collective bargaining agreement."

Pensioners returning to work under these provisions will maintain the seniority level they enjoyed at the time of their retirement.

In the initial communication from last year (which still holds true), the trustees noted, "This trustee action allows eligible pensioners to continue collecting their full monthly pension benefits, earn the wage rates specified in the applicable collective bargaining agreement and, if you are receiving a wage related pension benefit, you could also earn additional \$15 increments for every 120 days of covered employment for which you work. In addition, if you resume employment and work for 90 days, you will become eligible for active seafarer benefits from the Seafarers Health and Benefit Plan and your claims would be processed in accordance with those rules."

Interested pensioners are asked to contact their local port agent for more information.



Spotlight on Mariner Health

Preventing, Treating High Cholesterol

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

High cholesterol can be a result of diet, lifestyle (including smoking), and/or genetics. Without testing, it is difficult to determine if a person has high cholesterol, because there are no symptoms.

However, having elevated cholesterol levels may increase an individual's risk of heart attack, stroke and other complications.

Cholesterol is a fatty molecule needed by cells in order to function. It is produced by the liver but also may be acquired from the foods a person eats.

The term "high cholesterol" refers to the amount of cholesterol circulating through the blood at any given time. High cholesterol usually is diagnosed by a blood test. A doctor will order a lipid panel to measure low-density lipoprotein (LDL), triglycerides, high-density lipoprotein (HDL) and cholesterol levels. If results are high, the doctor will decide whether to recommend medications. Lifestyle changes also may be in order.

According to the U.S. Centers for Disease Control and Prevention (CDC), LDL, sometimes called "bad" cholesterol, makes up most of your body's cholesterol. High levels of LDL cholesterol raise your risk for heart disease and stroke. HDL, or "good" cholesterol, absorbs cholesterol

and carries it back to the liver. The liver then flushes it from the body. High levels of HDL cholesterol can lower your risk for heart disease and stroke.

The American Heart Association recommends that routine cholesterol screenings for adults after age 20 be conducted yearly or more often if results continue to be high.

High cholesterol can cause fatty deposits or plaque to build up inside of the arteries, especially in the brain, kidneys and heart. When this happens, blood flow is diminished or it may stop completely, leading to any number of complications.

Maintaining a healthful diet rich in fiber, vegetables, limited red meat and processed foods can help keep cholesterol levels in check. So can exercising, drinking more water and fewer sodas and alcohol.

Medications can be helpful for those with high cholesterol. They include statins; cholesterol absorption inhibitors; bempedoic acid (Nexletol); bile-acid-binding resins; and others.

Statins, perhaps the most commonly known medication for high cholesterol, block a substance the liver needs to make cholesterol. This causes the liver to remove cholesterol from a person's blood. According to the Mayo Clinic, choices include atorvastatin (Lipitor), fluvastatin (Lescol), lovastatin (Altoprev), pitavastatin (Livalo), pravastatin (Pravachol), rosuvastatin (Crestor) and simvastatin (Zocor).

Healthy Recipe

Chicken Bruschetta

Servings: 24

Ingredients

6 1/2 pounds chicken breast without skin
2 tablespoons Mrs. Dash seasoning
6 teaspoons kosher salt
12 cups roma tomato, diced
1 1/2 cups fresh basil leaf, thinly sliced
3 cups sweet onion, diced
12 teaspoons garlic, minced
18 tablespoons extra virgin olive oil
6 tablespoons balsamic vinegar, salad dressing

Preparation

Preheat grill to 350 F. Combine tomatoes, onion, basil, garlic, olive oil, and balsamic vinegar dressing. Season with sea salt and pepper to taste. Set aside to marinate for at least 15 minutes. Can be refrigerated while chicken is cooking. Season the chicken with salt and Mrs. Dash, and grill or pan-fry until well done (internal temp of 165 F). Cut chicken into slices and top with bruschetta mixture in 2" hotel pan. Serve hot.

Nutritional Information

Per Serving (excluding unknown items): 227 Calories; 12g Fat (46.3% calories from fat); 24g Protein; 7g Carbohydrate; 1g Dietary Fiber; 57mg Cholesterol; 543mg Sodium. Exchanges: 3 Lean Meat; 1 Vegetable; 0 Fruit; 2 Fat.

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



Training with the Troops



The Seafarers-crewed *USNS Dahl* (pictured above) teamed up with members of the U.S. Air Force 33rd Recue Squadron in Kadena, Japan, to conduct deck landing qualifications aboard the Patriot-operated vessel in the Philippine Sea in early February as part of Exercise Cope North 22. The operation is a humanitarian assistance and disaster relief exercise that includes Australian, Japanese and U.S. forces, according to the U.S. Navy. The *Dahl* is part of Maritime Prepositioning Ships Squadron 3; it strategically “places containerized and palletized cargo throughout the Indo-Pacific Region for all U.S. Armed Services, including the Air Force,” the Navy reports. (Photo by Second Mate Garrett Flottman)

Update on SIU Text Alerts

Beginning April 28, 2022, individuals who have signed up for SIU text alerts will receive messages from a new number: (412) 899-8989. (The prior number is 97779.)

No action is required to maintain an existing subscription. The change is due to new industry regulations that essentially are mandating a move to a “10-digit long code” (abbreviated as 10DLC) for organizations that send text messages.

In accordance with legal requirements, subscribers will receive a “goodbye” message from 97779 (which will read, “The SIU is changing numbers. You’ll hear from 4128998989 after this. No action required by you to remain subscribed.”). Then, they’ll get a “hello” message from the new number, which will read: “SIU: Welcome to our new number. Thanks for being part of our mobile news network.”

All of our opt-in keywords will remain unchanged.

To sign up for alerts, text the word “join” to 97779 before April 28, or text “join” to (412) 899-8989 after April 28.

April & May
Membership Meetings

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

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

Dispatchers’ Report for Deep Sea

“Total Registered” and “Total Shipped” data is cumulative from Feb. 14 - March 15. “Registered on the Beach” data is as of March 15.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups			All Groups				All Groups		
	A	B	C	A	B	C		A	B	C
	Deck Department									
Algonac	19	6	0	14	4	0	4	32	7	2
Anchorage	4	3	1	0	1	1	2	5	5	0
Baltimore	1	3	0	2	2	0	1	4	3	0
Fort Lauderdale	18	5	2	20	5	0	9	36	15	8
Guam	5	1	0	0	0	0	0	6	1	0
Harvey	9	6	0	5	5	0	2	20	8	1
Honolulu	3	1	0	1	0	0	0	7	4	0
Houston	33	15	5	29	13	4	9	52	26	11
Jacksonville	32	18	2	25	17	1	19	59	34	10
Jersey City	29	4	4	15	7	5	9	55	15	3
Joliet	2	2	0	2	0	0	0	1	3	0
Mobile	6	4	0	5	0	1	1	9	8	1
Norfolk	17	9	4	9	12	3	5	31	13	7
Oakland	16	2	1	9	3	1	2	26	4	1
Philadelphia	1	4	0	2	4	0	2	1	3	1
Piney Point	1	1	0	1	1	0	2	1	1	1
Puerto Rico	2	4	0	6	1	0	0	8	3	0
Tacoma	20	3	2	11	4	0	7	26	5	5
St. Louis	4	0	0	5	0	1	0	1	2	0
Wilmington	28	12	1	13	10	2	10	46	15	2
TOTALS	250	103	22	174	89	19	84	426	175	53

Engine Department										
Algonac	4	1	2	3	2	1	1	6	1	1
Anchorage	1	1	1	1	0	0	0	0	1	1
Baltimore	3	0	0	2	1	0	2	3	0	0
Fort Lauderdale	10	3	1	5	1	0	1	12	5	1
Guam	1	2	0	1	1	0	0	0	1	0
Harvey	3	2	0	0	3	0	2	5	2	1
Honolulu	5	4	0	2	2	0	2	12	5	1
Houston	4	4	1	6	9	0	3	19	10	1
Jacksonville	20	13	4	13	13	2	9	28	19	5
Jersey City	8	3	0	4	2	0	2	12	8	1
Joliet	1	1	1	0	0	1	0	3	1	1
Mobile	2	0	0	1	0	0	0	6	2	0
Norfolk	10	10	4	7	11	4	6	10	11	5
Oakland	4	1	0	3	3	0	1	9	7	2
Philadelphia	0	2	0	0	0	0	0	2	3	0
Piney Point	3	3	1	2	1	1	0	1	4	0
Puerto Rico	4	2	0	3	3	0	2	8	2	0
Tacoma	12	2	2	5	2	1	2	17	5	1
St. Louis	0	1	0	2	0	0	1	4	2	0
Wilmington	15	2	1	14	2	0	6	21	11	2
TOTALS	110	57	18	74	56	10	40	178	100	23

