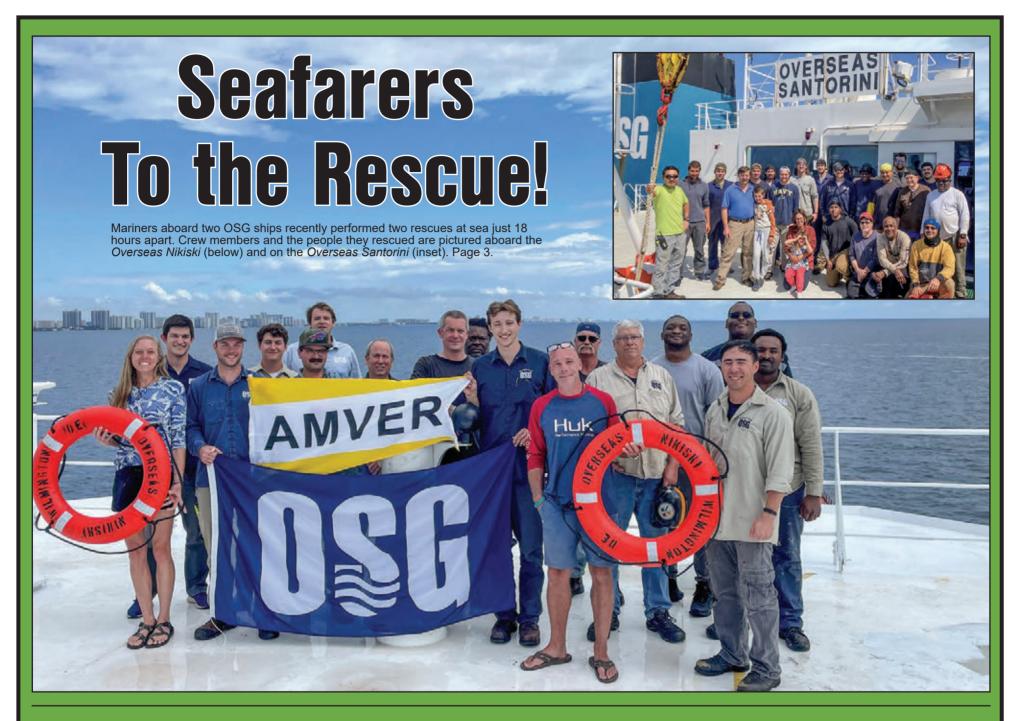
JULY 2023 VOLUME 85, NO. 7

# SEAFARERS-I-IOG

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



# Norfolk Hall Set to Reopen with Dedication Ceremony

Following an extensive refurbishment, the hiring hall in Norfolk, Virginia, is slated to reopen this month. A dedication ceremony (open to all Seafarers, retirees and their families) is scheduled for Tuesday, July 25 starting at 11:30 a.m. While the building's exterior still looks familiar, the interior is completely redone. The hall is located at 115 Third Street. Extensive coverage of the dedication will appear in an upcoming issue of the *LOG*.



SHBP Awards Scholarships Page 5 Benefits Conferences Announced
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# President's Report

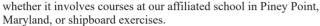
### **Exemplifying Safety, Professionalism**

On behalf of the entire union, I extend heartfelt congratulations to the SIU members who recently performed back-to-back rescues aboard two different OSG ships. Because of the widespread online reporting about those operations (not to mention our own front page), you undoubtedly

are aware of at least the basic components of the story. Nevertheless, it's a big one, and the accolades for our members and the officers are well-deserved.

Likewise, kudos are in order for the SIU crews and officers who contributed to an entire year of voyages without any lost-time injuries aboard the Maersk Line, Limited fleet. While that recent milestone didn't pop up in as many headlines, it nevertheless is worth celebrating.

In each of these cases, the outcomes underscore both the importance of safety training and our ongoing cooperative efforts with vessel operators and other unions. We regularly team up to focus on the latest safety initiatives and to refine the related training,



Again, congratulations to everyone who got the jobs done – safely and professionally.

