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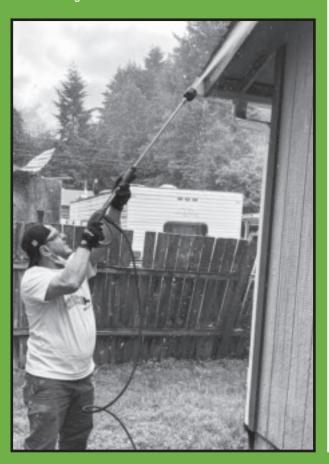
SEAFARERS-LOG

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



Seafarers Paint Tacoma' Again

Following a two-year pause caused by the pandemic, SIU members pitched in for the resumption of Paint Tacoma-Pierce Beautiful, a philanthropic outreach guided by Associated Ministries in the Pacific Northwest. This year's SIU team included AB Samed Kassem (photo below); the volunteers prepped and repainted the house of a local resident. *Pages 12-13*.





Six SIU Stewards Complete Recertification Training at Piney Point-Based Paul Hall Center

Following the August membership meeting at the union-affiliated school in southern Maryland, graduates of the steward recertification class are pictured with SIU officials. From left in photo above are SIU Port Agent Mario Torrey, SIU VP Tom Orzechowski, Recertified Stewards Sajid Foster, Alexander Cordero and Bryan Alvarez, SIU Exec. VP Augie Tellez, Recertified Stewards Bruce Johnson, Abraham Mills and Marlon Brown, SIU Secretary-Treasurer David Heindel and SIU VP Contracts George Tricker. *Page 7*.

Rescue at Sea
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Standard Contracts Ratified

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President's Report

Perspective and Civility

"What is wrong with him?!"

"How can she believe such a thing?!"

"Why in the world would they support that kind of candidate?!"



Michael Sacco

These sorts of sentiments are all too common nowadays, as many people retreat to their social-media silos and their television "news" equivalents.

With Election Day on the horizon, this is a perfect time to politely encourage our members, retirees, officials and staff to take a deep breath, focus specifically on issues, and try to give people the benefit of the doubt. Such an approach will be good for one's blood pressure, if nothing else.

Polarization in the U.S. has reached alarming levels, and that belief is backed up not only by data but also by daily anecdotal evidence in all of our lives. Our path to this regrettable destination partly

took root in local news deserts – as legitimate journalism dried up, it was replaced by digital imposters cleverly masquerading as authentic outlets. There are many hundreds of such online entities across the country, most of them driven not by a desire to inform and provide balanced reporting, but rather by the political agendas of their big-money founders. The *New York Times* did a breathtaking, in-depth report on this situation a few years ago; there is no end in sight.

When you combine the dwindling state of the true news media with the proliferation of social media, it's not pretty. Navigating the murky waters of social media can be challenging, particularly when it comes to politics. But one indisputable truth is that whatever you click on, you get more of. As one researcher put it, the concept of confirmation bias is nothing new. "But in social media, this bias is propagated simply by reading, liking, and sharing content that acts to support those convictions we already hold, while avoiding content that challenges our beliefs. Essentially, we begin to isolate ourselves from those opposing opinions until we're surrounded with people who agree with us."

Unlike traditional media outlets, social media at best has very loose rules governing the truthfulness of its content. Even when crackdowns occur, they're often sporadic, tardy and not fully effective. The lack of accountability corresponds with a lack of accuracy.

Finally, we'd all do well to remember that in an age when so many social media, traditional media and other outlets make their living from online ad revenue, their respective content is usually designed to agitate – and to keep you clicking and tapping and watching. This doesn't just apply to Newsmax or MSNBC or CNN. Pay attention to your local weather forecast and you'll often hear words like "damaging, destructive" and "severe," even if those are just slim possibilities for later in the week or in another region. Behind the algorithm are equations that have figured out how to keep us engaged.

Particularly with the November elections looming, I encourage everyone to pay attention to issues rather than personalities, and remember that the vast majority of people want what is best for our country, even if we sometimes have different ideas about how to achieve those goals. And, as always, be assured that the SIU will support candidates who support our industry and workers' rights, regardless of political party.

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



Pictured aboard the new passenger ferry *Arthur E. Imperatore* are (from left) NY Waterway Vessel Project Manager Joe Carson, Port Captain Vincent Lombardi, Vice President of Operations Alan Warren and Maintenance/Operations Coordinator Donald Montemarano. (Photo courtesy NY Waterway)

NY Waterway Expands Fleet, Refits Ferries with 'Greener' Engines

SIU-contracted NY Waterway is in the midst of a busy and productive stretch.

The company unveiled the first of six planned retrofitted ferries on July 26, with the reintroduction of the *M/V Hoboken*. The vessel, which is crewed by SIU members, is now powered by two brand new engines, which use 25% less fuel and cut emissions by 80%.

"Every ferry takes dozens – sometimes hundreds – of cars off the region's roadways. They're already a clean and sustainable way to commute, and now they'll be even greener. It's our mission to be a good steward of the harbor, and we're so thrilled to see the *Hoboken* reenter service with cleaner engines, room for more passengers and lower fuel use on every trip," said Armand Pohan, president, CEO and chairman of NY Waterway. "We are so grateful to our partners at NJ Transit, the FTA (Federal Transit Administration) as well as Senator Bob Menendez (D-New Jersey) for this program."

The old engines, four 600-horsepower EPA Tier 1 engines, have been replaced by two 900-horsepower EPT Tier 3 engines. This has also allowed for an increase in

passenger capacity, from 149 to 247.

The upgrades were made possible by a \$12 million federal grant, along with the assistance of state-owned NJ Transit. The expected delivery date of the sixth retrofitted ferry will be in 2023.

In addition to the retrofitted ferries, NY Waterway has taken delivery of two new 500-passenger boats, the *Franklin D. Roosevelt* and the *Arthur E. Imperatore* – the latter of which is named after the late founder of the company. Those vessels are likely to be placed into service in the fall, according to NY Waterway.

Imperatore, a visionary entrepreneur who helped create the modern commuter ferry system, died in November 2020 at age 95. He founded NY Waterway in 1986 in Weehawken, New Jersey, and built it into a mass transit system which has transported approximately 300 million people.

Additionally, and as previously reported, Seafarers aboard NY Waterway vessels on July 12 rescued nine individuals whose boat capsized in the Hudson

Crew of Maersk Peary Receives Commendation for Rescue at Sea

Seafarers and officers from the *Mearsk Peary* recently received a United States Coast Guard (USCG) Certificate of Appreciation for their work in rescuing an otherwise doomed sailor in December 2021. U.S. Navy Capt. Ken Bridgewater presented the crew with the certificate while the ship was at anchor in Honolulu on July 8, in a ceremony also attended by SIU Port Agent Hazel Galbiso.

As part of a much larger rescue effort, Seafarers sailing aboard the *Maersk Peary* pulled a man from the Aegean Sea on Dec. 22. The SIU crew aboard the *Peary*, which was en route to deliver vital fuel and supplies to McMurdo Station in Antarctica, included: Bosun **Damon Zschoche**; ABs **Marie Acosta**, **Roni Castillo**, **Joshua Gail**, **Edward Majesky** and **Derek Willis**; QE3 **Lateef Sanusi**; QEP **Rickey Yancey**; GSTU **Lakeeba Bazemore**; Wiper **Ali Laith**; Recertified Steward **Tony Spain**; and Chief Cooks **Osmar Ramos** and **Randy Hampton**. The ship's officers are represented by the Seafarers-affiliated American Maritime Officers.

"It is a pleasure to present this award on behalf of the Coast Guard," said Bridgewater. "The efforts of the merchant mariners often go unnoticed, but *Maersk Peary's* participation in this multi-agency rescue mission is an example of this community's professionalism, dedication to duty and ability to answer the call to a fellow mariner in distress. This particular mission highlights their ability to support a wide variety of missions that comes their way. Bravo Zulu to the entire crew for an outstanding effort!"

The rescue saw the crew work as part of a larger operation, searching in a grid pattern for migrants adrift at sea following three separate accidents over the course of a weekend. They discovered a drowning man clinging to a boat fender, and pulled him aboard in the middle of the night. The crew then transferred the man, who was shivering but conscious, to the Greek Coast Guard and resumed their grid search. The *Maersk Peary* was then relieved of their search and rescue duties four hours later, and returned to their original course.

After the rescue, vessel master Capt. Everett Hatton said, "I am very fortunate for SIU to step up and provide

a top-notch crew on very short time as we rushed the vessel from load port Greece just prior to the holidays. This current crew proved to be well qualified and trained when the alarms rang to turn to for a search and rescue during the dark of the night. Without a hesitation, when called to assist, all were there and added helping hands. For the *Maersk Peary* crew, it was an outstanding effort for everyone to be involved in this recovery."

In that rescue operation, at least 30 migrants died in three separate incidents in the same area, with more than 160 rescued. The combined rescue efforts saw at least four Greek Coast Guard vessels, a Greek naval frigate, eight merchant ships, three private vessels, three military helicopters and a military transport plane all pitch in to save as many lives as possible.



Pictured from left to right at the recognition ceremony are Bosun Damon Zschoche, AB Benjamin Wilson, AB Marie Acosta and SIU Port Agent Hazel Galbiso.

SIU Members Sail on New Containership

LNG-Powered George III Delivered to Pasha Hawaii

Following several pandemic-related delays, SIU-contracted Pasha Hawaii in late July took delivery of the *MV George III*, which the company described as "the first liquefied natural gas (LNG)-powered vessel to fuel on the West Coast and the first to serve Hawaii."

The 774-foot containership is the first of two new Ohana Class vessels to join Pasha Hawaii's fleet, serving the Hawaii/mainland trade lane as part of the Jones Act fleet. The second ship, the *Janet Marie*, is slated for delivery by the end of this year.

Texas-based Keppel AmFELS is responsible for the construction of both vessels.

Recertified Bosun **Kissinfor Taylor**, part of the first crew aboard the *George III* after delivery, said the ship made a good first impression.

"Things are going very well," Taylor stated. "The delivery was delayed for almost two years, so it's good to finally be aboard. The vessel itself reminds me of the new Matson ships. The only big difference is this one is LNG-powered. But we're all working hard, and I've sailed with most of the guys on here for years."

In announcing the delivery, Pasha Hawaii stated, "Operating fully on natural gas from day one, the new Jones Act vessel surpasses the International Maritime Organization (IMO) 2030 emission standards for ocean vessels, representing the most technologically advanced and environmentally friendly vessel to serve Hawaii. Energy efficiencies are also achieved with a state-of-the-art engine, an optimized hull form, and an underwater propulsion system with a high-efficiency rudger and propeller."

The Ohana Class vessels are named in honor of George Pasha III and Janet



SIU crew members are pictured aboard the newly delivered George III with SIU Asst. VP Mike Russo (fifth from left).

Marie, the late parents of The Pasha Group President and CEO George Pasha IV, signifying three generations of service to Hawaii.

"Today marks a moment in time that will be remembered by many of us, including my family and our incredible team members at Pasha Hawaii who worked tirelessly to bring MV George III to life," said George Pasha IV. "As we welcome the new MV George III to the Pasha Hawaii fleet, we stand incredibly proud of the perseverance and commitment of our partners at Keppel AmFELS, and the skilled men and women at the shipyard on this tremendous accomplishment. We look

forward to beginning service to Hawaii in August and taking delivery of the *Janet Marie* later this year."