Steward Department										
Algonac	2	5	0	2	1	0	0	4	6	0
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	1	0	0	0	0	0	0	2	0	0
Fort Lauderdale	10	4	0	2	4	0	1	17	7	1
Guam	1	1	2	2	1	1	0	1	1	2
Harvey	2	0	0	1	0	0	0	3	0	0
Honolulu	5	1	0	5	2	0	1	6	2	0
Houston	15	9	1	8	3	0	5	20	11	1
Jacksonville	23	13	5	15	10	4	10	28	22	2
Jersey City	5	0	1	6	0	0	0	16	5	0
Joliet	1	0	0	0	0	1	0	3	0	0
Mobile	0	5	0	3	1	0	1	6	6	0
Norfolk	14	15	1	11	6	0	6	20	15	1
Oakland	11	6	2	7	1	1	3	22	9	2
Philadelphia	0	1	1	1	0	0	0	0	1	1
Piney Point	2	2	5	1	1	2	3	4	2	4
Puerto Rico	2	6	0	2	4	0	1	3	5	0
Tacoma	7	3	1	4	2	1	3	14	4	1
St. Louis	0	0	0	0	0	0	0	1	1	0
Wilmington	20	5	0	15	7	0	9	26	10	1
TOTALS	121	77	19	85	43	10	43	196	108	16

Entry Department										
Algonac	0	10	5	0	10	2	1	0	13	6
Anchorage	0	0	0	1	1	0	0	0	5	1
Baltimore	0	2	1	0	2	1	0	0	0	0
Fort Lauderdale	1	2	1	0	2	2	2	1	3	2
Guam	0	0	0	0	1	1	0	0	0	0
Harvey	0	1	1	0	1	0	0	0	4	1
Honolulu	0	2	1	0	0	1	0	0	6	3
Houston	3	11	13	0	9	5	1	7	8	18
Jacksonville	2	22	50	0	13	26	11	4	38	91
Jersey City	2	9	16	0	4	7	1	2	18	25
Joliet	0	1	0	0	0	0	0	0	2	2
Mobile	1	0	0	0	0	0	0	1	0	2
Norfolk	0	12	30	0	7	17	2	0	16	29
Oakland	1	2	7	0	2	2	0	0	8	7
Philadelphia	0	1	3	0	0	3	0	0	1	0
Piney Point	0	3	9	0	2	5	3	0	2	11
Puerto Rico	0	0	1	0	0	1	1	0	0	0
Tacoma	2	10	8	1	7	5	4	6	15	14
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	3	9	3	2	7	5	1	2	13	10
TOTALS	15	97	149	4	68	83	27	23	152	222

GRAND TOTAL: 496 334 208 337 256 122 194 823 535 314

Seafarers International Union Directory

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



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(757) 622-1892

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(510) 444-2360

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

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

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

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

ST. LOUIS/ALTON
4581 Gravois Ave., St. Louis, MO 63116
(314) 752-6500

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

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

Inquiring Seafarer

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

Question: What are some things you like about this school?



Kristyn White
Chief Cook

You're learning as you go. What you do here is what you're going to do on the ship. This is my first time here; everybody is so respectful, and they give positive feedback. It's going really well.



Ahmed Hussain
GVA

Everything is good at the school. There's a lot of support here; anything we need, we get it. This is my second time here. My experience here has been very good.



Wordell Prescott
QMED

The instructors are awesome, including the welding instructor, Chris Raley. I feel like I'm a better welder since I've taken his class. This is my third time here. All of the practical training we get is very useful for shipboard life.



Mery Koch
Chief Cook

I like the knowledge of the chief cooks here and the teacher, Paul (Gelrud). He's amazing. The passion he puts into the class is great. We're encouraged to do our best and keep learning.



Daniel Leon
QMED

The courses are very informative and they really help us out. Welding is a good example; I used to weld, but I wasn't that good. After taking the class, I improved. I've been here four times.



Charlene Briggs
Chief Cook

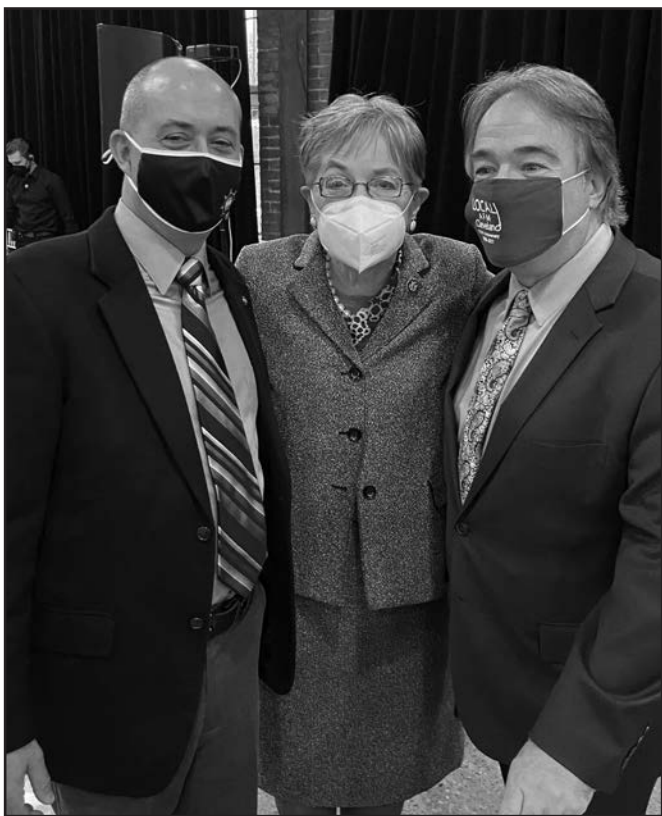
I like the sense of community – the feeling that the school belongs to all of us. It's a great place to upgrade. There are good chefs and good instructors here.

Pic From The Past



The *Sea-Land Defender* joined the SIU-crewed fleet in 1980, when this snapshot was taken. Constructed in Japan, the diesel-powered vessel was 745 feet long and had a service speed of 22 knots.

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



PRESIDENT TOUTS INFRASTRUCTURE BILL – SIU Port Agent Todd Brdak represented the union Feb. 17 during a visit by President Biden to Lorain, Ohio. Biden highlighted the numerous expected benefits of the bipartisan infrastructure bill that passed last year. The group photo at left includes (from left) Brdak, U.S. Rep. Marcy Kaptur (D-Ohio) and Leonard DiCosimo, President, Cleveland Federation of Musicians Local 4. Brdak is in the foreground of the selfie, while the president is at the podium.

At Sea and Ashore with the SIU



OPPORTUNITIES FOR ALASKANS – The SIU has a long history of providing maritime career opportunities for citizens from the Last Frontier, and that tradition is alive and well. Pictured at the Anchorage hall (photo at left) are future mariner Faith Wood, who recently began the apprentice program in Piney Point, Maryland, and (photo at right) Clayton Laulainen. At press time, Laulainen was awaiting his start date for the apprentice program.



WELCOME ASHORE IN JACKSONVILLE – Recertified Bosun Marc Marcus (right), pictured with SIU Safety Director Joseph Koncul at the hiring hall, receives his first pension check. Marcus started sailing with the SIU in 1971.

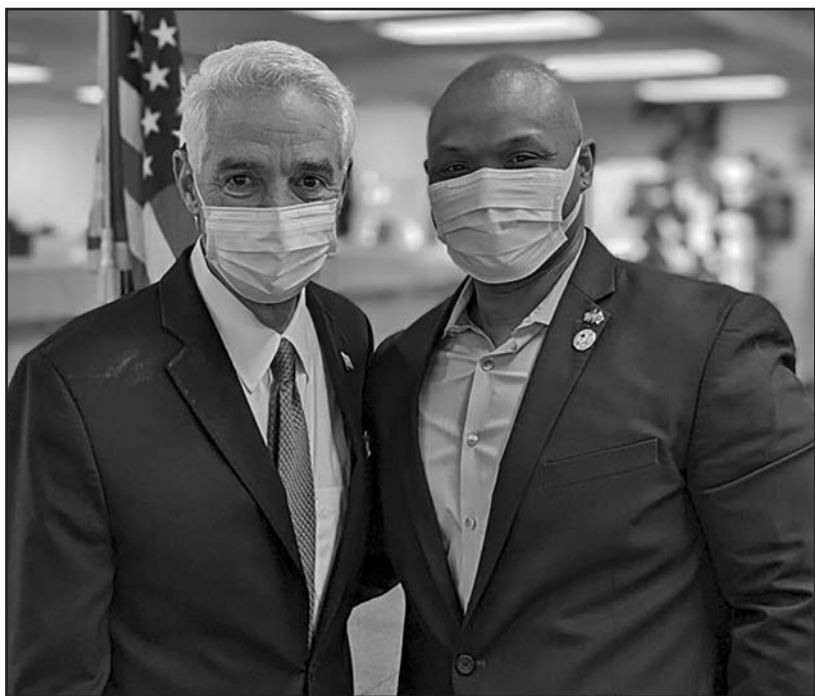


A-BOOK IN JACKSONVILLE – Chief Cook Olive Stewart-Paul (center) picks up her A-book. She's pictured at the hiring hall with SIU Patrolmen Eddie Pittman (left) and Adam Bucalo.