#### Scholarships, Benefits Conferences

**David Heindel** 

I also offer congratulations to this year's recipients of scholarships provided by the Seafarers Health and Benefits Plan (SHBP). Be sure to read the profiles of the winners elsewhere in this edition, and I know you join me in wishing all of them continued success.

The scholarship program reflects much of what the union and the Seafarers Plans are all about. Collectively, we've long promoted continuing education, whether that's in the form of vocational training or academic pursuits, or both. In fact, this core belief in the value of constantly striving for improvement is a founding principle of the Paul Hall Center and its Lundeberg School of Seamanship. It is part of our very fabric.

While the SHBP scholarships are an annual item, the everyday benefits enjoyed by Seafarers and their families will be in focus beginning later this summer when we kick off a series of conferences taking place at many of the hiring halls. I encourage all members and their families to attend whichever conference is most convenient. We have conducted these types of meetings in years past, and they are packed with useful information that will help you get the most from all the benefits to which you're entitled.

Stay in touch with your hall and keep an eye on our website and on the *LOG* for specific conference dates. We're planning to start them in August and continue into early 2024.

#### Save the Date

Last but not least, if you're able to join our ceremonial reopening of the Norfolk hall, I hope to see you there. Our proceedings will kick off at 11:30 a.m. on Tuesday, July 25, back at our old location at 115 Third Street. We have a web page set up as a reminder and in case we have updates: https://www.seafarers.org/norfolkhall2023/

The color of the exterior bricks may be the only thing you recognize at the hall, because this has been one thorough refurbishment. I'm confident our members, retirees and their families will be pleased with the results.

Those improvements won't be the last ones that are made to the halls. We know there's work to be done elsewhere, and it's firmly on our radar. For now, I look forward to celebrating the good-as-new facility in

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

# National Security Importance of Jones Act Recognized on National Maritime Day

The leading U.S. domestic maritime coalition recently offered strong reminders about the national security benefits of America's freight cabotage law.

On National Maritime Day (May 22), the American Maritime Partnership (AMP), to which the SIU is affiliated, posted a collection of compelling, bipartisan quotes supporting the Jones Act. AMP also underscored the economic benefits stemming from the law, which has served U.S. interests for more than a century.

"This National Maritime Day we are reminded that America, from sea to shining sea, needs a strong domestic maritime industry amid continuing economic challenges and growing national security threats," said AMP President Ku'uhaku Park. "Today is a day to thank our mariners and maritime workers for their sacrifices during wars, the pandemic, and other national emergencies. Though America is increasingly divided, there is one thing everyone can agree on — we cannot rely on China and Russia to build, own and crew our ships. The Jones Act fleet has served the country time and again and we are honored to represent an industry that serves such a vital economic purpose in securing hundreds of thousands of jobs, while proving an asset to America's national security and resilience."

The maritime industry in the United States is supported by the Merchant Marine Act of 1920, popularly known as the Jones Act. It is a foundational domestic and national security law requiring that the transportation of cargo between all U.S. points happens via American-built, American-crewed and American-owned vessels.

AMP joined the Florida Maritime Partnership and Enterprise Florida in Jacksonville, Florida, to recognize the critical role of the Jones Act in the Sunshine State and nationally. Florida ranks number two in the nation for the number of domestic maritime jobs, employing more than 65,990 people and producing \$14.6 billion annually for the state's economy.

The coalition also posted the following comments:

U.S. Senator Ted Cruz (R-Texas) – "This National Maritime Day, I want to recognize the more than 56,000 Texans who work in our thriving maritime industry. Texas' domestic maritime industry accounts for more than \$14 billion in economic output while playing a vital role in protecting our national security interests."

U.S. Senator Maria Cantwell (D-Washington)

"On National Maritime Day, we recognize the vital importance of the U.S. maritime transportation system to our nation's economy and security. The maritime industry sustains 22,500 jobs and generates \$6.1 billion of economic activity in the State of Washington. From cultivating our workforce and supporting shipyards, to expanding our seafood sector, we must actively support, nurture and grow our domestic maritime industry and the dedicated individuals who contribute to its suc-

U.S. Senator J.D. Vance (R-Ohio) — "On this National Maritime Day, we honor the thousands of Ohioans who work in maritime roles on the Great Lakes and the Ohio River. These amazing bodies of water not only define our state by shaping its borders and boundaries, but they account for billions of dollars in economic impact every year. I have no doubt that our waterways will continue to play a vital role in growing our state's economy and enriching the lives of all Ohioans."