In addition to Taylor, SIU members who helped crew up the ship in July included ABs Gerardo Arroyo, Bobby Belches, David Connelly, Yassid Laboriel Lalin and Andrei Tretyak, QMEDs Benjamin Scott and Tousif Khan, Steward/Baker Bryan Nystrom, Chief Cook Hussein Hussein and SA Abdullah Alasfor.

The Jones Act, America's freight cabotage law, has protected U.S. national, economic and homeland security for more than a century. It requires that cargo moving between

domestic ports is carried aboard vessels that are crewed, built, flagged and owned American

This law always has enjoyed bipartisan political support in addition to receiving strong backing from top U.S. military leaders. Among other benefits, the Jones Act – which helps contribute billions of dollars each year to the national economy – helps maintain a pool of well-trained, reliable, U.S.-citizen mariners who would be available to sail aboard military support ships in times of need.

More than 90 countries around the world maintain some form of cabotage law.

Union Jobs Secure Aboard Six Prepositioning Ships

Seafarers-contracted Crowley in mid-August was awarded a new Defense Department contract for operation of six prepositioning vessels: the USNS John Bobo, USNS William Button, USNS Baldomero Lopez, USNS Jack Lummus, USNS Fred Stockham and USNS Dewayne Williams.

Crowley already had been operating those vessels, based on a previous award. The new agreement is expected to last through September 2027.

According to the U.S. Military Sealift Command (MSC), the *Stockham* is 907 feet long, has a 105-foot beam and can sail at 24 knots, while the remaining ships are each 673 feet long, with 105-foot beams and sailing speeds of up to 17.7 knots.

MSC describes its prepositioning program as "an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies aboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other

contingency. MSC's seventeen prepositioning ships support the Army, Navy, Air Force, Marine Corps and Defense Logistics Agency."

The agency further notes, "Prepositioning ships provide quick and efficient movement of military gear between operating areas without reliance on other nations' transportation networks. These ships give U.S. regional combatant commanders the assurance that they will have what they need to quickly respond in a crisis - anywhere, anytime. During a contingency, troops are flown into a theater of operations to rapidly employ the cargo from these ships. Many of MSC's prepositioning ships are able to discharge liquid, containerized or motorized cargo both pier side or while anchored offshore by using floating hoses and shallow-draft watercraft, called lighterage, that are carried aboard. This allows cargo to be ferried to shore in areas where ports are non-existent or in poor condition and gives the nation's military forces the ability to operate in both developed and undeveloped areas of the world."



The SIU-crewed *USNS John Bobo*, shown in a file photo, is part of a program described by the Military Sealift Command as "an essential element in the U.S. military's readiness strategy." (Photo by Cpl. James Gulliver)

Talking Maritime with U.S. Senator



SIU VP Gulf Cost Dean Corgey (left) and U.S. Sen. Ben Lujan (D-New Mexico) are pictured in late July at a campaign event in Houston. Corgey thanked the senator for his support of the Jones Act and the entire U.S. Merchant Marine. They also discussed the apprentice program at the SIU-affiliated school in Piney Point, Maryland.



Students line up to receive their free books and backpacks.



Volunteers and local government officials are pictured at the giveaway in San Juan

SIU Pitches in During Distribution Effort

Coalition Brings Books, Backpacks to Puerto Rico

From July 27-29, the SIU helped distribute educational books and backpacks to students in San Juan, Puerto Rico, as part of the

League of United Latin American Citizen's (LULAC) Convention, which took place July 25-30.



SIU Asst. VP Amancio Crespo (left) reads aloud to children gathered on stage at the convention.

The American Federation of Teachers (AFT), the Asociacion de Maestros de Puerto Rico (AMPR) and LULAC partnered with the SIU, the Transportation Institute (TI), and SIU-contracted Crowley Maritime to ship 10,000 books to the island, as well as thousands of backpacks, for distribution among the children living in Puerto Rico.

According to TI Vice President of Government Affairs Sara Fuentes, "AFT was a big sponsor of the conference and was going to send some books down as part of their 'Reading Opens the World' program. (SIU Assistant Vice President) Amancio (Crespo) heard about it at the AFL meeting, and called Crowley and got them to ship the books down for free, and AFT asked TI to buy backpacks. We gave out 10,000 books to about 1,200 students there, with the leftover books going to children in housing projects on the island."

"Every child must have the opportunity to

recover and thrive, and reading is a foundational skill necessary for virtually everything we learn and do – and reading well is an essential pathway to opportunity," said AFT President Randi Weingarten. "Kids long for something that's theirs – to explore faraway places or learn about a great leader that looks like them, and these books are fulfilling that dream."

Crespo stated, "It's definitely a team effort, and we're honored to be a part of it. I was also chosen to read a book aloud to the kids at the convention, and naturally I chose 'El Coqui,' which shares a name with the Crowley vessel that shipped the books to Puerto Rico."

AFT's "Reading Opens the World" program is similar in nature to the SIU-affiliated "BookWaves" program that began in 2020, and saw more than 100,000 books donated to children in Puerto Rico with the help of industry partners and union labor.

Pacific Tracker Crew Helps Save a Life at Sea

The SIU-crewed Pacific Tracker recently aided a boater who'd suffered an unusual ailment that started as a nuisance and eventually became an emergency: a nosebleed that lasted four days.

Mariners from the TOTE-operated ship rendered assistance July 10-11 off the California coast. They picked up the distressed boater and transported him to a Coast Guard helicopter near San Francisco.

According to Chief Mate A.J. Quinn, a member of the Seafarers-affiliated American Maritime Officers, the *Pacific Tracker* had concluded a government mission when the ship received a communication from the Coast Guard. The agency explained the emergency and said the individual in question has been participating in a yacht race between Hawaii and California. A doctor who'd been consulted about the situation informed the Coast Guard that the injured person needed to get to a hospital as soon as possible, Quinn said.

The Pacific Tracker sailed approximately 200 miles to the boater's location in the Pacific, picked him up in a fast rescue boat and brought him aboard the parent ship. Vessel master Capt. Jeff Royer arranged to meet a Coast Guard helicopter off the coast of San Francisco, 570 miles east of the rescue location.

According to Quinn, the voyage took more than a day to complete even at full speed and in favorable sea conditions. Once the *Pacific Tracker* reached the rendezvous point for the Coast Guard helicopter, the captain maneuvered the vessel to

comply with instructions from the helicopter crew. The helicopter then deployed a rescue swimmer onto the deck of the *Pacific Tracker* with the

helicopter rescue winch; the patient was transferred safely.

The *Pacific Tracker* is a government-owned tracking and telemetry



Personnel from the *Pacific Tracker* use a fast rescue boat during a recent mobilization to assist a distressed boater.

ship in service for the Missile Defense Agency.

SIU members aboard the ship during the rescue included Bosun Kevin Kellum, ABs Kennard Latson Graham and Joey Benosa, OS Sameer Ahmed, QMEDs Roberto Borras Valencia, James Ross, Marion Collins Jr. and David Kelch, MDR Sheena Jumamil, Oilers Samuel Fagerness and Fredrick Hall, Wiper Jesse Kleinfelter, GUDE Dionesio Monteclaro Jr., GVA Micah Wideman, Chief Cooks Brittany Williams and Nicoll Quinones-Rodriguez, and SAs Kion Miller, Dan Monteclaro, James Petite, Michael Stroud, Rasha Warthem and Lisa Wert.

Rear Adm. Doug Williams of the Missile Defense Agency sent a congratulatory letter to the *Pacific Tracker's* captain and crew.

"Thanks to your actions, this sailor received the medical attention he urgently required, Williams wrote. "As a U.S. Navy Surface Warfare Officer, I am well aware of the time-critical response desperately required for a sailor in need, particularly in open ocean waters. Your actions, along with the efforts of the crew members onboard the SS Pacific Tracker, made a difference in that sailor's life, and demonstrated the values that we hold dear in the Navy and by the Missile Defense Agency.... Please accept my sincere appreciation for your support of the search and rescue efforts, and pass on a hearty 'Bravo Zulu' to your crew.... We are proud and honored by your service to our program and to our country."

U.S. House Votes to Support Workers

Legislators Turn Back Latest Attack on Davis-Bacon

Congressional representatives recently upheld a law that's crucial for helping maintain good wages in the construction industry.

On July 19, House members voted 264-165 to maintain the Davis-Bacon Act. All 223 voting Democrats opposed the move to repeal the law, and thereby supported workers, as did 41 Republicans.

Davis-Bacon, enacted in 1931 in the depths of the Great Depression, helps ensure decent wages for construction workers who labor on federally funded projects (such as highways, subways, bridges, airport runways and, now, installing broadband). It mandates those workers be paid a minimum of the locally prevailing wage in their area and for their craft.

Labor Department surveys of workers and employers set those minimums, which vary state by state, metro area by metro area, and trade by trade. Supporters have explained that such an arrangement means Davis-Bacon ensures cut-rate construction contractors can't low-ball workers on federally funded projects.

"Davis-Bacon requires workers on federally funded construction projects be paid no less than the wages paid in the community for similar work," House Appropriations Committee Chair Rep. Rosa DeLauro (D-Connecticut) told her colleagues. The Davis-Bacon skirmish occurred during a session on the spending bill for the Departments of Housing and Urban Development and Transportation for the fiscal year that begins Oct. 1.

DeLauro added, "The House has taken numerous votes on this issue, and on every vote ... has voted to maintain Davis-Bacon requirements. We should not be attacking working-class people, men and women who work every single day for a decent paycheck, and their wages haven't been increased with the cost of inflation."

"Dozens of studies over decades have shown prevailing wages increase productivity, raise wages, help local contractors and promote high-quality apprenticeship programs," said U.S. Rep. Donald Norcross (D-New Jersey), an Electrical Worker. "Prevailing wage laws increase productivity by attracting higher-quality general contractors and subcontractors to bid on public works; it levels the playing field. As a result, public projects cut down on change orders and finish projects with greater efficiency."

Concerning arguments against the law, Norcross said, "I find it absolutely unbelievable that ... each and every time" Davis-Bacon foes are "saying 'I am fighting to lower wages in my district. This is what my people want, they want to be paid less.' Not a word on what the contractor/owners can make.... This is insane. I would call it dumb, but I want to be kinder. Let's just call it wrong,



U.S. Rep. Donald Norcross (D-New Jersey)

U.S. Rep. Rosa DeLauro (D-Connecticut)

hateful, misappropriated."

He also pointed out repealing Davis-Bacon can backfire. States have their own Davis-Bacon laws, governing their construction projects. After Republicans took total control of West Virginia's legislature, they repealed the Mountaineer State's law in 2015, Norcross said. They confidently predicted doing so would cut construction costs so much the state

could build five new schools for the price of four. It didn't work, he added.

Studies showed "no savings from repeal, but massive decreases in wages," plus the hiring of "out-of-town contractors" and declining apprenticeships, Norcross said. Repeal also removed well-paying construction jobs from native West Virginians in one of the nation's poorest states.

Notice/Reminder

Norfolk Hall Temporarily Relocates

The union has relocated its Norfolk, Virginia, operations while the old hiring hall undergoes extensive renovations. The current address:

111 Mill Creek Parkway

Chesapeake, VA 23323

The phone and fax numbers for the hall are unchanged. The temporary hall is located 14 miles from the old one.