WELCOME ASHORE IN HOUSTON – AB Virgilio Fucanan (center) visits the hiring hall to pick up his first pension check. His wife, Fermilia, is at left, while SIU Patrolman Kelly Krick is at right.

At Sea and Ashore with the SIU



TALKING MARITIME WITH REP. CRIST – The hiring hall in Jacksonville, Florida, hosted a labor “meet and greet” Feb. 16 for U.S. Rep. Charlie Crist (D-Florida), who’s running for governor of Florida. Also in attendance was Dr. Tracey Polson, who’s running for an at-large seat on the Jacksonville City Council. In photo above, Crist (left) poses with SIU Port Agent Ashley Nelson. The congressman also is in the remaining photos – greeting Chief Storekeeper Lisa Curtis (far right) and AB Timothy Brock (immediate right).



WELCOME ASHORE IN OAKLAND – Chief Cook John Bennett (second from right) is pictured at the hiring hall while receiving his first pension check. He started sailing with the SIU in 1978. Standing with him are (from left) Administrative Assistant Dylan Rivera, Patrolman Kathy Chester and Port Agent J.B. Niday.



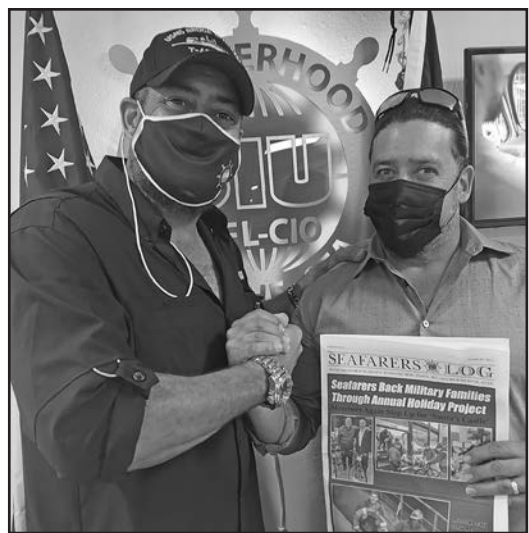
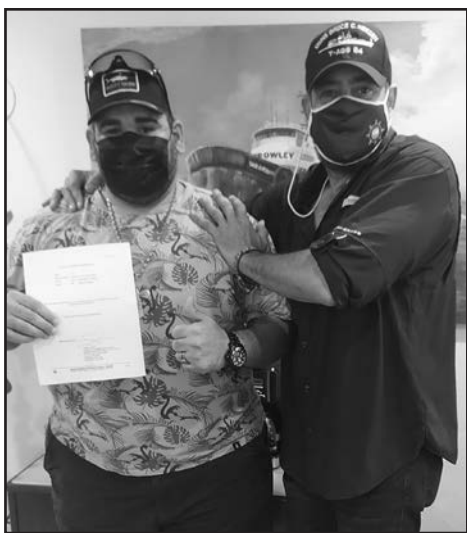
B-BOOK IN ALGONAC – OS Matthew Conley (left) receives his full B-book at the hiring hall. SIU Port Agent Todd Brdak is at right.



HONORED BY PORT COUNCIL – SIU VP Government Services Nicholas Celona (second from left) has been active with the San Francisco Bay Area and Vicinity Port Maritime Council (part of the Maritime Trades Department) since 1990. At a meeting March 9 in San Francisco, the council saluted him with a plaque and best wishes as he transfers to New Orleans. Pictured from left are SUP President Dave Connolly (who also serves as port council president), Celona, MFOV President Anthony Poplawski (port council VP), and SIU VP West Coast Nick Marrone.



SUPPORTING OUR TROOPS – The USNS John Lenthall (left) sails next to the aircraft carrier USS George H.W. Bush during an underway replenishment March 4 in the Atlantic Ocean. The Lenthall’s crew includes CIVMARS from the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist 3rd Class Bryan Valek)



WITH SEAFARERS IN SAN JUAN – SIU Asst. VP Amancio Crespo submitted these photos, taken at the hiring hall. ABW Alexis Figueroa is pictured in photo at left, displaying his first SIU discharge following completion of a 120-day tour aboard the *USNS Invincible* (Crowley). (He previously sailed with the Military Sealift Command.) In photo at center, QEE/3rd Asst. Engineer Jose Encarnacion (left) stops by the hall with his wife and their daughter following the Seafarer's full tour aboard the *USNS Montford Point* (Ocean Shipholdings). Chief Steward Kevin Valentin is at left in photo directly above, with Crespo. Valentin is holding the shipping card for his first steward relief job, aboard the *USNS Soderman* (Patriot). The photo at right includes ABW Angel Pagan (right) and Crespo. Pagan, a four-year member who'd just finished a long tour aboard the *SLNC Goodwill* (Chesapeake Crewing), noted, "The SIU has been a life-changing experience for me, my wife and my two daughters."



At Sea and Ashore with the SIU



ABOARD ATB COURAGE – Pictured aboard the Crowley vessel are (from left) Second Mate Ernesto Rios Pratt and AB/Tankerman Sean Leeson.

ABOARD OVERSEAS CHINOOK – SIU Houston Port Agent Joe Zavala (right in photo at left) submitted these snapshots from the OSG vessel. He's pictured with AB/Tankerman Carlos Avila. The other photo at right includes Avila and SA Mujahed Mosa.



GETTING OUT THE VOTE – Seafarers team up with other trade unionists in Houston to "block walk" for pro-labor candidates ahead of recent elections.

Welcome Ashore

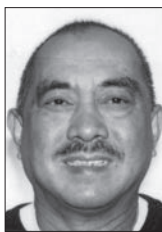
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and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



DEEP SEA

LOUIE ACERIDANO

Brother Louie Aceridano, 71, started his career with the union in 2006 when he shipped on the *Green Ridge*. A steward department member, he most recently sailed on the *Resolve*. Brother Aceridano makes his home in Burien, Washington.



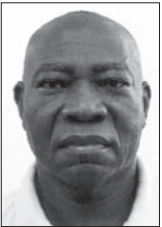
BENJAMIN ADVINCULA

Brother Benjamin Advincula, 65, signed on with the Seafarers in 1991, initially sailing on the *Independence*. He sailed in the steward department and upgraded at the Piney Point school on numerous occasions. Brother Advincula most recently sailed on the *Buffalo*. He makes his home in Port Jefferson Station, New York.



FAUSTO ARANDA

Brother Fausto Aranda, 66, joined the SIU in 1994, when he sailed aboard the *Independence*. He upgraded at the Paul Hall Center on multiple occasions and shipped in the steward department. Brother Aranda's final vessel was the *Bay State*. He is a resident of Richmond, Texas.



JAMES ATWELL

Brother James Atwell, 52, began sailing with the union in 1994. An engine department member, he first sailed aboard the *Humacao*. Brother Atwell upgraded at the Piney Point school on multiple occasions and most recently sailed on the *Cape Rise*. He lives in Elizabeth City, North Carolina.



CHRISTOPHER BEATON

Brother Christopher Beaton, 68, signed on with the SIU in 1979, first sailing aboard the *Tam Guilden*. He shipped in the engine department and upgraded at the Paul Hall Center on several



occasions. Brother Beaton last sailed on the *USNS Gordon*. He resides in Palm Bay, Florida.

REX BOLIN

Brother Rex Bolin, 61, became a member of the Seafarers International Union in 1977 when he shipped on the *Charleston*. He sailed in the engine department and upgraded on numerous occasions at the union-affiliated Piney Point school. Brother Bolin's final vessel was the *Cape Diamond*. He resides in Port Charlotte, Florida.



CURTIS BURKS

Brother Curtis Burks, 65, embarked on his career with the Seafarers in 1986, initially sailing on the *USNS Chauvenet*. He was a member of the deck department and upgraded at the Paul Hall Center in 2016. Brother Burks most recently shipped on the *USNS Seay* and lives in Houston.