U.S. Senator Gary Peters (D-Michigan) – "Today is National Maritime Day. So I just want to take a moment to thank all of our dedicated maritime workers in Michigan who power our state's robust maritime industry and help keep us economically competitive on the world stage. Your work is invaluable to our community. So please know that I'm working to ensure you have the support and the resources you need to be successful."

U.S. Senator Lisa Murkowski (R-Alaska) — "Alaska's maritime workforce is responsible for thousands of Alaskan jobs, billions in economic output for our state, and a stronger national security presence. On this National Maritime Day, I'm grateful for the maritime workers who supply Alaskan communities with essentials, protect us from harm, and make our state a better place."

U.Ś. Senator Dan Sullivan (R-Alaska) — "The hard-working men and women of the maritime industry keep our state and our communities connected, our supply chains humming, and support our military's operations when they are called upon. Happy National Maritime Day!"

Representative Rick Larsen (D-Washington) — "In [Washington's Second Congressional District], the maritime sector means jobs and drives long-term economic growth, supporting more than 2,600 jobs and delivering more than \$700 million in economic activity annually."

U.S. Representative Mike Gallagher (R-Wisconsin) – "The maritime industry is crucial to [Northeast

Wisconsin], providing a significant number of jobs and economic activity to the community."

Statement by U.S. Representative Shri Thanedar (D-Michigan) – "Congressman Shri Thanedar expresses his utmost appreciation and admiration for the men and women contributing to Michigan's maritime sector. Their unwavering dedication, expertise, and hard work drive the state's economic success, creating jobs and stimulating local economies. As an advocate for economic growth and job creation, Congressman Thanedar remains committed to supporting policies that foster the growth and prosperity of the American domestic maritime industry."

U.S. Representative Michael McCaul (R-Texas) – "American Maritime in Texas' 10th district generates hundreds of jobs and contributes \$136 million to our economy. On National Maritime Day, we recognize and appreciate the important role mariners play in the strength of our nation."

U.S. Representative Randy Weber (R-Texas) – "From our sailors and captains to shipbuilders and port workers, this day is a tribute to their unwavering commitment and invaluable contributions. Our maritime industry is critical to our economy and national security."

U.S. Representative Jack Bergman (R-Michigan)

"Michigan's First Congressional District is home to shipyard workers in Menominee, dock workers in Marquette, lock operators in the Soo, the Great Lakes Maritime Academy in Traverse City, and sailors throughout the District. They are woven into the fabric of Northern Michigan and the Upper Peninsula, powering our economy and connecting our past with our future."

U.S. Representative Daniel Webster (R-Florida) – "Today, on National Maritime Day, we honor the history and highlight the importance of our country's maritime industry on our economic and national security. In my district, the maritime industry supports over 1,200 jobs and \$150 million in economic activity."

U.S. Representative Clay Higgins (R-Louisiana) 'Maritime infrastructure plays a significant role in South Louisiana's economy. Our district is a testament to the importance of the maritime industry in preserving our heritage, bolstering our national security, and supporting thousands of good-paying American jobs. The Jones Act ensures a skilled maritime workforce that stands ready to support our national defense and commerce by providing a strong domestic shipbuilding industry and a reliable skilled workforce. My office has made dredging and proper maintenance of water management systems a top infrastructure priority as ports and waterways are vital economic engines that serve our waterways. We'll continue to advocate for the needs of our ports and maritime assets by working with industry, state, and federal partners to improve dredging efforts and grow commercial activity for the

Laura DiBella, Florida Secretary of Commerce & CEO of Enterprise Florida – "Our nation would not be where it is today without its robust maritime industry. Economic development would not exist without maritime as there are not enough planes, trains, or trucks on this planet to support the amount of cargo moved by ships. This industry is an important economic driver for the state, and it is crucial to move goods throughout the country. Enterprise Florida is proud to celebrate National Maritime Day and those who have dedicated their careers to serving others."