Renovations at the old facility (115 Third Street, Norfolk, VA 23510-1002) are expected to last at least eight months.



The temporary hall in Chesapeake, Virginia

Notice

SHBP Conducting Annual Verification of Dependents

In order to better serve all Plan participants, the Seafarers Health and Benefits Plan is updating its records regarding eligible individuals. Seafarers are scheduled to receive a letter from the Plan in early September, along with a dependent verification form. The purpose of the form is to help ensure that the Plan's records regarding eligible family members are accurate.

Eligible individuals must fill out and return the dependent verification form to the Plan by October 30, 2022, by email, mail or fax. If the Plan doesn't receive the form by that date, your dependents' benefits will be suspended until the form is received. If you are on a vessel and cannot return the form in time, please contact MAP at (800) 252-4674 (Option 2), or at map@cenforers.org

DOJ, NLRB Form Alliance To Protect Labor Markets

National Labor Relations Board (NLRB) General Counsel Jennifer A. Abruzzo and the Justice Department's (DOJ) Antitrust Division Assistant Attorney General Jonathan Kanter on July 26 signed a new memorandum of understanding creating a formal partnership between the two agencies "to better protect free and fair labor markets and ensure that workers can freely exercise their rights under the National Labor Relations Act," the organizations said in a joint announcement.

The DOJ and the NLRB "share an interest in promoting the free flow of commerce and fair competition in labor markets, including through protecting American workers from collusive or anti-competitive employer practices and unlawful interference with employees' right to organize," they said in the written statement. "The agencies' collaboration will focus on protecting workers who have been harmed or may be at risk of being harmed as a result of conduct designed to evade legal obligation and accountability (such as misclassifying employees or fissuring workplaces); interference with the rights of workers to obtain fair market compensation and collectively bargain (through labor market concentration/labor monopsony or other anti-competitive practices); and the imposition of restrictive agreements or workplace rules, such as non-compete, non-solicitation, and non-disclosure provisions."

Through greater coordination in information sharing, enforcement activity and training, the agencies aim to "maximize the enforcement of federal laws, including the National Labor Relations Act (NLRA), under the NLRB's jurisdiction and the antitrust laws enforced by the Justice Department's Antitrust Division. In particular, this memorandum will allow the agencies to refer cases of potentially illegal activity to each other, as appropriate, and to coordi-

nate on enforcement," they said.

"Under the NLRA, workers have the right to organize to improve their pay and working conditions," said Abruzzo. "When businesses interfere with worker organizing, either through creating structures designed to evade labor law or through anticompetitive practices, it hinders our economy and our democracy. This memorandum will strengthen the federal government's ability to effectively stop this kind of unlawful activity, and therefore to better protect workers' right to freely associate with one another to improve their wages and working conditions and to collectively bargain through freely chosen representatives."

Kanter stated, "Protecting competition in labor markets is fundamental to the ability of workers to earn just rewards for their work, to live out the American dream, and to provide for their families. By cooperating more closely with our colleagues in the NLRB, we can share information on potential violations of the antitrust and labor laws, collaborate on new policies, and ensure that workers are protected from collusion and unlawful employer behavior. As the Department noted in the amicus brief we submitted in the NLRB's recent Atlanta Opera matter, we support the Board's ongoing efforts to update its guidance to ensure that workers are properly classified under the labor laws. Protecting the right of workers to earn a fair wage is core to the work of both our agencies, and it will continue to receive extraordinary vigilance from the Antitrust Division."

In February, Abruzzo issued a memorandum to all field offices, committing to working closely with other federal agencies to ensure the government is "co-functioning and co-enforcing all related laws in the most effective and efficient way to ensure workers are fully protected, while minimizing employers' compliance burdens."

'Time is Now for Fixing Broken Labor Laws'

Editor's note: During the AFL-CIO convention earlier this year, delegates approved the following resolution, titled "The Time is Now for Fixing America's Broken Labor Laws."

All across America, working people are rediscovering the value of unions. From nurses to videogame developers to graduate teaching assistants, workers are organizing in record numbers.

Public support for unions is the highest it has been in 50 years. A majority of Americans supports unions, and the strongest support is among workers between the ages of 18 and 34.

In addition, the COVID-19 pandemic has shed new light on the importance of workers having a voice at work. Belonging to a union can literally be a matter of life and death at countless workplaces in America where workers are exposed to the risk of sickness and death every day of the week.

The pandemic has also highlighted deep structural imbalances of power in our economy, as the wealth of billionaires has grown by 70% during the pandemic. Today, 716 billionaires have more wealth than the entire bottom half of the population – or 165 million people.

Although the right to form unions and engage in collective bargaining is a fundamental right guaranteed by the National Labor Relations Act (NLRA) of 1935, the desire of millions of workers to join a union has been frustrated by unchecked corporate power and our broken and outdated labor

laws. Even the right to strike, which should be a universal right, has become meaningless with the widespread use of permanent replacements. In the public sector, only half the states recognize workers' freedom to engage in collective bargaining, and public employees' right to bargain is under persistent attack from anti-worker politicians.

While polls show increasing numbers of Americans would join a union if they could, union density continues to slide as corporations and their allies in Congress work side by side to erect barriers to organizing and bargaining. From Amazon to Google to DoorDash, massive corporations are using their wealth and power to deny workers our fundamental rights. Corporate front groups are also using their money and influence at the state level to undermine collective bargaining rights for public employees.

Workers at these companies are not the only ones who suffer from corporate greed. Entire communities are held back as low wages undermine education budgets, health care and other basic public services. In 26 "right to work" states, more workers are stuck in low-wage jobs than in non-right to work states.

There is a growing consensus among economists that unions are the cornerstone of a robust and sustainable economy. Unions raise wages, reduce income inequality, promote workplace safety, negotiate retirement security and health benefits, and ensure fairness and dignity for millions of workers. Public sector unions support quality public services, and seek to maintain safe

and supportive communities. Unions also strengthen our democracy and help bridge the racial divide.

When greedy corporations exploit our broken labor laws to keep workers down and frustrate union organizing, the result is that our economy is weaker, we are less globally competitive and income inequality continues to explode. The need to modernize and strengthen our labor laws has never been more compelling, and today the AFL-CIO commits to keeping labor law reform at the top of our agenda until we succeed.

In 2019, the AFL-CIO began a campaign to build support for the Protecting the Right to Organize (PRO) Act. The PRO Act would modernize the NLRA to give working people a voice on the job so we can negotiate for higher wages, better benefits, a more secure retirement and a safer workplace. It would impose financial penalties on companies and individual corporate officers who violate the law. It also would override state right to work laws, prohibit companies from holding captive-audience meetings during organizing campaigns, ban the use of permanent replacements during strikes and remove the ban on secondary picketing. The PRO Act would ensure that all workers have the right to join a union by cracking down on employers who misclassify their workers as independent contractors. Finally, it would establish a process for mediation and arbitration to help employers and unions reach a first contract.

Majorities in Congress agree that the NLRA needs to be updated and strength-

ened. The PRO Act passed the House of Representatives in 2019 and 2021 with bipartisan majorities. President Biden has called on Congress to send the PRO Act to his desk. It is now up to the Senate to debate and pass the PRO Act.

The AFL-CIO has also strongly advocated for the Public Service Freedom to Negotiate Act (PSFNA) so that all public employees have a right to bargain collectively. The PSFNA gives states the flexibility to write their own collective bargaining laws for public employees subject to minimum standards, including allowing public service workers to join together and have a voice on the job to improve wages, working conditions and the delivery of public services in their communities.

We stand with public sector workers – nurses, teachers, EMS workers, custodians, corrections officers, child care providers and so many more – who have stood courageously on the front lines of the fight against the pandemic to keep their communities safe, healthy and strong while putting their lives on the line. By standing together, union members can demand workplace protections and safety standards and the ability to use paid leave, as well as stay connected to their jobs during these uncertain times. It is now time to pass the PSFNA.

We reaffirm our commitment, which we first made at the 2017 AFL-CIO Convention, that no candidate or elected official who fails to endorse and fight for these fundamental reforms should receive the support of working people.



Spotlight on Mariner Realth

How to Identify and Avoid Monkeypox

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

Monkeypox is a disease caused by an infection with a virus: the monkeypox virus. The monkeypox virus is related to the virus that causes smallpox. Monkeypox symptoms are similar to smallpox symptoms but are milder, and monkeypox rarely causes death.

Monkeypox cases have been confirmed in many countries, leading the World Health Organization (WHO) on July 23 to designate monkeypox as a public health emergency of international concern. (The other diseases with this designation are COVID and polio.) Among other considerations, this means shore leave may be affected in some countries.

More than 99% of people who get this form of the virus are likely to survive. Those at higher risk of serious illness or death are people with weakened immune systems, children under age eight, people with history of eczema (a skin condition) and people who are pregnant or breastfeeding.

Risk in the U.S. is low, although cases are increasing.

Monkeypox does not spread easily and the risk of spread occurs only from people who have symptoms (unlike COVID, where people without symptoms can spread the disease). Close contact is believed to be necessary to spread the disease. Direct contact with someone with the rash or scabs or contact with body fluids from someone with the disease can spread it. Touching objects, fabrics (towels, clothing, bedding) and surfaces may spread it. Monkeypox can spread through sex and by hugging, massage, prolonged face-to-face contact and touching fabrics or objects used during any

Symptoms include a rash that looks like pimples or blisters on the face, inside the mouth, and on other parts of body such as hands, feet, chest or genitals. Flu-like symptoms also have been reported in association with monkeypox (fever, chills, headache, exhaustion, muscle aches and back ache, and swollen lymph nodes). The rash can start first or follow the flu-like symptoms by a few days. Symptoms usually appear within three

weeks of close contact with someone with mon-

If you think you may have monkeypox symptoms (you notice a new or unexplained rash or other symptoms) or if you have been in contact with someone with who has monkeypox, take the following steps:

■ See a healthcare provider or contact your local health department

Remind the healthcare provider that monkeypox is circulating

Avoid close contact (including intimate contact) with others until a healthcare provider examines you

Avoid close contact with pets or other animals until a healthcare provider examines you

■ If you are waiting on test results, follow the

■ If your test is positive, stay isolated (in another area of your house from others and pets) until your rash has healed, all scabs have fallen off, and a fresh layer of intact skin has formed. Use a separate bathroom if possible — otherwise clean surfaces frequently. Wear a well-fitting mask when around others in your home, especially if you are coughing or have sores in your mouth.

The illness typically lasts two to four weeks. There are vaccines which may be recommended after exposure/before symptoms develop. Reporting possible exposure as soon as possible is important. Getting the vaccine early after exposure appears to be more effective in preventing infection. There are medications that were developed for smallpox which appear to work with monkeypox. People at higher risk for serious illness are candidates for these treatments.

Preventive steps include: do not touch the rash or scabs of a person with monkeypox; do not kiss, hug, cuddle, or have sex with a person with monkeypox (it is not known whether a condom can prevent monkeypox); do not share utensils (fork/knife/spoon) or cups with a person with monkeypox; do not handle or otherwise touch the bedding, towels, or clothing of a person with monkeypox; wash your hands often with soap and water or use a hand sanitizer; in Central and West Africa, avoid contact with animals that may spread monkeypox, usually rodents and monkeys.