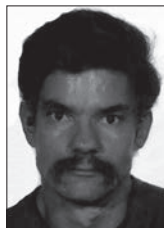
FLORENTINO CABALLERO

Brother Florentino Caballero, 72, began sailing with the union in 1998 when he worked aboard the *USNS Yano*. He was a member of the steward department and upgraded at the Piney Point school on numerous occasions. Brother Caballero last sailed on the *Agate*. He lives in the Bronx, New York.



THOMAS CASEY

Brother Thomas Casey, 68, joined the SIU in 1974 when he sailed with Inland Tugs. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Casey concluded his career on the *Northerly Island* and makes his home in St. Louis.



DENIS COSSIO

Brother Denis Cossio, 71, signed on with the union in 1996. He first sailed aboard the *Liberty Spirit* and



worked in both the deck and steward departments. Brother Cossio upgraded at the Piney Point school on numerous occasions. He last shipped on the *Maersk Saratoga* and is a resident of Port Washington, New York.

LAWRENCE CROFT

Brother Lawrence Croft, 60, began sailing with the Seafarers in 1981, initially shipping with G&H Towing. He sailed in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Croft last shipped aboard the *USNS Pollux*. He lives in Dickinson, Texas.



WILLIAM GROW

Brother William Grow, 61, donned the SIU colors in 1998. He first sailed aboard the *USNS Prevail*, and worked in the steward department. Brother Grow upgraded at the Piney Point school on numerous occasions. He most recently sailed on the *Manulani* and is a resident of Fallbrook, California.



JEROME JORDAN

Brother Jerome Jordan, 63, began his career with the SIU in 1981. A steward department member, he initially sailed aboard the *Independence*. Brother Jordan upgraded at the Paul Hall Center on numerous occasions. He most recently shipped aboard the *American Liberty* and resides in Jacksonville, Florida.



MIKE KIFLE

Brother Mike Kifle, 66, started sailing with the union in 1989, initially shipping on the *Independence*. He sailed in the engine department and upgraded often at the Piney Point school. Brother Kifle concluded his career aboard the *USNS Fisher* and settled in Houston.



KENNETH KOONTZ

Brother Kenneth Koontz, 61, joined the union in 1997 and first sailed aboard the *McDonnell*. He was a member of the engine department and last shipped aboard the *Summer*

in 2003. Brother Koontz lives in Lemoore, California.

FRANK MARTIN

Brother Frank Martin, 68, embarked on his career with the Seafarers in 1987. He upgraded often at the Paul Hall Center and sailed in the steward department. Brother Martin's first vessel was the *Kauai*; his last, the *John U.D. Page*. He makes his home in Jacksonville, Tennessee.



JAMES MCCORMICK

Brother James McCormick, 69, became a member of the Seafarers International Union in 1975, initially sailing aboard the *Sea-Land Market*. He worked in the deck department and upgraded at the Piney Point school on several occasions. Brother McCormick's final vessel was the *Oregon*. He resides in Kirtland, Ohio.



AHMED MIHAKEL

Brother Ahmed Mihakel, 64, signed on with the SIU in 1978. He initially shipped on the *Point Julie* and was a deck department member. Brother Mihakel upgraded at the Paul Hall Center on multiple occasions. He most recently sailed on the *American Endurance* and resides in Costa Mesa, California.



DAVID MOE

Brother David Moe, 68, started his career with the Seafarers in 2003 and first sailed aboard the *Green Mountain State*. A deck department member, Brother Moe last shipped on the *Observation Island*. He makes his home in Toledo, Oregon.

MELVIN NELSON

Brother Melvin Nelson, 63, signed on with the union in 1995. He initially sailed with Delta Queen Steamboat Company and worked in the engine department. Brother Nelson upgraded on numerous occasions at the Paul Hall Center. He last shipped on the *Honor* and is a resident of Cypress, Texas.

DANA PARADISE

Brother Dana Paradise, 62, joined the SIU in 1979 and first

sailed on the *El Paso Cove Point*. He upgraded at the Piney Point school on multiple occasions and shipped in the steward department. Brother Paradise most recently sailed on the *Overseas Santorini* and makes his home in Fall River, Massachusetts.



JOHN PARKHURST

Brother John Parkhurst, 69, signed on with the Seafarers International Union in 1988. He first shipped on the *Rover* and sailed in the engine department. Brother Parkhurst upgraded often at the Paul Hall Center. He concluded his career aboard the *Resolve* and calls Garland, Texas, home.



MICHAEL RUETER

Brother Michael Rueter, 56, began sailing with the SIU in 1991. He sailed in the engine department and first shipped on the *Sealift Arctic*. Brother Rueter upgraded his skills at the Piney Point school on multiple occasions. He most recently sailed on the *SBX* and lives in Athens, Texas.



HERNAN SANGA

Brother Hernan Sanga, 65, signed on with the SIU in 2001, first sailing aboard the *Mokihana*. He was a steward department member and last shipped on the *Meteor*. Brother Sanga resides in Carson, California.



SAIDU SESAY

Brother Saidu Sesay, 68, joined the union in 2001. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Sesay's first vessel was the *Gem State*; his last, the *Maersk Kinloss*. He makes his home in Houston.

NATIVIDAD SUAZO

Brother Natividad Suazo, 67, started sailing with the Seafarers in 2003 when he worked on the



Continued on next page

Welcome Ashore

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



Continued from Page 12

Sulphur Enterprise. A deck department member, Brother Suazo concluded his career on the *Magnolia State*. He lives in New Orleans.

JACK WALKER

Brother Jack Walker, 65, embarked on his career with the Seafarers in 1989, initially sailing with OLS Transport. He was a deck department member and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Walker last shipped aboard the *Liberator* and resides in San Clemente, California.



WALLACE WILLIAM

Brother Wallace William, 57, signed on with the union in 1995. He first sailed aboard the *USNS Able* and worked in the deck department. Brother William upgraded at the Paul Hall Center on numerous occasions. He most recently shipped on the *Green Bay* and is a resident of Tampa, Florida.



BEVERLY WILLIAMS

Sister Beverly Williams, 70, embarked on her career with the SIU in 2000, initially sailing aboard the *USNS Assertive*. She upgraded on multiple occasions at the Piney Point school and primarily shipped in the deck department. Sister Williams last sailed on the *Evergreen State*. She calls Crystal River, Florida, home.



KEVIN WIMBLEY

Brother Kevin Wimbley, 65, joined the Seafarers International Union in 2006 when he sailed on the *Black Eagle*. He sailed in the deck department and upgraded on numerous occasions at the Paul Hall Center. Brother Wimbley most recently shipped on the *Liberty* and makes his home in Rexford, Montana.



ELIJAH X

Brother Elijah X, 65, signed on with the union in 1991, initially sailing aboard the *Sealift Pacific*.

He sailed in the deck department and concluded his career aboard the *USNS Gilliland*. Brother X lives in Fairfield, Alabama.

GREAT LAKES

JAMES FISHER

Brother James Fisher, 71, embarked on his career with the Seafarers in 1974. He initially sailed on the *Southdown Challenger* and was a deck department member. Brother Fisher last shipped aboard the *St. Clair* and resides in Harbor Springs, Michigan.



RICHARD METCALF

Brother Richard Metcalf, 65, joined the union in 1979 and first sailed on the *Monticello*. He worked in the engine department and upgraded at the Piney Point school on multiple occasions. Brother Metcalf last sailed on the *American Republic*. He settled in Grand Rapids, Michigan.



JOHN WAGNER

Brother John Wagner, 67, started his career with the Seafarers in 1979 when he shipped on the *Paul Thayer*. He sailed in both the deck and steward departments and upgraded at the Piney Point school within his first year of membership. Brother Wagner's final vessel was the *William Roesch*. He makes his home in Girard, Pennsylvania.



INLAND

MICHAEL ALLEN

Brother Michael Allen, 65, donned the SIU colors in 1995. An engine department member, he was employed by Westbank Riverboat Services for most of his career. Brother Allen is a resident of Meraux, Louisiana.

FULGENCIO ANAVIATATE SANTIAGO

Brother Fulgencio Anaviatate Santiago, 67, embarked on his career with the Seafarers in 1977 when he shipped with Crowley Puerto Rico Services. He was a member of the deck department and upgraded at the Piney Point

school in 1989. Brother Anaviatate Santiago was last employed by Crowley Towing and Transportation. He makes his home in Puerto Rico.

SIDNEI BARBOZA

Brother Sidnei Barboza, 62, signed on with the union in 2002, initially sailing aboard the *USNS Brittin*. He sailed in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Barboza last sailed aboard the *Vision* and settled in Miami.



ROBERT CHAPMAN

Brother Robert Chapman, 65, joined the Seafarers International Union in 2007. He was a member of the deck department and upgraded at the Paul Hall Center within his first year of membership. Brother Chapman was employed by Allied Transportation for the duration of his career. He lives in Currituck, North Carolina.