Mike Stevens, CEO of the Navy League of the United States – "This National Maritime Day is not just a day to reflect on the legacy of those who have supported our military and moved the goods for every American. This year, and in the face of the threats we face, we should renew our commitment to ensuring a maritime capacity that ensures American strength and resilience."

Jim Weakley, President of the Lake Carriers' Association and Vice President of the Great Lakes Maritime Task Force – "The Great Lakes Navigation System is the pilot light of North American manufacturing. In addition to supplying our steel mills, flour mills, power plants, and construction industry, we deliver family-sustaining jobs. The women and men who sail our Fourth Sea Coast are the bedrock of our regional supply chain. The Jones Act ensures our American-made, American-owned, and American-crewed lakers protect our national economy from China, Russia, and other adversaries."

According to the findings of a recently updated study conducted by PricewaterhouseCoopers on behalf of the Transportation Institute, the American maritime industry contributes more than \$154 billion in total economic output annually; creates \$41 billion in labor income for American workers each year; adds \$72 billion annually to the value of U.S. economic output; and sustains nearly 650,000 American jobs, with one ship-yard job creating four jobs elsewhere in the economy.

# Seafarers-Crewed OSG Ships Handle 2 Rescues

SIU members sailing aboard two Overseas Shipholding Group (OSG) tankers finished May with a flourish, as they performed two rescues at sea 18 hours apart.

Mariners aboard the Overseas Santorini on May 30 rescued a family of four (including two children) whose sailboat was leaking in the middle of the Atlantic, while the crew and officers of the Overseas Nikiski saved two people from a disabled sailboat the next day in the Gulf of Mexico.

"The SIU collectively could not be more proud of our members' outstanding work with these two operations," said SIU Vice President Contracts George Tricker. "They upheld the finest traditions of our motto, Brotherhood of the Sea, and they deserve every accolade that comes their way.'

SIU members sailing aboard the Santorini included Bosun Paul Altenor, ABs Jeff Ham and Jaquaz Jenkins, OSs Domingo Martinez Reyes and Fahmi Saeed, QMED/Pumpman Dhahabi Quraish, GUDEs Fernando Smith and Julio Zapata, Steward/Baker Michael Carello, Chief Cook Antonio Hernandez and

Seafarers sailing aboard the Nikiski included Bosun Bobby Brown, OSs Tyree Mosley and Joev Roberts, QMED/Pumpman Kelly Mayo, GUDEs Carlos Arzu, Carlo Cafe and Jevon David, Steward/Baker Larry Pugh, Chief Cook Cynthia Servance, and SAs Ivan Castillo and Dominique Wesley.

According to OSG, the Santorini and two other vessels were contacted by U.S. Coast Guard offices in Norfolk, Virginia, about a sailing vessel in distress in the Atlantic, approximately 800 miles from land. The damaged boat was taking on water.

Bosun Altenor recalled, "I was on the deck and the captain called and told us we had to divert course for a rescue. The seas were rough, but everything went all right. The people we rescued were very happy and very appreciative. I'm proud we were part of it. We were in harm's way, so we had to protect ourselves, too. That sailboat was rolling. Everything was done very fast and smooth.'

He added, "Everyone on deck did a good job. Things happen so fast, but you're saving lives, and that's the most important thing. And nobody got hurt in the process."

AB Jenkins said it took a few hours for the tanker to reach the smaller craft, but, once on scene, the Santorini personnel performed well.

"We weren't the closest vessel to them, but we just kept going. We had heard there was a family at sea, but we weren't sure how many people," he recalled. "We only knew they didn't speak English.'

Jenkins said the mother boarded first, and the two children (ages 8 and 5) "climbed aboard with ease," followed by the father. "Everybody made it aboard safely, and before you knew it, we were cutting the line and the sailboat drifted away. This certainly wasn't an everyday experience. The family was happy, and I'm glad I was

He added that the rescued group doesn't plan to stop sailing - but does plan to buy a larger boat.