Healthy Recipe

Honey Mustard Garlic Shrimp

Servings: 24

Ingredients

6 pounds shrimp, peeled and deveined (21-25 count)

1/2 cup olive oil 1/2 cup garlic, minced fine Kosher salt

Black pepper, ground

Honey Mustard Sauce

1 cup Dijon mustard 1 cup honey

1/4 cup white vinegar 3 teaspoons granulated garlic

1-1/2 teaspoons cayenne pepper 1/4 cup parsley, chopped Salt and pepper to taste

Preparation

Pat shrimp dry with a paper towel and place them in a small bowl. Toss them in 1 tbsp olive oil and a bit of salt and pepper. Set aside.

Make honey mustard sauce by whisking together all sauce ingredients in a small bowl. Set aside. Note that the cayenne pepper adds some spice to this recipe.

On the stove, heat a pan over medium-high heat. Once the pan is hot (a splash of water should sizzle on it), place the shrimp on the pan.

Cook the shrimp for 1-2 minutes per side, then remove and set aside in a bowl. They'll



be opaque, pink, and slightly browned when done. Add the minced garlic to the pan and cook for 1 minute. Add the cooked shrimp back into the pan and toss with the honey mustard sauce. Remove from heat and serve. Garnish with black pepper and a sprinkle of parsley.

Nutrition Information

Per Serving (excluding unknown items): 96 Calories; 5g Fat (43.6% calories from fat); 1g Protein; 14g Carbohydrate; trace Dietary Fiber; 0 mg Cholesterol; 127mg Sodium. Exchanges: 0 Grain (Starch); 0 Lean Meat; 0 Vegetable; 1 Fat; 1 other Carbohydrates.

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

Six Stewards Secure Recertified Status

Six SIU members recently registered ground-breaking achievements in their respective careers by ascending to the highest rung of the steward department's upgrade training ladder. Each carved their names in the chronicles of SIU history August 8 during the union's monthly membership meeting in Piney Point, Maryland, when they graduated from the Paul Hall Center's (PHC) Steward Recertification Program.

Completing the two-week course, which is regarded as the school's top steward department curriculum, were: Bryan Alvarez, Marlon Brown, Alexander Cordero, Sajid Foster, Bruce Johnson and Abraham Mills. During their training, each received instruction in a wide range of disciplines including computer technology, social responsibilities, leadership, Coast Guard updates, baking skills and other department-specific workshops on sanitation, nutrition and more. The course also offered insights on collective bargaining agreements, functions of the various departments within both the SIU and the Seafarers Plans, and the union's affiliations with the Maritime Trades Department and its parent group, the AFL-CIO.

In keeping with tradition, each of the newly minted recertified stewards addressed those in attendance at the membership meeting. During their presentations, they discussed their respective careers and offered valuable insights to the apprentices. They also expressed gratitude for the opportunities they have been afforded to enhance their skills, improve their lives and those of their families, and become better shipmates to their union brothers and sisters aboard SIU-contracted vessels. Collectively, they also thanked the union leadership for its continued support, and the PHC vocational and hotel staffs for providing excellent instruction and accommodations, respectively.

Sajid Foster

Foster was the first to take the podium. He sails out of the Port of Wilmington, California, and launched his SIU career in the Crescent City.

City.

"I started my career with the SIU in 1996 in New Orleans; I was 18 years old, fresh out of high school," he said. The initial portion of Foster's career was spent in the inland division, followed by his transition into deep-sea sailing.

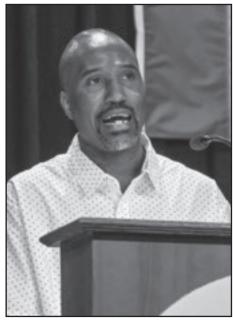
Throughout his career, the union "gave me many opportunities" the Louisiana native told those in attendance. "And after all of those, the SIU is still in my corner, still providing me with even more opportunities. I stand before you today as a living embodiment of the fact that hard work does pay off."

Foster told the trainees that they had the whole world before them: the opportunity to excel and have rewarding careers. "Stay strong and soak up everything that you have learned here at the school and that you will learn once aboard vessels at sea. The sky is the limit," he said."

Foster advised all rank-and-file members to donate to SPAD, the SIU's voluntary political action fund, so that the union's leadership will have the resources they require in order to work on behalf of the membership's best interests.



Alexander Cordero Recertified Steward



Sajid Foster Recertified Steward



Abraham Mills Recertified Steward



Marlon Brown Recertified Steward

Abraham Mills

Mills signed on with the union in 1999. He currently ships out of the Port of Houston.

"On my first ship, I sailed as a GVA (general vessel assistant)," he told the audience. "But in 2000, I came to the school here in Piney Point for galley operations."

From then until now, it's been one positive after another for Mills, who hails originally from Sekondi Essikdu, Ghana. "The union has been a very important part of my life and benefitted me greatly," he said. "Thanks to the SIU, I have been able to provide a great quality of life for my family."

Sending a shout-out to the union leadership, Mills thanked SIU President Michael Sacco, the regional vice presidents and the Paul Hall Center staff for the opportunity to enhance his kills in the Steward Recertification Program. He also expressed his appreciation to the union's contracts department for successfully negotiating "good standard contract agreements."

To the trainees, he said; "Nobody is telling you that the road will be easy, but I do not believe that the union brought you this far just to leave you, so always do your best. Payday is coming."

Marion Brown

Brown joined the SIU ranks in 2000 and is home-ported in Ft. Lauderdale, Florida.

"It's my distinct honor to be here today," he told his peers upon taking the podium. "Likewise, I am thrilled to have this opportunity (to complete the PHC's top steward department curriculum)."

Brown acknowledged the major role the union has played in enhancing the quality of his life and also the positive impact that being a Seafarer has had on his family.

"The union has been extremely important to me and my loved ones," he said. "I can't thank the SIU enough for all it has done to improve the quality of life for me as well as that of my

He credited the union's officials for providing and protecting jobs for members as well as the PHC instructors and staff for vocational training opportunities. Brown encouraged fellow members to back SPAD and also to exercise their right to vote during all elections.

"To the trainees, please work hard while you are here," he said. "And when you get out there aboard vessels, I advise you to keep your ears open and your mouths shut."

Alexander Cordero

Cordero sails out of the Port of Jacksonville, Florida. Born in the Republic of the Philippines, he joined the union in 2003.

ippines, he joined the union in 2003.

Since joining the SIU, "I have substantially improved the quality of my life and that of my family as well," he said. "I have also learned and experienced many positive things that helped me excel in my chosen career.

"But my main goal really was to become a recertified steward," he continued, "And thanks to the help of the SIU, that has been achieved today."

Cordero described his recertification training as a valuable commodity, noting "it opened my eyes on how the union operates. The information I received on contracts, medical benefits, pensions and the money purchase plan will prove invaluable when I return to work on the ship and interact with my co-workers and shipmates."

He added that he had experienced and seen firsthand the unmatched dedication exhibited by union leadership in looking out for the good of the rank-and-file.

In closing, Cordero shared his belief that "it is through hard work and diligence that one may advance and improve in life and on the job." In that spirit, he encouraged the trainees to do the same. "Never give up, never quit learning and work hard," he said.

Bruce Johnson

Johnson, whose home port also is Jacksonville, was the veteran of his class, having initially sailed aboard SIU-contracted vessels once in 1980 and again in1981 before returning to the SIU for the long hall in 1994.

"I joined the SIU when I was 21 and have been sailing for 28 years," he said. "I was here at Piney Point in Trainee Class 315."

Since becoming a Seafarer, Johnson said he has sailed the world as a chief steward. "The union has been instrumental in my life because it gave me what I was lacking: opportunity," he said, "One which I have taken full advantage of."

Reflecting on his return to the PHC for recertification training, Johnson said: "I could not help but notice the amazing upgrades that I have now seen firsthand. When I started here, there were bungalows instead of this spectacular hotel ... and look at the beautiful media center."

He thanked the PHC instructors for the knowledge they imparted on him and his classmates and the staff for providing outstanding accommodations.

"The union leadership needs our help when it comes to protecting our industry and jobs," he said in closing. "We need to always do our best on the job. We need to upgrade our skills and recognize that SPAD helps to hold all of us together."

Bryan Alvarez

Alvarez sails out of the Port of San Juan and has been an SIU member for 13 years.

"I was a member of PHC Trainee Class 713 back in 2008 and was only 19 years old at the time," he said. "I already had knowledge about the maritime industry because of my father, Bosun **Julio Cesar Alvarez**. That makes me a second-generation Seafarer and a legacy in the flesh thanks to the SIU."

Alvarez told the audience he has sailed aboard a variety of vessels while working for many different companies. "I did 232 days straight on the *Noble Star*, my first ship," he said. "That vessel no longer exists, but the experience I gained on it while working with great shipmates from this union improved my skills significantly."

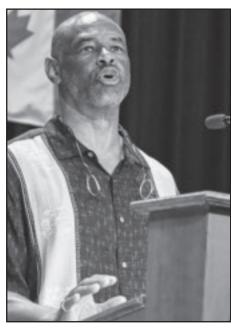
To continue honing and expanding his skills, Alvarez returns to the PHC every other year for upgrade training. "Consistency is key to success," he told the trainees. "Remember, never settle for less when you can be so much more.

"Amongst you are the future leaders for this industry," he continued. "Waste no time and be as professional as you can be from day one.... Upgrading is a must."

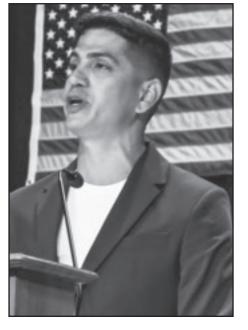
Alvarez thanked everyone who played a role in making his steward recertification training possible, including union officials and his wife, Rubi Pacheco. "She worked with and supported me every step along the way," he said. "I'm a father of three beautiful kids; thanks to her and the SIU, I have been able to provide them a good education and a good lifestyle."

In closing, Alvarez encouraged his brothers and sisters to support SPAD to ensure that the union leadership will continue to have the resources it requires to continue promoting and protecting the membership's interests.

"The SIU changes lives every day," he said, "I am proof of that!"



Bruce Johnson Recertified Steward



Bryan Alvarez Recertified Steward



Members Approve 5-Year Standard Contracts

New Agreements Increase Wages, Maintain Benefits and Jobs

By an overwhelming majority, SIU members have approved the new standard freightship and tanker agreements, details of which were reported in last month's *LOG*. The five-year contracts feature wage increases and maintain benefits. They mandate shipboard internet access for all Seafarers; increase pension benefits for some of the more-experienced members; and preserve all existing SIU jobs. Pictured on this page and the two that follow are photos of members voting in favor of the contracts aboard ship and in the hiring halls (or shown shortly before or after doing so). SIU officials also appear in some of the photos.





