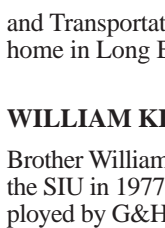
RONALD DORTCH

Brother Ronald Dortch, 70, started sailing with the Seafarers in 1973. He was a deck department member and worked for Dravo Basic Materials for his entire career. Brother Dortch resides in East Brewton, Alabama.



FRANK GILL

Brother Frank Gill, 67, signed on with the union in 1979. He first sailed aboard the *Santa Maria* and was a member of the deck department. Brother Gill upgraded at the Paul Hall Center in 2003. He was last employed by Crowley Towing and Transportation and makes his home in Long Beach, California.



WILLIAM KELCH

Brother William Kelch, 66, joined the SIU in 1977. He was first employed by G&H Towing and sailed in the deck department. Brother Kelch upgraded at the union-affiliated Piney Point school on multiple occasions. He concluded his career with Crowley Towing and Transportation and resides in Coatesville, Pennsylvania.

STEVEN KONJOIAN

Brother Steven Konjoian, 66, donned the SIU colors in 2003. A deck department member, he upgraded on multiple occasions at the Paul



Hall Center. Brother Konjoian worked for Crowley Towing and Transportation for the duration of his career. He is a resident of Port Charlotte, Florida.

ERNEST LEE

Brother Ernest Lee, 67, embarked on his career with the SIU in 1991 when he sailed on the *American Cormorant*. He was a member of the deck department and upgraded at the Piney Point school in 2014. Brother Lee's final vessel was the *Legend*. He makes his home in Gretna, Louisiana.



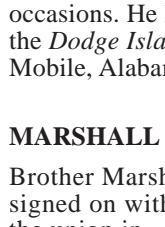
MARIO LUIS

Brother Mario Luis, 65, joined the Seafarers International Union in 1996 when he sailed with American Marine Corporation. He sailed in the deck department and remained with the same company for duration of his career. Brother Luis lives in Kailua, Hawaii.



DARRYL NELSON

Brother Darryl Nelson, 62, started sailing with the Seafarers in 1979. He first shipped on the *Beaver State* and worked in the deck department. Brother Nelson upgraded at the Paul Hall Center on multiple occasions. He last worked on the *Dodge Island* and resides in Mobile, Alabama.



MARSHALL NOVACK

Brother Marshall Novack, 67, signed on with the union in 1976. He sailed in the deck department and initially worked aboard the *Erna Elizabeth*. Brother Novack upgraded at the Piney Point school on numerous occasions. He last worked with Crowley Towing and Transportation and makes his home in Laguna Hills, California.



JACK PEGRAM

Brother Jack Pegram, 59, joined the SIU in 1987. He was a deck department member and first shipped aboard the *Manhattan Island*. Brother Pegram upgraded often at the Paul Hall



Center. He concluded his career with G&H Towing and resides in Corpus Christi, Texas.

JOHN SARES

Brother John Sares, 68, donned the SIU colors in 1991, initially sailing on the *Cape Charles*. An engine department member, he last sailed aboard the *Mississippi Queen*. Brother Sares is a resident of Skokie, Illinois.

MICHAEL TRAUGHBER

Brother Michael Traughber, 62, embarked on his career with the SIU in 1979 when he shipped on the *Overseas Washington*. He was a member of the deck department and was last employed by Southbay Barge. Brother Traughber makes his home in San Pedro, California.



JOHN WOZUNK

Brother John Wozunk, 62, joined the Seafarers International Union in 1978 when he sailed with American Towing and Transportation. He worked in both the deck and engine departments and upgraded at the Piney Point school in 1979. Brother Wozunk concluded his career working for Crowley. He lives in Blackwood, New Jersey.



PAUL WYLEMSKI

Brother Paul Wylemski, 63, signed on with the union in 1995. He initially sailed with Crowley Towing and Transportation and worked in both the deck and engine departments. Brother Wylemski upgraded at the Paul Hall Center in 2001. He last worked for Penn Maritime and makes his home in Newington, Georgia.



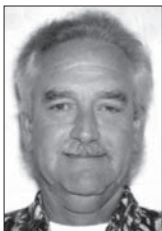
Final Departures



DEEP SEA

MILES BLACK

Pensioner Miles Black, 77, died January 3. He signed on with the SIU in 1980, initially sailing aboard the *Manhattan*. Brother Black was an engine department member and also worked on shore gangs. He last worked for Carotec Services and went on pension in 2006. Brother Black lived in Mount Lake Terrace, Washington.



JOSEPH BOURGEOIS



Pensioner Joseph Bourgeois, 97, passed away January 19. He joined the union in 1942 and first sailed aboard the *Henry Baldwin*. A deck department member, Brother Bourgeois last

shipped on the *Pioneer* and retired in 1985. He made his home in Citrus Springs, Florida.

GREGORY BROYLES

Brother Gregory Broyles, 58, died December 2. Born in Los Angeles, he started sailing with the SIU in 1989. Brother Broyles was a steward department member and first shipped on the *Independence*. He most recently sailed aboard the *Mahi Mahi* and resided in Norman, Oklahoma.



DAVID CLAYPOOL

Brother David Claypool, 60, passed away December 13. He signed on with the Seafarers International Union in 1994, initially sailing aboard the *USNS Bellatrix*. Brother Claypool sailed in the engine department. He last shipped on the *Advantage* in 2006 and called Kingman, Arizona, home.



CARLOS EBANKS

Pensioner Carlos Ebanks, 82, died December 22. He began his career with the Seafarers in 2001. Brother Ebanks was a deck department member and worked on the *Keystone Texas* for the duration of his career. He went on pension in 2010 and settled in Marrero, Louisiana.



SYLVESTER FURTADO

Pensioner Sylvester Furtado, 101,

passed away January 15. He donned the SIU colors as a charter member in 1939. Brother Furtado was a member of the deck department and first shipped aboard the *Robin Doncaster*. He last sailed aboard the *Del Viento* before retiring in 1982. Brother Furtado resided in Williamsport, Maryland.



HENRY HAYES

Pensioner Henry Hayes, 78, died January 4. A steward department member, he started sailing with the union in 1990. Brother Hayes's first vessel was the *USNS Pollux*; his last, the *USNS Loyal*. He went on pension in 2008 and made his home in Mobile, Alabama.



ADEL IRANI

Brother Adel Irani, 56, has passed away. Born in India, he embarked on his career with the Seafarers International Union in 1999. Brother Irani initially sailed aboard the *Global Sentinel*. He worked in both the deck and engine departments and most recently sailed on the *Maersk Kinloss*. Brother Irani was a resident of Torrance, California.



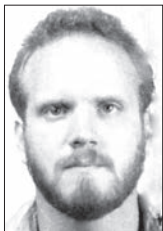
RALPH KIRBY

Pensioner Ralph Kirby, 72, died January 16. He joined the SIU in 1989 when he sailed on the *John Paul Bobo*. Brother Kirby shipped in the deck department and concluded his career on the *Freedom*. He became a pensioner in 2014 and lived in Port Charlotte, Florida.



ERIC MANLEY

Pensioner Eric Manley, 58, passed away February 1. He first sailed with the SIU in 1987, initially working on the *Gemini*. A steward department member, Brother Manley last shipped on the *Cape Intrepid*. He retired in 2018 and was a resident of Shelton, Washington.



KENNETH SMITH

Pensioner Kenneth Smith, 77, passed away January 4. He joined the SIU in 1986, initially sailing aboard the *USNS Assurance*. Brother Smith was

a member of the deck department and last sailed aboard the *USNS Heezen*. He became a pensioner in 2016 and settled in Honolulu.

WILLIAM SMITH

Pensioner William Smith, 84, died January 14. He donned the SIU colors in 1978. A steward department member, Brother Smith first shipped aboard the *Manukai*. After concluding his career aboard the *Reliance*, he went on pension in 2002. Brother Smith was a Honolulu resident.



SANTOS THOMAS

Pensioner Santos Thomas, 72, passed away October 1. He signed on with the union in 2001 and first sailed aboard the *Chilbar*. Brother Thomas sailed in the steward department and most recently shipped aboard the *USNS Watkins*. He retired in 2016 and settled in the Bronx, New York.



EDDY USMANY

Pensioner Eddy Usmany, 81, died January 7. He joined the Seafarers International Union in 1986. Brother Usmany initially shipped aboard the *USNS Bowditch* and worked in the steward department. He became a pensioner in 2009 after sailing on his final vessel, the *Yorktown Express*. Brother Usmany made his home in Palm Coast, Florida.