Asked about whether his training paid off during the rescue, Jenkins responded, "The SIU training helped quite a bit, honestly. Everything we learned at school (the Paul Hall Center) came into play at some point. It's hard to explain, but so much training went into it."

Meanwhile, the Nikiski on May 31 received a distress signal from U.S. Coast Guard Sector Clearwater, pertaining to two people stranded on a disabled boat in the Gulf of Mexico, approximately 200 miles from land. The boat reportedly had lost propulsion and steering, and

the weather was worsening.

Bosun Brown stated, "We got everything prepared – the heaving lines and everything. As we made an approach, there were Coast Guard helicopters flying in circles, as a marker.... We got close enough that they could climb up the

He continued, "I've heard about rescues in the past, but this was the first time I took part in one. It went pretty smoothly, and our training definitely came in handy. The people we rescued were really grateful; they hadn't slept in three or four days. There was a storm picking up, so it was pretty rough out there for them."

OS Mosley said, "I was on the bridge when we got the call. After that, it took about 90 minutes to get to the destination. Once we got there, it was an all-hands scenario. I was working the lines, and it took a couple hours to get them

He added that although it was his first rescue, "my training and safety drills prepared me for it. Everybody did their part, knew their role, and worked as a team to get them aboard safely."

For GUDE Arzu, the experience "was a lot to take in." That's partly because the Nikiski was his first vessel – and the rescue happened during his second day aboard.

"I'm just glad we helped them," Arzu stated. "They were super-excited and thankful. They definitely enjoyed the food we had on deck. The whole thing took me by surprise, but we have an elite crew.'

In both rescues, the extra passengers disembarked at the next respective ports of call.

OSG President and CEO Sam Norton said, "I have been involved directly or indirectly in eight or 10 rescues at sea in over 40 years. I never imagined that in the course of 18 hours, we would have two rescues in quick succession. The human response to such developments is too often to diminish the significance of the latter of a series of events, their occurrence somehow becoming normalized. That would be the wrong response. The preservation of any individual's life in a time of crisis is a remarkable and extraordinary event."

He added, "The recent rescues that unfolded on two of our vessels, separated by mere hours, are a reminder of the enormity of the ocean and its ability to make a single human life seem infinitely small. The collective and inspired choice of each crew to act with honest concern and empathy for those in distress and to engage without hesitation in providing the relief required affirms in the most visible way possible the standards of ethics and transparency that I believe lie at the core of OSG's culture.

OSG Chief Operations Officer Patrick O'Halloran said, "ÔSG is immensely proud of its seafarers for their selflessness, their dedication to the preservation of life, and for the professionalism displayed in these challenging and stressful situations. These rescue efforts exemplify OSG's commitment to the highest standards of maritime safety and the paramount concern for human life.'



Mariners from the Overseas Santorini and the people the rescued gather for a photo on



The morning after the rescue, mariners aboard the Overseas Nikiski tend to the disabled sailboat previously occupied by two individuals whom they saved

# AFL-CIO Endorses President Biden for Re-Election

The General Board of the AFL-CIO – tion, we've never seen a president work so representing 60 unions and more than 12.5 tirelessly to rebuild our economy from the for generations to come. But this promise Kenneth Cooper said. "As a direct result of million workers – voted June 16 to endorse President Joe Biden and Vice President Kamala Harris for re-election in 2024. The endorsement vote marks the earliest the AFL-CIO has ever voted to endorse in a presidential election, "triggering an unprecedented mobilization that will engage millions of working people over the course of nearly 17 months on the Biden-Harris record of transforming the economy to one that works for all," the federation said in a

"There's absolutely no question that Joe Biden is the most pro-union president in our lifetimes," said AFL-CIO President Liz Shuler. "From bringing manufacturing jobs home to America to protecting our pensions and making historic investments in infrastructure, clean energy and educabottom up and middle out. We've never seen a president more forcefully advocate for workers' fundamental right to join a union. Now, it's time to finish the job. The largest labor mobilization in history begins today, supercharged by the excitement and enthusiasm of hundreds of thousands of union volunteers who will work tirelessly to re-elect a president they know has our backs and will always fight for us."