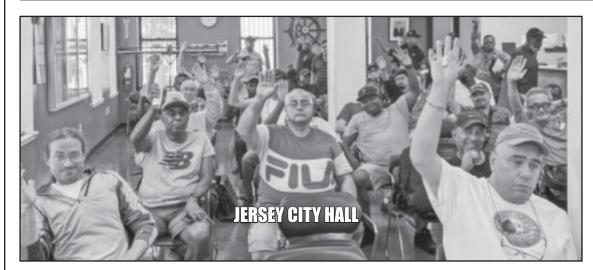






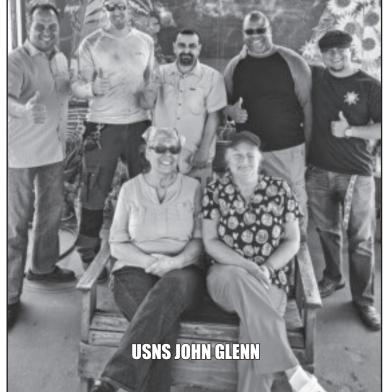
















KUDOS TO CAPE INTREPID CREW – The SIU crew of the Ocean Duchess-operated ship recently received congratulations for a job well done during an activation. They got a letter from the Maritime Administration calling the sea trial "a great success due to a prime example of TEAMWORK.... Congratulations to all of you." Recertified Bosun LBJ Tanoa added his kudos to everyone aboard during the mid-July operation and also thanked the Honolulu and Tacoma halls for filling the jobs. Pictured from left to right are (back row) SA Talama Moega, SA Rene Caballero, GVA Kassem Saleh, GUDE Israel Serrano, AB Nigel Williams, Electrician Phillip Greenwell, (front) Chief Cook Saleh Ahmed, GUDE Charles Bishop, Recertified Bosun LBJ Tanoa, AB Raul Molina and OS Nick Sabuco.



MSC DIRECTOR TOURS SCHOOL – The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) recently hosted a high-ranking official from the U.S. Military Sealift Command. MSC Director of Total Force Management Gregg Pelowski (second from left) is pictured at the Piney Point, Maryland, facility with (from left) SIU VP Government Services Nicholas Celona, PHC VP Tom Orzechowski, PHC Director of Vocational Training and Education Priscilla Labanowski and PHC Instructor Wayne Johnson.

At Sea and Ashore with the SIU



ABOARD USNS CURTISS – Former Piney Point classmates Bosun Bryan Hayden (left) and SIU Wilmington Port Agent Gerret Jarman are pictured aboard the Crowley-operated vessel following a review and vote on the new standard contracts. They are graduates of apprentice Class 679, back in 2006.

SIU

WELCOME ASHORE IN MOBILE – Bosun Cleveland West (center) is pictured at the hall with SIU VP Gulf Coast Dean Corgey (right) and SIU Port Agent Jimmy White. West sailed with the union for 31 years.



WELCOME ASHORE IN NORFOLK – Longtime Seafarer Tony Spain (left), a recertified steward, picks up his first pension check at the union's temporary quarters in Virginia. SIU Government Services Division Representative Sam Spain is at right. Tony sailed with the SIU for 44 years.



SPRUCING UP IN SAN JUAN – Local Seafarers recently pitched in for some routine maintenance and cleaning at the hiring hall. QMED Richard Vega (left in photo at left) is pictured setting up for patio maintenance with SIU Asst. VP Amancio Crespo (standing). Pictured from left in the other photo are Crespo, Chief Cook Yoaquin Gonzalez and AB Edwin Pagan.



WELCOME ASHORE IN JACKSONVILLE

– OMU Medardo Valerio (right) picks up his
first pension check at the hiring hall. SIU
Port Agent Ashley Nelson is at left.



ABOARD SEA POWER – SIU Asst. VP Mike Russo (right) and AB Doug Crawford are pictured aboard the Eco-Tankers ATB in early August.



Pictured from left are SIU Port Agent Warren Asp, Recertified Bosun Sanjay Gupta, SIU Administrative Assistant Joni Bradley, ABM Samed Kassem, SIU Patrolman George Owen, Bosun Francis Miller, ABG Obaid Ali, GUDE Abdulsalam Mohamed and Chief Cook Raul Ventanilla.

'Paint Tacoma' Project Returns with Flourish

Seafarers Help Brighten Community in Pacific Northwest

A tradition in Tacoma, Washington, resumed this year after a two-year break, as SIU members and their families pitched in for a worthy cause.

"After a two-year, COVID-19-induced hiatus, the Port of Tacoma was back,

repainting a house for a local resident in need as part of the Associated Ministries program Paint Tacoma Beautiful," said SIU Port Agent Warren Asp, who led the union's effort. The program selects homeowners in the Greater Tacoma area (normally once per year), and sends volunteers to prep, power wash and repaint their respective homes, all free of charge.

This year, the SIU members repainted the home of Crystal Jordan. "I received a postcard from the Associated Ministries, and I got in contact with them," Jordan said. "They sent me an application, and after that I was put in contact with the SIU.

"The whole experience was pretty nice," she added. "The weather was cooperative, though after they did the pressure wash, there was a heat wave, which wasn't their fault. The house is absolutely gorgeous now. The colors I chose were very, very pretty, and I'm very happy with it."

"This year definitely felt more important than past years, in helping us find a back-to-normal feeling as we see a way through the pandemic," said Asp. "The membership here was like we never skipped a beat, including one member's girl-friend that wanted to be involved in the program. As is customary for our members, across departments and cultures, port staff and active mariners, we had a total of 14 volunteers, who worked for four days and 103 total work hours."

The SIU volunteers included Asp, Safety Director Duane Akers, Patrolman George Owen, Port Administrative Assistant Joni Bradley, Recertified Bosuns Sanjay Gupta and Thomas MacGregor, Bosun Francis Miller (and his girlfriend, Candace Parlier), ABM Samed Kassem, AB Mohamed Haruna, ABG Obaid Ali, GUDE Abdulsalam Mohamed, Chief Cook Raul Ventanilla and SA Javier Wurt-

Asp added, "I would like to give a special shout out to Samed Kassem, whose family has been in the union for decades. He was involved for the entire evolution, from pressure washing to final painting. He gave 'everything in the tank' this year. The port has no plans of slowing, and looks forward to painting another house in 2023 and beyond."

"I've been involved multiple years, since probably 2016," said Miller. "This year, I brought my girlfriend with me to help. On the second or third day, there was rain, but I went on the first day, and the weather was super hot and beautiful out. I've never seen a home get painted so fast; we were almost 50% done after the first

day.

"The homeowner was very nice, very pleasant when she met with us," Miller continued. "I think she was really happy with the color she chose; it matched the colors of her plants and the surrounding greenery. I was responsible for the trim, stripping it down, scaling it and painting the trim all along the doors and windows."

When asked if he would volunteer for the next Paint Tacoma project, he replied, "If I'm home, they know they can call me and I'll happily help out with this every year. I hope they invite more family members to help out next year, and really turn Paint Tacoma into a family affair."



Homeowner Crystal Jordan (left) and SIU Port Agent Warren Asp



AB Mohamed Haruna



Recertified Bosun Sanjay Gupta (left) and Bosun Francis Miller



SA Javier Wurttele



SIU Safety Director Duane Akers



Recertified Bosun Thomas MacGregor



SIU Patrolman George Owen is pictured above while the photo at immediate left shows GUDE Abdulsalam Mohamed (left) and ABG Obaid Ali.

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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.

CALIFORNIA (Intrepid Personnel & Provisioning), June 22 Chairman Kenneth Abrahamson, Secretary Gerald Kirtsey, Educational Director Jonathan Collier, Deck Delegate Russell Hayden, Engine Delegate Raymond Roldan, Steward Delegate Keith Hall. New Wi-Fi system to be installed soon. Standard tanker agreement is almost complete. Secretary thanked crew for help with recent stores. Educational director reminded members to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Ship to receive new recliners for lounges and cabins. Copies of new contracts were requested by bosun. Members requested increases in vacation and pension benefits and for physicals to be required annually. Steward department was thanked for great meals. Next port: Valdez, Alaska.

LOUISIANA (Intrepid Personnel & Provisioning), July 5 – Chairman Kennard Campbell, Secretary Benjamin Piker, Educational Director Kevin Hall, Engine Delegate Stephen Jenkins, Steward Delegate Bernard Lawes. Chairman advised crew to get physicals as soon as possible after signing off. New contract for standard shipping is out as of July 1. Educational director reminded members to keep documents up to date and to upgrade at the Piney Point school. No beefs or disputed OT reported. Wi-Fi needed on ship. Crew discussed issues with job reliefs being filled on time. Members requested more vacation time and for retirement to be based on base wage of rating. Next port: Anacortes, Washington.

MATSON TACOMA (Horizon Lines, LLC), July 8 – Chairman Alfie Cicat, Secretary Lovie Perez, Educational Director Jason Powell, Steward Delegate Nasser

Ahmed. Chairman recapped the new contract. He urged crew to pay dues on time and to contribute to SPAD (Seafarers Political Activities Donation, the union's voluntary political action fund). Secretary directed members to the SIU online portal for updates to documents, direct deposit of vacation checks, etc. Educational director advised members to obtain substantial wage increases by upgrading often at the Paul Hall Center. No beefs or disputed OT reported. Members requested an increase in pension. Next port: Tacoma, Washington.

MAERSK SELETAR (Maersk Line, Limited), July 10 - Chairman Ion Irimia, Secretary Ronald Bvrd, Educational Director Jeffrey Thrash, Deck Delegate Samuel Pedrosa, Engine Delegate Jason Fuller, Steward Delegate Julian De Los Santos. Chairman reviewed ship fund and asked for a round of applause to steward department for a job well done. He reported a great trip despite hot weather during shipyard period. Secretary advised members to stay on top of all documents. Educational director urged crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Converter boxes/transformers needed in each stateroom. Members requested new mattresses, pillows and linens. Crew asked for wage and vacation increases and would like medical to be added to retirement. Members expressed frustration with CHS not handling physicals fast enough. The need for high-speed internet was mentioned as well as the ability to bid for jobs online.

PELICAN STATE (Intrepid Personnel & Provisioning), July 10 – Chairman Brandon Albro, Secretary Josue Iglesia, Educational Director David Garrett, Engine Delegate Mathew Palmer, Steward Delegate John Noel. New

contract should be coming soon as well as Wi-Fi. Secretary reminded members to renew documents in advance. Educational director encouraged crew to upgrade at the union-affiliated Piney Point school and to donate to SPAD. No beefs or disputed OT reported. Crew discussed several proposals for new five-year standard freightship and tanker agreements. Topics in-cluded pay increases, Wi-Fi access aboard all vessels, more vacation days, and updates to permanent and/or rotary job calls for trip tour reliefs. Members suggested splitting Gulf Coast job board equally between Florida hiring halls and asked to access all contracts via the membership portal.

MAERSK PEARY (Maersk Line, Limited), July 13 – Chairman Ronald Paradise, Secretary Jorge Roman Feliciano. Ship crew awarded MSC plaque for excellent work during past underway replenishments. Members received a nice pay raise thanks to the new contract. Educational director urged crew to upgrade at the Piney Point school. He informed members that passports can be expedited by filling out a special union-provided form. New microwave and electric smoker can be purchased in the near future per ship treasurer. No beefs or disputed OT reported. Many underway replenishments to come in Hawaii. Crew requested better Wi-Fi, TVs and refrigerators in all rooms, and power convert-

MAERSK KINLOSS (Maersk Line, Limited), July 16 – Chairman Rufino Giray, Secretary Caezar Mercado, Educational Director Tijani Rashid, Deck Delegate John Worae, Engine Delegate Ian Jordan. Chairman thanked steward department for a job well done. He recommended members to

Aboard USNS Button



Recertified Bosun Greg Jackson (left) submitted this photo from the Crowley-operated ship along with kudos for AB Octavio Henriques (center) and Second Mate Joseph Fiore.

upgrade at the Piney Point school and to check credentials. Secretary reminded crew about new policy regarding returning jobs. New fans needed for crew. Members requested additional vacation pay and medical benefits.