EMERSON WALKER

Pensioner Emerson Walker, 92, passed away February 5. He began his career with the SIU in 1965 when he sailed on the *Iberville*. Brother Walker shipped in the engine department and also worked on shore gangs. He was last employed by Seal-and and retired in 1994. Brother Walker lived in La Habra, California.



GREAT LAKES

EDWARD KRAUSE

Pensioner Edward Krause, 96, died January 9. He joined the Seafarers International Union in 1946. Brother Krause was a deck department member. He worked for Erie Navigation for the duration of his career and retired in 1988. Brother Krause called Sandusky, Ohio, home.

NICKOLAS VERBANAC

Pensioner Nickolas Verbanac, 94, passed away December 30. He joined the SIU in 1961 and first sailed aboard the *J.A. Kling*. Brother Verbanac was a member of the deck department. He last shipped on the *J.A.W. Iglehart* and retired in 1997. Brother Verbanac made his home in Toledo, Ohio.



INLAND

BRUCE BEAM

Pensioner Bruce Beam, 70, died January 13. He signed on with the Seafarers in 2004. Sailing in the engine department, Brother Beam worked for G&H Towing for the duration of his career. He went on pension in 2019 and resided in La Marque, Texas.



IVEY BROWN

Pensioner Ivey Brown, 81, passed away January 3. He began sailing with the union in 1958, initially working aboard the *Del Monte*. A deck department member, Brother Brown was last employed by OSG Ship Management. He became a pensioner in 2003 and settled in Youngstown, Florida.



MARY HOPKINS

Pensioner Mary Hopkins, 78, died January 8. She embarked on her career with the SIU in 1998 when she worked with Orgulf Transport. Sister Hopkins was a steward department member and continued working for the same company for the duration of her career. She retired in 2008 and made her home in Odessa, Missouri.



WILLIAM JUSTI

Pensioner William Justi, 92, passed away January 30. A steward department member, he joined the union in 1975, initially working for Tug Management Corp. Brother Justi's final vessel was the *Abby G*. He became a pensioner in 2010 and lived in Spring Hill, Florida.

TIMOTHY MACRURY

Pensioner Timothy MacRury, 66, died January 13. He became a member of the Seafarers International Union in 1976 when he sailed with H&M Lake Transport. Brother Ma-

cRury sailed in both the deck and steward departments. He last worked for OLS Transport and began collecting his pension in 2020. Brother MacRury resided in Port Huron, Michigan.

KENNETH MCLAMB

Pensioner Kenneth McLamb, 69, passed away January 22. He donned the SIU colors in 1980 and initially sailed on the *Overseas Joyce*. Brother McLamb was a member of the deck department and most recently sailed aboard the *Legacy* in 2016. He became a pensioner the following year and settled in Waynesville, North Carolina.



DOUGLAS PARKER

Pensioner Douglas Parker, 66, died November 29. He embarked on his career with the union in 1974. Brother Parker sailed in the deck department and was employed by Crowley Towing and Transportation for most of his career. He most recently sailed in 1986, went on pension in 2018 and lived in Jacksonville, Florida.

DEWEY ROUTH

Pensioner Dewey Routh, 95, passed away January 28. He began his career with the Seafarers in 1976, initially working for Crowley Puerto Rico Services. Brother Routh was a deck department member. He last shipped with Crowley Towing and Transportation and made his home in Jacksonville, Florida.

JOHN THOMAS

Pensioner John Thomas, 89, died December 31. He embarked on his career with the SIU in 1970 when he worked with Steuart Transportation. Brother Thomas was an engine department member. He was last employed by STC Peggy S Corporation and went on pension in 1995. Brother Thomas made his home in Tangier, Virginia.

NMU

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

NAME	AGE	DOD
Alvarez, Ramon	77	01/24/2022
Bonilla, Pedro	88	01/07/2022
Broussard, Nelson	93	01/26/2022
Camarda, Frank	91	01/14/2022
Johnson, Solister	94	12/28/2021
Laboriel, Jorge	76	12/30/2021
Olan, Gilberto	85	02/02/2022
Powery, Wordsworth	93	01/12/2022
Rosario, Jorge	79	01/22/2022
Scott, Samuel	70	11/29/2021



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.

LONE STAR STATE (Intrepid Personnel and Provisioning), November 21 – Chairman **Lionel Rivas**, Secretary **Martin Buck**, Educational Director **Teon Shelton**. Chairman noted this was first union meeting since re-crewing vessel. He encouraged everyone to keep documents updated and stressed shipboard safety and mutual respect. He thanked SIU and Seafarers Plans officials "for keeping our jobs safe and our benefits intact." Secretary welcomed everyone aboard. Educational director encouraged fellow mariners to upgrade at union-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. Crew requested shipboard Wi-Fi and asked that this subject be included in next contract negotiations. Next port: Lake Charles, Louisiana.

OVERSEAS MYKONOS (Overseas Ship Management), January 1 – Chairman **John O'Shaughnessy**, Secretary **Juan Vallejo Hernandez**, Educational Director **Patrick Montgomery**, Steward Delegate **Mohammad Abou Abdou**. Members reviewed old business including discussions of increasing pension and vacation benefits, and Wi-Fi and computer access aboard ship. Chairman gave thanks to the steward department for doing a great job during the holidays. He reminded everyone to keep documents up to date and reiterated the importance of safety. On behalf of crew, secretary praised SIU Executive Vice President Augustin Tellez for

his great work at the White House. He instructed members to separate garbage and to keep rooms clean. Educational director urged crew to upgrade at the Piney Point school and to check the SIU website for upgrading courses. No beefs or disputed OT reported. Members revisited suggestions to increase pension pay and asked for a higher food budget.

USNS WATERS (Ocean Shipholdings, Inc.), January 16 – Secretary **Charles Sassone**, Educational Director **Randy Slue**, Deck Delegate **Troy Glatter**. Crew waiting on arrival of new bosun to elect a chairman. Educational director encouraged members to take advantage of the upgrading opportunities at the Paul Hall Center, which will increase individual earning potential. No beefs or disputed OT reported. Members requested pay increases, penalty pay for ship restriction, Wi-Fi access and a better satellite phone. Crew asked for new mattresses and better pillows. Next port: Cape Canaveral, Florida.

INDEPENDENCE (TOTE Services), February 2 – Chairman **Edward Wright**, Secretary **Gerald Hyman**, Educational Director **Marcos Arriola**, Deck Delegate **James Armer**, Steward Delegate **Anthony Parks**. Chairman thanked crew for staying diligent in their duties and keeping positive attitudes despite delays during trip. He informed members of upcoming shipyard period that will



Gathering for a union meeting aboard the Sunrise Operations vessel in Oakland, California, are (from left) Recertified Steward Ronald Davis, SIU Port Agent J.B. Niday, SIU VP West Coast Nick Marrone, Electrician Aaron Ellis and Bosun Josesimo Balerite.

extend the normal length of the trip. Educational director reminded crew to stay up to date with required immunizations, physicals and Coast Guard documents. No beefs or disputed OT reported. Secretary announced a higher food budget, citing the rising prices of food during COVID-19 pandemic. Ship placed under MSC charter midway through voyage. Crew restricted to ship in Asian ports. Members would like to see current agreement replaced with SIU Standard Freightship Agreement. Members requested monthly payment increases for

pensioners. Next port: Corpus Christi, Texas.

HORIZON PACIFIC (Sunrise Operations), February 5 – Chairman **Josesimo Balerite**, Secretary **Todd Curry**, Deck Delegate **Paul Dilbeck**, Engine Delegate **Anthony Henry**, Steward Delegate **Kenneth Huddleston**. Chairman talked about safety aboard the vessel and advised crew to leave clean rooms for oncoming members. He emphasized importance of wearing masks and using gloves at the serving line. Secretary recommended crew

go to Piney Point to upgrade. He also recommended donating to SPAD, the union's voluntary political action fund. No beefs or disputed OT reported. Members discussed COVID testing and were reminded to show up to ship on time for reliefs. Steward department was thanked for nice dinners that were put out for Christmas and New Year's. Union representative was requested on ship for payoff. Wi-Fi needs to be fixed for better connection. Members expressed their appreciation for direct deposit. Next port: Oakland, California.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
Gap Closing Courses		
MSC Storekeeper Basic	May 2	May 20
MSC Ship Clip	June 6	June 17
MSC Supply Configuration Management	May 23	June 3
Deck Department Upgrading Courses		
Able Seafarer-Deck	May 23 August 29 October 17	June 10 September 16 November 4
Lifeboat/Water Survival	April 11 May 9 June 6 August 1 August 29	April 22 May 20 June 17 August 12 September 9
Fast Rescue Boat	June 20 August 22	June 24 August 26
RFPNW	April 25 June 27 July 25	May 13 July 15 August 12
Leadership and Management Skills	August 8	August 12
Advanced Shiphandling	August 22	September 2
Advanced Meteorology	September 12	September 16
Advanced Stability	September 5	September 9
Engine Department Upgrading Courses		
RFPEW	April 25 July 25	May 20 August 19
FOWT	June 13 August 29	July 8 September 23
Junior Engineer	July 11	September 2
Marine Electrician	May 16	June 17
Marine Refer Tech	September 19	October 28
Advanced Refer Containers	July 18	July 29