In its prepared statement, the federation noted, "There's never been an election more critical to the future of working people. Worker organizing is happening at a pace not seen in decades, from coffee shops to tech to higher education to the manufacturing shop floor. The transition to a clean energy economy and historic federal investments in good jobs creates will only be realized if President Biden and Vice President Harris are re-elected to another four years."

"Before Joe Biden and Kamala Harris were sworn in, the pandemic was raging and the economy was in freefall," said AF-SCME President Lee Saunders. "Our country is in far better shape today because of their leadership. This election is between a president who respects and protects working people and political extremists hellbent on reversing our progress and destroying our fundamental freedoms."

"The Biden-Harris administration has consistently advanced policies that empower workers, created opportunities for everyday people, and promoted the wellbeing of working families," Electrical these efforts, the Biden–Harris administra tion has overseen robust economic growth, increased worker wages and achieved the lowest unemployment rate in 50 years."

"Made in America isn't just a slogan to this president, it's a demand for a brighter future in which no worker is left behind," said AFL-CIO Secretary-Treasurer Fred Redmond. "Joe Biden and Kamala Harris are building an American economy that respects and values all of us, no matter our race, ethnicity, gender, sexual orientation or where we're from. He's rebuilding America, brick by brick, through good jobs and opportunity for all. That's the future we want for our kids and that's why the labor movement is going all-in to deliver another four years to President Biden."

## SIU Official Promotes Maritime Careers, U.S. Merchant Mariners at Awards Dinner

The U.S. Merchant Marine remains vital to the nation, and it's also an attractive career field offering family-sustaining wages and benefits.

Those were among the key messages delivered May 25 by SIU Executive Vice President Augie Tellez during an awards dinner in the nation's capital. Tellez received the 2023 Sons of Italy Foundation (SIF) Humanitarian Award, for his work on behalf of the union, its affiliated school in Maryland, and the American-flag industry as a whole.

Also honored at the event were U.S. Rep. Bill Pascrell (D-New Jersey) (SIF Lifetime Achievement Award for Public Service), longtime labor relations specialist Tony Naccarato (SIF National Education and Leadership Award), Pratt & Whitney Military Engines President Jill Albertelli (SIF Excellence in Business Award), and actor Tony Lo Bianco (SIF Lifetime Achievement Award in the Arts).

Additionally, 16 students received scholarships from the SIF for various academic pursuits.

The SIF, in conjunction with its affiliated Order Sons and Daughters of Italy in America, nationally and locally distributes more than \$650,000 in scholarships each year. The group also has donated millions of dollars to different charities.

The dinner took place at the Ronald Reagan Building and International Trade Center; more than 250 people attended.

Tellez talked about the importance of communities pulling together to support one another, noting that such behavior was the norm during his upbringing in Brooklyn, New York. He described his experiences as a trainee and then a rank-and-file SIU member, and asserted that good jobs are a key component to overall societal wellbeing.

He then explained the basic functions of the U.S. Merchant Marine, emphasizing the industry's role as America's fourth arm of defense.

"We deliver the stuff for the military," he said. "Along with the shipping companies and other unions in this room, we carry the supplies and the materiel so our troops can accomplish their mission and get back home safely."



The SIU contingent at the Sons of Italy Foundation National Education and Leadership Awards gathering included (from left) VP Joseph Soresi, Port Agent Chad Partridge, Patrolman Jose Argueta, Exec. VP Augie Tellez, Port Agent Ray Henderson, Port Agent John Hoskins, retired VP Kermett Mangram, UIW Representative Jordan Esopa and VP Nicholas Celona. Also in attendance were Asst. VP Pat Vandegrift and Port Agent Mark von Siegel.

Tellez said that although he sometimes frets about the uptick in incivility across the country as well as "the kids of today ... not looking up from the electronic gadget of the month," he is buoyed by events such as the scholarship presentations and by those receiving the grants. He said that watching the students "parade across this stage to accept their award, full of promise and so eager to make a better world, I see a bright ray of hope. And that ray gets even brighter when you consider that nights like tonight are repeated across the country by many ethnic civil groups"

The honorees were featured in individual videos preceding each of their respective inperson speeches. In his recorded interview, Tellez emphasized the beneficial role of the SIU-affiliated Paul Hall Center for Maritime

Training and Education, located in Piney Point, Maryland.