ALASKAN NAVIGATOR (Alaska Tanker Company), July 17 — Chairman Adel Ahmed, Secretary Albert Sison, Educational Director Leland Peterson, Deck Delegate Ahmed Al-Arashi, Engine Delegate Charles Walker, Steward Delegate Nasr Almusab. Chairman encouraged crew to vote on proposed contract. Members shared bad experiences with CHS

medical and voiced their opinions of new contract. Secretary reminded crew to keep mess hall and laundry room clean. Educational director advised members to attend upgrading courses at the Paul Hall Center. No beefs or disputed OT reported. Better Wi-Fi service needed as well as new TVs in some rooms. Members suggested several improvements to health and vacation benefits and requested an increase in vacation days. Crew would like the ability to file for vacation after 30 days of employment and for an equal pay scale across all entry level positions. Next port: Cherry Point, Washington.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

Notice/Reminder: USCG Positive Drug Test Advisory

The U.S. Coast Guard first issued the following advisory in 2020. It remains current and is reprinted here as a reminder.

Potential for Positive Drug Test Result From Use of Hemp-Plant Products

This Marine Safety Advisory is to ensure that mariners, marine employers, and sponsoring organizations are aware that some products marketed as hemp or cannabidiol (CBD) may contain enough tetrahydrocannabinol (THC) to cause a positive drug test. In accordance with 46 CFR 16.201(c), an individual who fails a chemical test for dangerous drugs must be removed from duties directly affecting the safe operation of the vessel, and is subject to suspension and revocation proceedings against his or her credential under 46 CFR part 5. Use of hemp or CBD products is not accepted as an affirmative defense (acceptable excuse) against a THC-positive drug test result. For these reasons, mariners wishing to avoid a positive THC drug test result should exercise extreme caution when considering the use of any hemp or CBD product because such use could result in the loss of their merchant mariner credential and immediate removal from safety sensitive duties aboard a vessel. This warning applies to hemp and CBD products in any form, including those that are taken by mouth and those that are applied to the skin.

THC is the primary psychoactive component of the Cannabis sativa plant. Hemp and marijuana are different strains of the Cannabis sativa plant and both contain varying concentrations of THC and CBD. THC is considered a dangerous drug because it produces an intoxicating effect on the user and poses safety-risks to vessel operations. The U.S. Coast Guard prohibits THC use by mariners because of its known debilitating effects, and all U.S. Coast Guard-required drug tests screen mariners for use of THC.

Recent changes to Federal and State laws have resulted in a surge in the availability of over-the-counter hemp products and CBD products throughout the United States. Hemp products and CBD products are marketed to the general public in several forms such as food and medicinal products, dietary supplements, oils, cosmetics, and hair products. In some cases, product manufacturers market these products as low in THC, or THC-free. Mariners should be aware that over-the-counter hemp products and CBD products have not been approved as medications by the U.S. Food and Drug Administration (FDA) and are not regulated by the FDA. Therefore, users lack federal assurances of their ingredients, THC-content, quality, effectiveness, or safe use. As a result, mariners using these products put themselves at risk of having a THC-positive drug test result.

It remains unacceptable for any U.S Coast Guard credentialed mariner or other safety-sensitive worker working aboard a vessel that is subject to U.S Coast Guard drug testing regulations to use THC. Claimed use of hemp products or CBD products is not an acceptable defense for a THC-positive drug test result. To learn more about the risks of hemp and CBD products visit the FDA website at https://www.fda.gov/consumers/consumer-updates/what-you-need-know-and-what-were-working-find-outabout-products-containing-cannabis-or-cannabis.

This Safety Advisory was developed by the U.S. Coast Guard Office of Investigations and Analysis. Questions or comments should be sent to: DAPI@uscg.mil.

September & October Membership Meetings

Piney Point*Tuesday: September 6, Monday: October 3
AlgonacFriday: September 9, October 7
BaltimoreThursday: September 8, October 6
GuamThursday: September 22, October 20
HonoluluFriday: September 16, October 14
HoustonMonday: September 12, *Tuesday: October 11
JacksonvilleThursday: September 8, October 6
JolietThursday: September 15, October 13
MobileWednesday: September 14, October 12
New OrleansTuesday: September 13, October 11
Jersey CityTuesday: September 6, October 4
NorfolkFriday: September 9, October 7
OaklandThursday: September 15, October 13
PhiladelphiaWednesday: September 7, October 5
Port EvergladesThursday: September 15, October 13
San JuanThursday: September 8, October 6
St. LouisFriday: September 16, October 14
TacomaFriday: September 23, October 21
WilmingtonMonday: September 19, October 17
* Piney Point change in September due to Labor Day observance

^{*} Piney Point change in September due to Labor Day observance

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

Dispatchers' Report for Deep Sea

"Total Registered" an	Total	hipped" dat I Register I Groups		Tota	luly 15 - Aug al Shipped Il Groups	1	egistered on Trip	Regist	" data is as ered on B Groups		i.
Port	A	В	C	A	В	C	Reliefs	A	В	C	
					k Depart		,		10		
Algonac Anchorage	17 0	4 2	2 0	8 2	3 2	2 0	4 0	25 0	10 3	3	
Baltimore Fort Lauderdale	4 16	2 10	0	1 13	3 7	1 2	1 10	3 29	1 15	0 6	
Guam	4	1	0	1	0	1	1	3	1	0	
Harvey Honolulu	15 7	7 2	3	8	4 3	2 0	3	24 12	12	3	
Houston Jacksonville	36 25	21 20	5 5	29 24	14 21	5 4	18 12	56 40	28 40	5 8	
Jersey City	18	6	2	19	5	0	8	33	10	2	
Joliet Mobile	4 6	2 3	1 5	2 3	1 1	0 2	0 4	3 13	5 3	1 4	
Norfolk Oakland	14 7	10 3	4 3	14 8	8 2	3	8 5	23 17	17 5	4 1	
Philadelphia	3	2	0	2	2	0	1	3	2	2	
Piney Point Puerto Rico	3 1	1 3	1 2	2 6	2 1	1 3	1 1	3 8	2 3	$0 \\ 0$	
Tacoma St. Louis	24	8	3	16 1	6 2	0	7 2	32 3	10 1	5 1	
Wilmington	19	6	4	18	7	2	5	31	10	5	
TOTALS	226	114	41	183	94	29	92	361	181	51	
Algonac	4	2	4	Engin	ne Depar 1	tment 2	3	5	2	3	
Anchorage Baltimore	1 3	0 5	0	1 2	0 3	0	0 2	2 2	0 3	1 0	
Fort Lauderdale	7	3	0	5	2	0	2	12	7	0	
Guam Harvey	1 3	1 3	0 1	0 1	0	$0 \\ 0$	0	1 4	1 3	0 1	
Honolulu Houston	7 15	0	1 5	4 14	1 9	0 3	1 7	8 16	2 13	1 3	
Jacksonville	18	14	3	18	6	3	12	22	21	1	
Jersey City Joliet	9 0	4 0	1	6 0	0	0	1 0	17 1	8 2	2 1	
Mobile	3	1	1	3	1	1	1	5	2 14	3	
Norfolk Oakland	6 4	8 7	6 1	7 2	5 5	5 0	6 1	13 8	13	4 1	
Philadelphia Piney Point	2 3	6	0	3	0 2	0	1 2	1	9	1 0	
Puerto Rico	4	1 5	0	5 7	1	0 3	1	4 14	4 12	0	
Tacoma St. Louis	1	0	0	1	4 0	0	0	1	3	0	
Wilmington TOTALS	14 114	2 68	2 27	11 93	2 45	0 17	5 47	15 152	7 126	2 26	
					ırd Depa						
Algonac	2	0	0	2	0	0	0	4	0	0	
Anchorage Baltimore	0 1	1 1	1 1	0	0	1 1	1	0 1	2 1	$0 \\ 0$	
Fort Lauderdale Guam	8 1	2 1	0	4 0	2	0	4 0	11 1	3 1	0	
Harvey	2	0	0	2	0	1	0	4	2	0	
Honolulu Houston	4 14	0 7	$\frac{1}{0}$	4 11	1 5	0	2 3	12 23	1 8	$0 \\ 0$	
Jacksonville Jersey City	19 6	13 2	3	11 9	8 2	3	4 5	28 12	17 1	3 2	
Joliet	0	0	0	0	0	1	1	1	0	1	
Mobile Norfolk	4 11	1 11	0 3	2 8	1 13	0 3	6	7 26	3 9	0 2	
Oakland Philadelphia	10 1	8 1	3	7 4	6 2	0	3 3	16 2	8	5 0	
Piney Point	4	2	0	3	5	0	2	3	4	0	
Puerto Rico Tacoma	2 8	1 1	1 1	2 8	3 2	1 0	2 0	7 13	6 3	1 1	
St. Louis Wilmington	1 15	0 6	0	0 6	0 6	0 1	0 5	2 28	1 13	0 1	
TOTALS	113	58	17	83	56	13	43	201	83	16	
A 1	0	0	5		y Depar		2	0	1.4	7	
Algonac Anchorage	0 0	8 1	5 0	$\frac{1}{0}$	3 1	3 0	3 1	0	14 0	7 1	
Baltimore Fort Lauderdale	0	1 2	2 2	0	0 3	1	1 2	0	1 5	2 5	
Guam	0	0	1	0	0	0	0	0	0	2	
Harvey Honolulu	0	3 2	3 2	0	0 2	3	0	3	6 4	2 5	
Houston Jacksonville	3	11 20	21 54	2 1	7 15	15 37	5 17	5 1	21 30	18 78	
Jersey City	0	10	19	1	11	9	2	0	24	22	
Joliet Mobile	0	2 0	2 3	0	1 0	1	0	0	2	0	
Norfolk Oakland	0 2	12 5	34 2	0 2	16 3	22 3	2	0 3	13 13	35 6	
Philadelphia	0	0	0 12	0	0	1 12	0	0	0	0	
Piney Point Puerto Rico	0	3	2	0	3	1	5	0	1 0	7 2	
Tacoma St. Louis	3	5 1	7 2	5	4 0	3 2	0	3	14 1	9	
Wilmington TOTALS	3 13	11 97	9 182	2 14	10 79	0 124	0 38	2 18	16 165	12 217	
GRAND TOTAL		337	267	373	274	183	220	732	555	310	

^{*} Houston change in October due to Columbus Day observance

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

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

625 N. York St., Houston, TX 77003 (713) 659-5152

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

111 Mill Creek Parkway, Suite 100, Chesapeake, VA 23323 (757) 622-1892

OAKLAND

1121 7th St., Oakland, CA 94607 (510) 444-2360

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

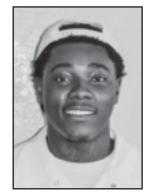
WILMINGTON

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

Inquiring Seafarer

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

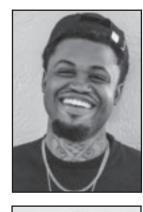
Question: What's something you experienced on a ship that you weren't expecting?



Kobe Cisero

Chief Cook

The different types of people and cultures you meet on a ship. I like it, though. It's fascinating learning about those cultures from the people themselves both on a ship and ashore in a foreign country.