Title of Course	Start Date	Date of Completion
Engine Department Upgrading Courses		
Welding	April 25 June 6 July 11	May 13 June 24 July 29
Engineroom Resource Management	August 1	August 5
Steward Department Upgrading Courses		
Certified Chief Cook	April 25 May 30 July 11 August 15	May 27 July 1 August 12 September 16
ServSafe Management	April 18 May 23 July 4	April 22 May 27 July 8
Advanced Galley Operations	June 20 August 15 October 10	July 15 September 9 November 4
Chief Steward	May 9 July 18 September 12	June 3 August 12 October 7
Safety/Open Upgrading Courses		
Combined Basic/Advanced Firefighting	September 19	September 23
Medical Care Provider	April 11	April 15
Basic Training	June 6 August 8	June 10 August 12
Basic Training Revalidation	April 22 May 6 June 3 June 10	April 22 May 6 June 3 June 10
Basic Training/Adv. FF Revalidation	August 29 December 12	September 2 December 16
Government Vessels	April 11 April 25 May 9 June 13 June 27	April 15 April 29 May 13 June 17 July 1
Tank Ship-DL (PIC)	October 24	October 28
Tank Ship Familiarization DL	May 2 June 27 October 24	May 6 July 1 October 28
Tank Ship Familiarization LG	May 9 May 23 August 15	May 13 May 27 August 19S

UPGRADING APPLICATION

Name _____
Address _____

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

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

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

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

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

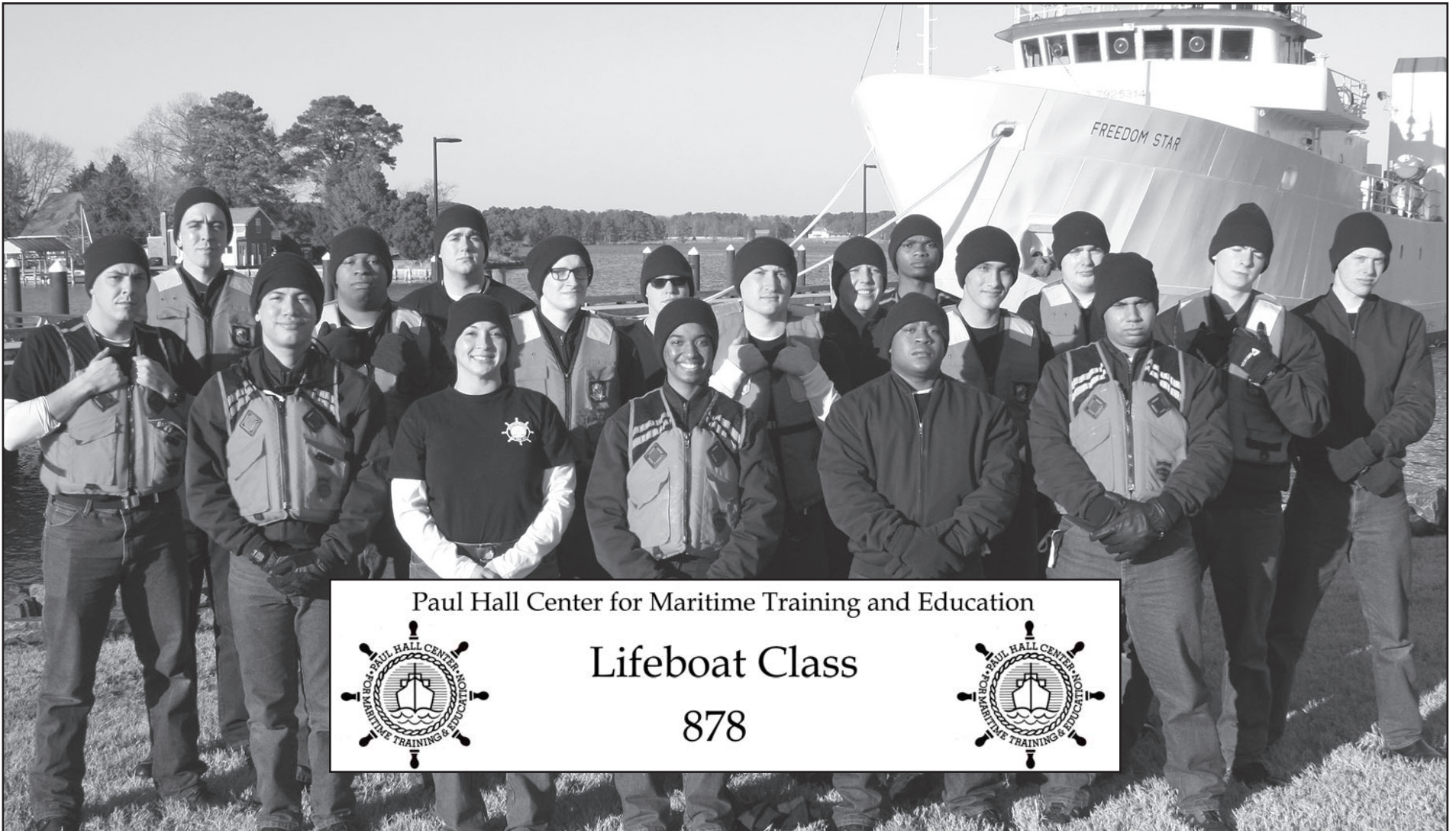
I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which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

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

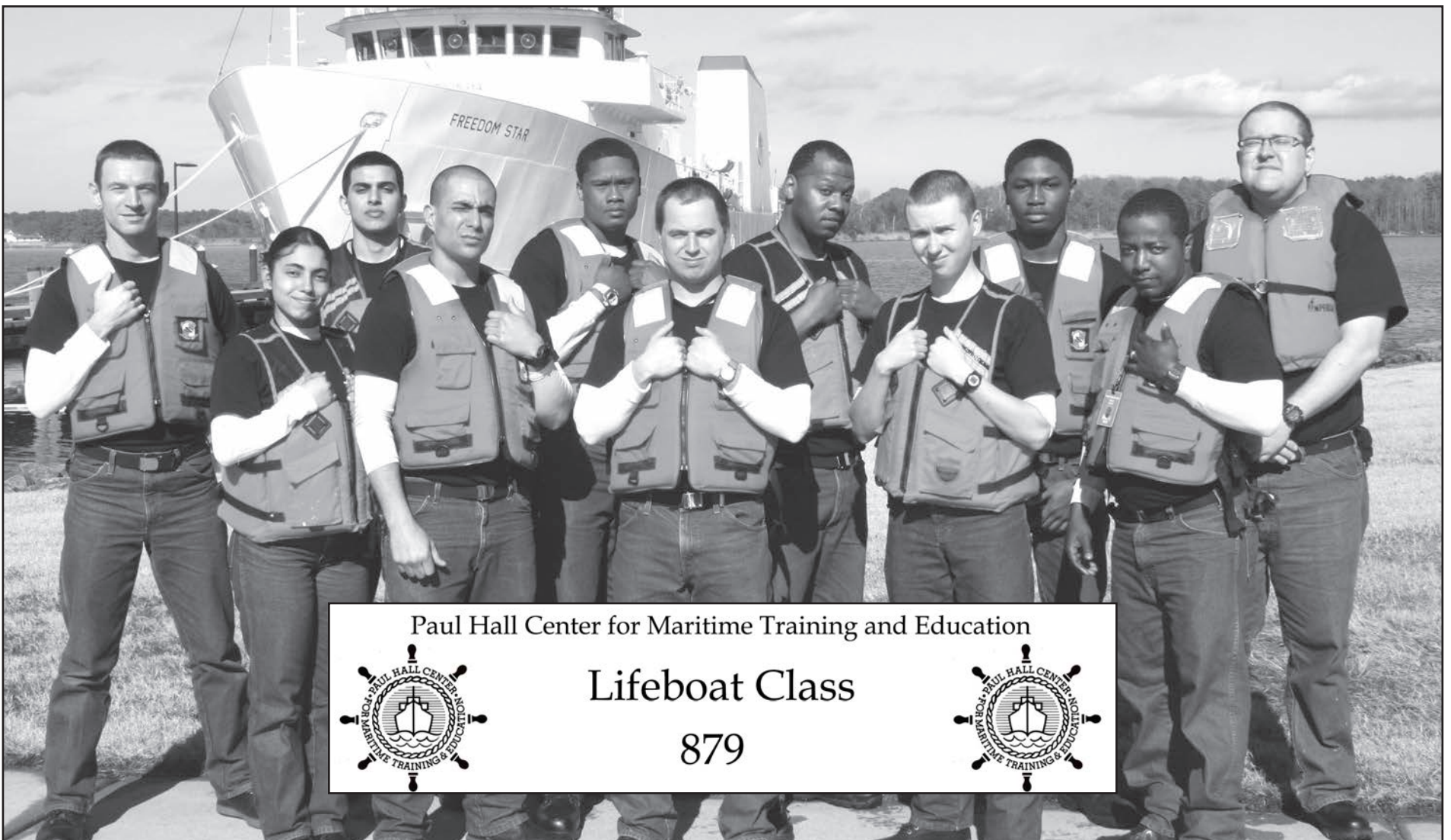
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: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