"I truly believe that most of society's ills can be cured with a good-paying, stable job, or a career," he said. "One thing that a man of conscience must do when he looks at himself in the mirror: He has to be confident and comfortable with the fact that he's taking care of his family. He can put a roof over their heads. This is what we do at the Paul Hall Center. We give people the opportunity they might not have otherwise, to get their piece of the American dream. It takes sacrifice and a lot of hard work, but if they do that, they can end up in a good place - taking care of their family and having a future and a career. Not just a job, but a career. We also truly believe that one of the things we do here is make good citizens."



SIU Executive VP Augie Tellez describes how the apprentice program at the SIU-affiliated Paul Hall Center can serve as a gateway to the American dream.

# Maritime Stalwart Scalise Honored

U.S. Rep. Steve Scalise (R-Louisiana), a longtime backer of the U.S. Merchant Marine and the entire American maritime industry, recently received accolades from a major trade association.

The Shipbuilders Council of America (SCA), which represents the U.S. shipbuilding, maintenance, and repair industry, presented the congressman with its Maritime Leadership Award in mid-May in the nation's capital. According to the SCA, "The award is given annually to national leaders who demonstrate exemplary dedication and support for the U.S. shipbuilding and repair industry."

"Louisiana is a foundational maritime state and House Majority Leader Scalise is a tireless champion and advocate for the shipyard industry, industrial base and the dedicated maritime workforce," said SCA President Matthew Paxton. "It is with great honor that we present this award to recognize the significant contributions that Leader Scalise has made for our industry – a thriving industry that drives nearly \$8 billion in economic output in his home district alone and \$18.2 billion statewide."

Throughout his career in Congress, Scalise has been influential in advancing policies that support the domestic shipbuilding industry and U.S. mariners, such as increased funding for the Maritime Security Program and maintaining the Jones Act – a foundational national security law. Scalise is also an ardent supporter of the U.S. Navy and Coast Guard, and has pushed for added appropriations for naval shipbuilding as a critical component of the U.S. defense industrial base.

"Leader Scalise has also strongly advocated for the industry's workforce and job training programs to ensure the highly skilled workforces needed are prepared to construct the vast number of vessels in the U.S. fleet – everything from tugboats to aircraft carri-

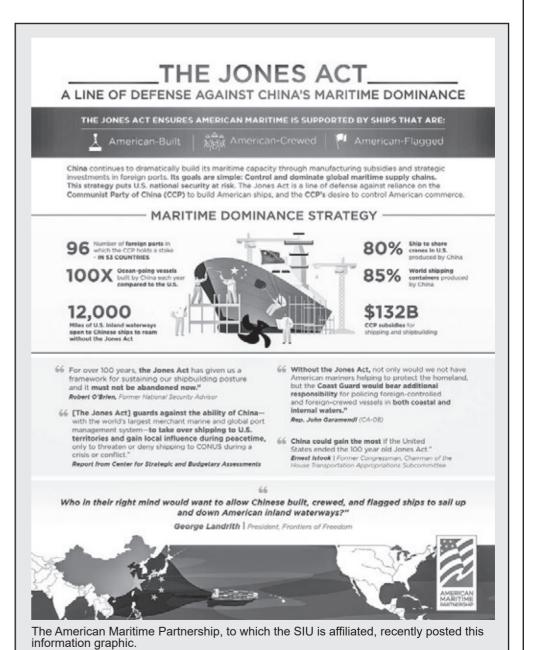
ers," the SCA said in a news release.

Scalise stated, "I am honored to receive the Maritime Leadership Award and thank the Shipbuilders Council of America for their commitment to the maritime industry



House Majority Leader Steve Scalise displays his award from the Shipbuilders Council of America. The congressman is a longtime friend of the SIU and unwavering supporter of the U.S. Merchant Marine.

in Louisiana. I will continue to fight for commonsense policies that reduce red tape for our maritime industry and keep these high-skilled, high-paying jobs in Louisiana."