Dominic Jones

Wiper

Being away from my son is way harder than I thought it would be. You have to grow up quick when you join the Seafarers. But it makes my time at home that much more impor-



Quinsha Davis

Chief Cook

The job is harder than it looks! Working in the steward department isn't just throwing stuff together, it's a whole job. It requires a lot of skill and training to do the job properly.



Jared Johnson

Oiler

I don't stress on ships. I take it one day at a time, and don't worry about it. It helps to always keep a positive mental attitude, and keep your head up.



Daniel Ursitti

GUDE

When things go awry, or there's an emergency in the engine room, everything gets pushed to the side. All your interpersonal issues don't matter anymore, and everyone bands together to fix the issue. Nothing else matters but the task at hand.



Ashley Grahm

Chief Cook

I was pleasantly surprised to find I had so much free time. I was able to travel and see all kinds of places and try new things. Plus, the bragging rights over all the places you've been aren't bad. But as long as you can maintain your drive, this career can really take care of you for life.



William McIntyre

A lot is different. Standing watch, tying knots, all of that is important – but you also have to be a good crew. You have to help out your fellow mariners, and do your duty, and the rest will take care of itself.



Leanne Smith

Chief Steward

I went on the ship alone, and I came back with close friends. You spend enough time on the same ship, with the same crew, and they become family. But it's still important to come back and upgrade your skills, and when you're on a ship, help out your fellow sailor.





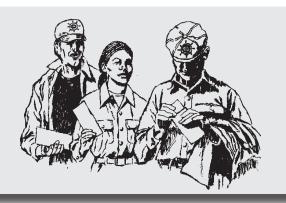


Billed as "the largest ship ever built in the Western Hemisphere," the SIU-crewed U.S.T. Atlantic (above, right) formally was christened in February 1979 at Newport News (Virginia) Shipbuilding. The *LOG's* coverage of the ceremony noted the ship "has an overall length of 1,187 feet and a beam of 228 feet).... She is 95 feet from keel to main deck and will have a draft of over 70 feet when fully loaded." The crude carrier, built for U.S. Trust and lease of to Shell, was operated by Interocean Management Corp. and carried an unlicensed crew of 32. Elizabeth Kemp Renner, wife of Shell Oil board of directors member William Renner, is pictured christening the ship (photo at left).

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

Melcome 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

ABDOULLA ALSSOUDI

Brother Abdoulla Alssoudi, 65, started his career with the union in

1999 when he shipped on the USNS Silas Bent. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Alssoudi most recently sailed on



the William R. Button. He makes his home in Brooklyn, New York.

WILLIAM BELCHER

Brother William Belcher, 65, joined the SIU in 1981, when he sailed



aboard the Benjamin Harrison. He upgraded at the Paul Hall Center on multiple occasions and shipped in the steward department. Brother Belcher last worked on the

Padre Island. He is a resident of Norfolk, Virginia.

MICHAEL BRISCOE

Brother Michael Briscoe, 66, began sailing with the union in 1992,

initially on the Independence. He shipped in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Briscoe most re-



cently sailed on the USNS Watkins. He lives in Thayne, Wyoming.

ALLEN COOPER

Brother Allen Cooper, 67, signed on with the SIU in 1973 when he sailed aboard the Fort Hoskins. He shipped in the engine department and upgraded at the Paul Hall Center within his first year of membership. Brother Cooper last sailed on the Eugene A. Obregon. He resides in Wesley Chapel, Florida.

ISMAEL GAMBOA

Brother Ismael Gamboa, 65, became



a member of the Seafarers International Union in 2009. A deck department member, he first shipped on the Observation Island. Brother Gamboa's final vessel was the USNS Denebola.

He resides in Newport News, Vir-

DIANA HOUSE

Sister Diana House, 65, embarked on her career with the Seafarers in 2001 and initially sailed on the Quality. She was a member of the steward department and upgraded

at the Paul Hall Center on several occasions. Sister House most recently shipped on the Liberty Promise and lives in Houston.



RAFAEL LEON ORTIZ

Brother Rafael Leon Ortiz, 67, began sailing with the union in 2009



when he shipped on the Sam Laud. He was a member of the engine department and upgraded at the Piney Point school on numerous occasions. Brother Leon Ortiz last sailed

on the Isla Bella. He lives in Aguadilla, Puerto Rico.

MOSTAFA LOUMRHARI

Brother Mostafa Loumrhari, 70, joined the SIU in 1990 when he

sailed on the Independence. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Loumrhari concluded his career on the Manukai



and makes his home in Las Vegas.

GAMAL MEAWAD

Brother Gamal Meawad, 65, signed on with the union in 2009. He first



sailed aboard the President Adams and worked in the steward department. Brother Meawad upgraded at the Piney Point school on numerous occasions. He last shipped on the Maersk Mem-

phis and is a resident of Brooklyn, New York.

MICHAEL MERRELL

Brother Michael Merrell, 66, began sailing with the Seafarers in 1990,

initially shipping aboard the Courier. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Merrell last shipped aboard



the Maersk Idaho. He lives in Oklahoma City.

STEVEN MILLER

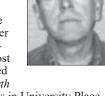


Brother Steven Miller, 65, donned the SIU colors in 1977. He first sailed aboard the Overseas Alaska and worked in the engine department. Brother Miller upgraded at the Piney Point school on numerous occasions. He last sailed on the Global *Mariner* and is a Baltimore resident.

WILLIAM MOGG

Brother William Mogg, 65, began his career with the SIU in 1989. An engine depart-

ment member. he initially sailed with Inland Lakes Management. Brother Mogg upgraded at the Paul Hall Center on multiple occasions. He most recently shipped aboard the North



Star and resides in University Place, Washington.

MICHAEL NOVAK

Brother Michael Novak, 65, started



sailing with the union in 1985, initially shipping on the USNS Stalwart. He sailed in the engine department and concluded his career aboard the USNS Bold. Brother Novak makes his

home in Bellevue, Washington.

PAUL PAGANO

Brother Paul Pagano, 61, joined the union in 1991 and

first sailed aboard the Libra. He was a member of the engine department and upgraded often at the Piney Point school. Brother Pagano last shipped aboard the Alliance Fairfax. He

lives in Palm Coast, Florida.

JESSIE PARENTE

Brother Jessie Parente, 65, embarked on his career with the Seafarers in



2003. He upgraded on multiple occasions at the Paul Hall Center and sailed in the engine department. Brother Parente's first vessel was the Buffalo; his last, the Ocean Glory.

He makes his home in La Grange Park, Illinois.

RUBEN RIVERA

Brother Ruben Rivera, 65, became a member of the Seafarers International Union in

2006, initially sailing aboard the Westward Venture. He worked in the deck department and upgraded at the Piney Point school on several occasions. Brother Rivera's final



vessel was the Maersk Chicago. He

resides in Flushing, New York.

TONY SPAIN

Brother Tony Spain, 63, signed on with the SIU in 1978. He initially shipped with Inland Tugs and was

a steward department member. Brother Spain upgraded at the Paul Hall Center on multiple occasions. He most recently sailed on the Maersk Peary and resides in Chesapeake, Virginia.



BOYD SPIVEY

Brother Boyd Spivey, 66, started his career with the Seafarers in



2003 and first sailed aboard the Cape Texas. A deck department member, Brother Spivey upgraded often at the Piney Point school. He last shipped on the Missouri Express and makes

his home in Houston.

LARRY STEVENS

Brother Larry Stevens, 68, signed on with the union in 1987. He initially sailed aboard the William Baugh and worked in the deck department. Brother Stevens upgraded at the Paul Hall Center



in 2002. He concluded his career aboard the Ocean Giant and settled in Lynn Haven,

GERMAN VALERIO

Brother German Valerio, 65, joined the SIU in 1984 and first sailed



with Delta Queen Steamboat Company. He upgraded at the Piney Point school on multiple occasions and shipped in engine department. Brother Valerio last sailed on the Overseas

Philadelphia and makes his home in

INLAND

ROMOLO DICESARE

Brother Romolo Dicesare, 62, donned the SIU colors in 2014. A deck department member, he was employed by Harley Marine for the duration of his career. Brother Dicesare is a resident of Wallingford, Connecticut.

DENNIS GASKILL

Brother Dennis Gaskill, 64, embarked on his career with the Seafar-

ers in 1992 when he shipped with CG Willis, Inc. He was a member of the deck department and upgraded often at the Piney Point school. Brother Gaskill was last employed by Ex-



press Marine. He makes his home in Bayboro, North Carolina.

RUDOLPH HOUDEK

Brother Rudolph Houdek, 64, signed on with the union in 1981. He upgraded at the Paul Hall Center within his first year of membership and sailed in the engine department. Brother Houdek was employed with Crowley Towing and Transportation for his entire career. He lives in Bayport, New York.

RANDY ISENHART

Brother Randy Isenhart, 61, joined the Seafarers International Union



in 1989. He was a member of the deck department and first sailed with OSG Ship Management. Brother Isenhart upgraded at the Piney Point school on numerous occasions. He was

most recently employed by Intrepid Personnel and Provisioning and lives in West Cape May, New Jersey.

DAVID KANE

Brother David Kane, 59, started

sailing with the Seafarers in 1996. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Kane worked for Penn Maritime for the duration of his



career. He resides in Knotts Island. North Carolina.

LUIS PEREZ MENENDEZ

Brother Luis Perez Menendez, 62, signed on with the union in 1996. He first sailed with Crowley Puerto



Rico Services and was a member of the deck department. Brother Menendez upgraded at the union-affiliated Piney Point school on multiple occasions. He was last employed by

Crowley Towing and Transportation and makes his home in Hatillo, Puerto Rico.

GARY PIERCE

Brother Gary Pierce, 65, joined the SIU in 1975. He was first employed by Allied Transportation and sailed in the deck department. Brother Pierce upgraded at the Paul Hall Center in 1977. He concluded his career with OSG Ship Management and resides in Chesapeake, Virginia.

Departures



DEEP SEA

HANS EKROTH

Pensioner Hans Ekroth, 93, passed away

July 16. He signed on with the Seafarers International Union in 1952. Initially sailing aboard the Longview Victory, Brother Ekroth was



an engine department member. He last shipped aboard the Gem State and went on pension in 1991. Brother Ekroth was a resident of Lynnwood, Washington.

JERRY FRIZZELL



Pensioner Jerry Frizzell, 81, died June 27. He donned the SIU colors in 1990 and sailed in the deck department. Brother Frizzell's first vessel was the Cleveland; his last,

the Buffalo Soldier. He became a pensioner in 2004 and settled in Lake Charles, Louisiana.

MARVIN JAMES

Brother Marvin James, 54, has

passed away. He began his career with the Seafarers in 1987 when he shipped on the USNS Kane. Brother James worked in the steward depart-



ment and most recently sailed on the Independence. He lived in Jacksonville, Florida.

ANTONIO MARTES

Pensioner Antonio Martes, 80. died August 8. Brother Martes became a member of the SIU in 1967, initially sailing aboard the Steel Scientist. He was an engine department member and concluded his career aboard the Sealand Express. Brother Martes retired in 2007 and called Brooklyn, New York, home.

JACKIE MCDANIEL

Pensioner Jackie McDaniel, 82, passed away August 8. He em-



barked on his career with the union in 1961 when he worked with Moore-Mc-Cormack Lines. A deck department member, Brother McDaniel last shipped

on the Quality in 1998. He went on pension the same year and lived in Angleton, Texas.