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

Paul Hall Center Classes



Apprentice Water Survival Class #878 – Graduated January 28 (above, in alphabetical order): Marcantony Arcila, Tyler Bean, Corey Bellezza, Alexander Bennett, Deyni Steven Camacho Fernandez, Dashiel Depaulis, Nathan Dixon, Mark Ina Jr., Jordan Jeffries, Matthew Kaufmann, Joseph Lucas, Dahlia Grace Puaokuupuuwai Milsap, Kyara Isabel Nunez, Riley Russ, Kamron Stripling, Jeremy Stultz, Steven Ware and Kenneth Wilson.



Apprentice Water Survival Class #879 – Graduated February 25 (above, in alphabetical order): Mukhtar Ali, Jarrett Conkey, Alondra Delgado, Matthew Epstein, Parker Hampton, Kyle Jolivet, Derrel Oliver, De'andre Peden, Markalle Redd, Darryl Shack Jr., and Mark Stookey.

Important Notice To all Students

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

Paul Hall Center Classes



RFPNW (Phase III) – Graduated February 11 (above, in alphabetical order): Joseph Bates, Brandon Coleman, Martin Cox, Johncarlo Garibaldi, Nathaniel Howard, Cordera Looney, Noah Pittman, Richard Russ Jr., and Emilie Whitlow. Upon the completion of their training, each plans to work in the deck departments aboard SIU-crewed vessels.



Water Survival (Upgraders) – Graduated February 25 (above, from left): Venise Spears and Ronald Burris.



Advanced Reefer Container Maintenance – Graduated February 18 (above, from left): M'barek Nouhairi and Gajatri Normatova. Mike Faye, their instructor, is at the far right.



Government Vessels – Graduated February 18 (above, in alphabetical order): Rizaldy Manalopilar Ano Jr., Daniel Avery, Julian De Los Santos, Lydia Dye, Herb Gulliford, Lionel Hall, Leroy Harris, Terry Herndon, Noah Hughes, Heather Lassiter, Tiara MacKlin, Ethan Martell, Dindo Prellagera Reforsado, Edsel Auguis Renegado, Tameka Scott, Adam Felix Soto and Tyrone Wilson.

Paul Hall Center Classes



Junior Engineer (Plant Maintenance) – Graduated February 18 (left, in alphabetical order): Carlos Marcos Gutierrez, Luzern Hawkins, John Jaremchuk III, Jorge Yakeny Laboriel Lalin, Zion Lyons, Kelly Percy, Brandon Thornton, Neil Laconsay Tupas, Harry Whitney IV and Fernandez Lacpta Wilcox Jr.



Advanced Galley Ops – Graduated February 18 (above, in alphabetical order): Jose Felipe Clotter, Emmanuel De Gracia Matias, Melissa McCartney and Lareesa Warren. (Note: Not all are pictured.)



Chief Cook Assessment Program – Graduated February 25 (above, in alphabetical order): Roslyn Anderson, Orin Galvez Godfrey Jr., Rahman Phillip and Brian Alberto Rojas Perez.



Certified Chief Cook (Module 5) – Graduated February 11 (photo at left, in alphabetical order): Erik Bain, Jessica Davis, Julian De Los Santos, Eliezer Estremera, Deon Greenidge, Hussein Abdul Hussein, Christopher Kluth, Tracey Manuel, Latara Rengifo and Anthony Roman.

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SEAFARERS LOG

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

Paul Hall Center
Class Photos
Pages 17-19



Attendees converse in person (at the Paul Hall Center) and via online connection.

SIU Safety Directors Meet for Yearly Training

On March 8, SIU safety directors from across the country met virtually for a series of training sessions and presentations designed to provide the team members with up-to-date information.

The SIU safety directors who attended the virtual meeting included Amber Akana, Ben Anderson, James Brown, Gordon Godel, Anthony Houston, Gerret Jarman, Joseph Koncul, Andre MacCray, Kevin Marchand, Osvaldo Ramos and Kevin Sykes. Additional meeting participants included SIU President Michael Sacco, SIU Executive Vice President Augustin Tellez, SIU Secretary-Treasurer David Heindel, SIU Vice President Contracts George Tricker, Paul Hall Center Vice President Tom Orzechowski, Paul Hall Center Assistant Vice President Bart Rogers, Paul Hall Center Vocational Director Wayne Johnson Jr., Culinary Instruction Coordinator John Het-

manski and SIU Piney Point Port Agent Mario Torrey.

MacCray said, "Regardless of whether it is in person or via video conferencing, the safety meeting is always productive. This last one shared some useful information regarding recruiting, shipboard safety, the future direction of the union and much more."

Johnson Jr. remarked, "It's always good for the different departments at the school to communicate with the safety directors during these meetings. It gives us all an opportunity to educate ourselves on each other's processes, discuss industry updates and/or changes, and review our strengths, shortcomings and potential solutions."

Topics covered during the meeting included COVID-19, shipboard safety trends, sanitation, and the latest details from the Recruiting and Contract offices.



Taking part in the meeting from Piney Point, Maryland, are (from left) SIU Secretary-Treasurer David Heindel, Paul Hall Center Asst. VP Bart Rogers, Paul Hall Center Vocational Director Wayne Johnson Jr., Paul Hall Center VP Tom Orzechowski and SIU President Michael Sacco.

Oregon Congressman Introduces Safer Seas Act In House of Representatives

Introduced in the House of Representatives at the end of February, the Safer Seas Act aims to combat sexual assault and sexual harassment (SASH) in the maritime industry. It was introduced by Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-Oregon) along with 17 co-sponsors, and the bill has since been referred to the Subcommittee on Coast Guard and Maritime Transportation.

According to the subcommittee, the bill:

- Clarifies the Coast Guard's ability to deny, suspend, or revoke a merchant mariner credential to individuals who have been convicted of sexual harassment or sexual assault;
- Strengthens transparency surrounding companies' sexual assault policies and procedures;
- Protects victims and witnesses who report SASH incidents from discrimination;

■ Directs the Coast Guard to initiate rulemaking to determine safe levels of alcohol consumption by crew members aboard vessels;

■ Outlines surveillance requirements, which may be used as evidence in criminal or marine safety investigations;

■ Creates a master key control system to limit the personnel who have access to private spaces;

■ Requires reporting to the Coast Guard by any seafarer, master, or vessel owner with knowledge of sexual harassment or sexual assault;

■ Extends the right to civil action for those pursuing sexual assault and sexual harassment cases;

■ Provides the Secretary of Transportation the ability to waive requirements for U.S. Merchant Marine Academy students who provide reasonable safety concerns when obtaining a merchant mariner license required for graduation; and

■ Adds definitions for sexual assault and harassment.

"We are taking a critical step toward eliminating sexual violence in the maritime industry," DeFazio said. "With this legislation, we can help fight assault and harassment in maritime transportation through penalties

for perpetrators, new requirements for vessel owners, expanded legal recourse for victims, and a myriad of policies to prevent sexual assault and harassment in the first place. I look forward to working with my colleagues to get this legislation signed into law and protect hard-working seafarers."

"As chairman of the Maritime Transportation Subcommittee, I've heard heartbreaking stories from survivors of sexual assault, harassment, and abuse from within our maritime industry – and I know that keeping our seas safe is a mission that will not be complete without eradicating these threats to our seafarers," said Carbajal. "The Safer Seas Act will focus not just on preventing future sexual violence, but also on supporting survivors and holding perpetrators accountable."

The bill is supported by maritime unions, including the SIU, AMO, MEBA and the Maritime Trades Department, AFL-CIO.

"We applaud the efforts of the Committee to work with maritime labor and the industry to create meaningful reforms that will ensure safe and equitable workplaces for mariners now and in the future," said Greg Regan president of Transportation Trades Department, AFL-CIO.