CELSO ORDONEZ

Pensioner Celso Ordonez, 68, died June 14. He joined the Seafarers International Union in 1998 and first shipped on the Cape Florida.

Brother Ordonez primarily sailed in the

deck department and concluded his career aboard the Freedom in 2008. He became a pensioner in 2019 and settled in Miami.

VAN PHAN

Pensioner Van Phan, 83, passed



away July 13. He signed on with the SIU in 1981, initially working with Sealand. Brother Phan sailed in the engine department and also worked on shore gangs. He

concluded his career with World Crane Services and retired in 2002. He made his home in Long Beach, California.

KARL MAYHEW

Brother Karl Mayhew, 62,

died June 19. He became a member of the SIU in 2001. A deck department member, Brother Mayhew first shipped on the Cape Juby. He



most recently sailed aboard the Maersk Columbus and resided in Ogdensburg, New York.

ROBERT VAZQUEZ



Pensioner Robert Vazquez, 61, passed away August 2. He began sailing with the Seafarers International Union in 1989 when he shipped on the Rover. Brother Vazquez

was a deck department member. He last sailed aboard the Maersk *Yorktown* and went on pension in 2020. Brother Vazquez was a New York City resident.

JERRY WOOD

Pensioner Jerry Wood, 90, passed away May 7. He signed on with the SIU in 1951 and first sailed aboard the *Louis Emery*

Jr. Brother Wood was a steward department member. He last shipped on the Stephen W. Pless before going on pension in 1995. Brother Wood lived in Virginia Beach, Virginia.

GREAT LAKES

RONALD DEROUIN

Pensioner Ronald Derouin, 69, died July 13. He joined the SIU in 1998. For the majority of his career, Brother Derouin sailed with Upper Lakes Towing.



He retired in 2016 and resided in Gladstone, Michigan.

JOHN KRUSE

Pensioner John Kruse, 93, passed away August 9. Brother Kruse signed on with the union in 1960. He first sailed with American Steamship and was a steward department member. Brother Kruse was last employed by Great Lakes Associates and retired in 1988. He made his home in Two Rivers, Wisconsin.

DAWN WEYMOUTH

Sister Dawn Weymouth, 75, died July 19. She started sailing with the Seafarers International Union in 1990. Sister Weymouth was a steward department member. Her first vessel was the Southdown Challenger; her last, the American Mariner. Sister Weymouth resided in Inverness, Florida.

INLAND

ROBERT CUOCO

Pensioner Robert Cuoco, 68, passed away July 15. He joined



the SIU in 1990 and first shipped on the *Cove* Liberty. Brother Cuoco worked in the deck department. He concluded his career aboard the *Northerly*

Island and went on pension in 2015. Brother Cuoco lived in Tamworth, New Hampshire.

BRUCE GOUGH

Pensioner Bruce Gough, 83, died July 15. He signed on with the Seafarers in 1989 and sailed in the deck department. Brother Gough worked for



Crowley Towing and Transportation for the duration of his career. He went on pension in 2001 and was a Las Vegas resident.

LAURIE JACKSON

Brother Laurie Jackson, 63, passed away June 4. He became an SIU member in 2007 and

shipped in the deck department. Brother Jackson sailed with Penn Maritime for the duration of his career. He called Laurel, Mississippi, home.



WILLIE MCCARDLE

Pensioner Willie McCardle, 94, died June 30. A member of the

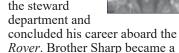


deck department, he joined the union in 1962. Brother McCardle sailed with National Marine Service for most of his career. He became a pensioner in 1985

and settled in Metairie, Louisiana.

GERALD SHARP

Pensioner Gerald Sharp, 89, passed away July 2. Brother Sharp joined the Seafarers in 1972 when he worked with Pudget Sound. He sailed in



pensioner in 1996 and resided in Avon Park, Florida.

DONALD TODD

Pensioner Donald Todd, 78, died July 4. He embarked on

his career with the union in 1975. An engine department member, Brother Todd worked for Cape Fear Towing for the duration of his career. He

retired in 2006 and settled in Wilmington, North Carolina.

NMU

EDWARD GAILLARD

Pensioner Edward Gaillard, 77, died July 5. He sailed with the NMU prior to the 2001 merger with the SIU. Brother Gaillard was a steward department member. He last sailed aboard the *Navigator* and retired in 2009. Brother Gaillard resided in Charleston, South Carolina.

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
Guidry, Horace	81	07/09/2022
Hidalgo, Adam	101	07/16/2022
Hopkins, Harold	74	07/22/2022
Jackson, Anthony	94	07/27/2022
Jawad, Muhanna	84	11/07/2021
Jones, Victor	101	05/25/2022
Martinez, Genaro	90	07/08/2022
Pokorski, Lavern	97	06/28/2022
Rivers, William	87	07/24/2022
Smith, Charles	79	06/25/2022
Stuart, Richard	96	07/02/2022
Vazquez, Efrain	98	07/29/2022

Have You Missed An Issue of the Log?

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

scan this QR code to go directly to the website.



Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion				
Deck Department Upgrading Courses						
Able Seafarer-Deck	October 17 November 28	November 4 December 16				
Radar/ARPA	October 10	October 21				
Lifeboat/Water Survival	September 26 October 24 November 21	October 7 November 4 December 2				
RFPNW	September 26 November 14	October 14 December 2				
Advanced Meteorology	September 12	September 16				
Engine Departmen	t Upgrading Courses					
RFPEW	September 26 November 14	October 21 December 9				
FOWT	October 24	November 18				
Junior Engineer	September 19	November 11				
Marine Electrician	October 31	December 2				
Marine Refer Tech	September 19	October 28				
Welding	October 31	November 18				
Steward Department Upgrading Courses						
Certified Chief Cook	September 19 October 31 December 5	October 21 December 2 January 5				
ServSafe Management	September 12 October 24 November 28	September 16 October 28 December 2				
Advanced Galley Operations	October 10	November 4				
Chief Steward	September 12 November 14	October 7 December 9				
Safety/Open Upgrading Courses						
Combined Basic/Advanced Firefighting	September 19	September 23				

Title of Course	Start Date	Date of Completion			
Safety/Open Upgrading Courses					
Medical Care Provider	September 26	September 30			
Basic Training	October 3	October 7			
Basic Training Revalidation	October 7 October 21 November 14 December 2	October 7 October 21 November 14 December 2			
Basic Training/Adv. FF Revalidation	December 12	December 16			
Government Vessels	September 19 September 26 October 17 October 24 November 7 December 5	September 23 September 30 October 21 October 28 November 10 December 9			
Tank Ship-DL (PIC)	October 24	October 28			
Tank Ship Familiarization DL	October 24	October 28			
Tank Ship Familiarization LG	October 31	November 4			



Important Notice To All Students

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



UPGRADING APPLICATION					
Name					
Address					
Telephone (Home)_	(Cell)				
Date of Birth					
Deep Sea Member □ Lakes Member □	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 train If yes, class # and dates attended	ee program?				
Have you attended any SHLSS/PHC upgrad	ing courses? Yes No				

HIDODADINO ADDITORTION

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

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

COURSE	START DATE	DATE OF COMPLETION
LAST VESSEL:		Rating:
Date On:		
SIGNATURE	DA	ATE.

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.

9/22

Paul Hall Center Classes



Apprentice Water Survival Class #884 – Graduated July 15 (above, in alphabetical order): Jevon David, Da'Shon Hagans, Bryan Halista, Raheem Harris-Stewart, Christian Marty, Evan Murff, Malik Perez, Timothy Resultan, Masaddiq Walton and Faith Wood.



UA to Able Seaman-Deck – Graduated July 15 (above, in alphabetical order): Georgia Bussink, Paul Calcaterra, Jaquaz Del Vako Javon Jenkins, Martin Roi Briones Morales, Christopher Nicolosi, Anoalo Tuimanua Stanley and Garrett Williams.

Paul Hall Center Classes



Able Seafarer Deck – Graduated June 10 (photo at left, in alphabetical order): Ryan Chapman, Lynne Hazelip, Christian Ivezic and Sarah Wilson. Their instructor, Dominic Hix, is at the far right.

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Marine Electrician – Graduated June 17 (above, in alphabetical order): Rahsaan Kwasi Alexander, Angel Ivan Colon Cintron, Francois Emmanuel Doucet III, James Fells, Kabir Garcia Santiago, Jeffrey Hamer, Thedford Jones Jr., and Ethan Love. Class instructor Roy Graham is at the far right. (Note: Not all are pictured.)



Fast Rescue Boat – Graduated June 24 (above, in alphabetical order): Kenneth Ledeoux, Christopher Marcani and Scott Salo. Class instructor Thomas Truitt is at the far left. Zachary Parker (second from right) assisted Truitt with this class.



Water Survival (Upgraders) – A pair of upgraders recently completed their requirements in this course. Graduating June 17 were D'mitri Hill (left) and Darius Harley.

Paul Hall Center Classes



Government Vessels – Graduated June 17 (above, in alphabetical order): Seth Duke Alejandro Alonzo, Darrol Bates, Khaleel Boatner, Ray Fugit, Malcolm Haynes Jr., Keesha Holloway, Yassid Jean Laboriel Lalin, Kenneth Ledeoux, Cleon McBride, Jody Owens, Levon Prophet, Sabbah Kassim Shaibi, Isaiah Thomas, Tyequan Thompson, Bernard Wade II, Mackenzie Wincelowicz and Richard Wythe Jr. (Note: Not all are pictured.)

Small Arms - Graduated June 23 (photo at right, in alphabetical order): William Dowzicky III, Richard Owusu, Harry Phillip, Levon Prophet, Gary Torres and Mackenzie Wincelowicz.

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MSC Supply Configuration Management – Daniel Edward Fields (above) recently completed his requirements in this course. A member of the deck department, he graduated June 3.



Advanced Refer Container Maintenance – Graduated July 29 (above, in alphabetical order): Derek Chestnut, Jerome Culbreth Jr., Kabir Garcia Santiago, Thedford Jones Jr., Justin Nicholson, James Pascocello, Cesar Arnaldo Rivera Polanco and Devin Sem. Class instructor Mike Fay is at the far right while Ben Hernandez, service manager, Maersk Container Industry, is at the far left.



UA to FOWT – Graduated July 8 (above, in alphabetical order): Johnathan Bumgarner, Jose Enrique Carrasquillo, Cristian Curet-Lara, Nikita Featherston, Lance Gibson, Wilson Onixon Montero Centeno, Aaron Juan Moore Jr., Ryan Rendell Velez Sotomayor and Michael Zabielski.



Advanced Galley Ops – Graduated July 15 (photo at left, in alphabetical order): Sherron Davita Decoteau, Alexander Marcelino Dominguez, Supattara Inthapanti, Nadzeya Mikhailovna Kuptsova, Vanessa Louise Osborne-Brumsey and Luke Vandegrift. Instructor Christina Hurry is second from the right.

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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 20-23



Majority Approves Standard Contracts

An overwhelming majority of Seafarers have given the "thumbs up" for the new standard freightship and tanker contracts which among other significant features include wage increases. Photos on this page, as well as others on Pages 8-10 show members voting in favor of the new accords while aboard ship and in union hiring halls. In addition to rank-and-file members, some of the photos also include union officials.