# SHBP Awards \$126,000 in Scholarships to Members, Dependents

The Seafarers Health and Benefits Plan (SHBP) has awarded one Seafarer and six SIU dependents scholarships worth a combined total of \$126,000.

The SBHP Scholarship Committee, which is comprised of both active and retired educators from colleges and universities across the nation, selected Chief Cook **Darrisha Bryant** as the Seafarer winner. She will receive a \$6,000 award (\$3,000 each for two years).

Kaila Hoskins, AJ Abigail Malunes, Christine Dingzon, Stacy Maguale, Amira Meawad, and Shams Mohamed have been selected as the Seafarer dependent winners. Each of these students will receive \$20,000 grants (\$5,000 apiece for four years).

The scholarship program is an annual benefit available to SIU members and their families. Typically, the applications are due in mid-April.

The following profiles detail the ambitions and achievements of this year's Charlie Logan Scholarship recipients.

#### Darrisha Bryant

**SIU Connection**: Bryant is a chief cook who joined the union in 2020.

**Bio**: Bryant is a Florida native and current student at Florida State College of Jackson-

ville (FSCJ) Her six years of experience in healthcare have inspired her to work toward becoming a nurse practitioner. Bryant has also demonstrated her skills while on vessels during the past four years; she has been a full-time



student while sailing with SIU.

Education: Bryant received her diploma from A. Philip Randolph Academies of Technology and is currently attending FSCJ. She has applied to FSCJ, Chamberlain University, and Florida A&M University in pursuit of her bachelor of science degree in nursing.

Quotable: "I have always seen myself as a nurse and I strive to one day become a physician in geriatric or mental health. I have been determined to obtain this goal and have not lost focus. I am a natural caregiver, helper, and most of all great listener, which is one of the key reasons people ask for help."

#### Kaila Hoskins

**SIU Connection**: Hoskins is the daughter of QMED **Steven Hoskins**.

**Bio**: Born in Indonesia, Hoskins emigrated to the U.S. at age 10. Her penchant for math helped her pass a challenging placement test upon her arrival, and she relied on those

same skills to help her adapt to living in a new country. Her love of math facilitated her further integration with her community. and she soon found a similar passion for computer science, which she plans to pursue in col-



lege. On top of her many extracurricular activities, Hoskins currently works at a Mathnasium to help inspire others through her love of mathematics.

Education: Hoskins is a recent graduate of North County High School who has completed credit hours at Anne Arundel Community College through the Center of Applied Technology (CATN). She has earned two Cisco certifications, the CCT and CCNA. Hoskins has committed to attend the University of Maryland- Baltimore County (UMBC) and has earned guaranteed admission to the Georgia Institute of Technology.

Quotable: "With how similar it is to math, the coding process gives me so much enjoyment that I knew I would have no issue doing it for the rest of my life. Most importantly, computer science will allow me to create a bigger impact on my community, and in the future, the world."

#### **AJ Abigail Malunes**

SIU Connection: Malunes is the daughter of Bosun Arsenio V. Malunes Jr.

Bio: Malunes' ambitious nature inspired

her to seek leadership roles as early as third grade, which led to her spearheading the revival of her high school's key club as vice president during her freshman year. She has taken several advanced placement courses



and was a member of Amnesty International, UNICEF, and Model UN. She was born to two parents who emigrated from the Philippines, and her seafaring father instilled in her a love of all things aquatic, which she hopes to translate into a career in marine biology. She spent last summer interning at the Aquarium of the Pacific learning about pollution, animals, and the ocean.

Education: She has applied to the University of California Los Angeles, the University of California Berkley, California State Long Beach, and the University of California Irvine. She is pursuing a degree in biology in hopes of becoming a marine biologist, pharmacist, or psychologist.

Quotable: "Marine biology is something I hope to pursue in the future – a passion of mine from a young age when my father brought me to Laguna Beach to find out what creatures lay in tide pools. My father has always taken a liking to the ocean, whether that be fishing or becoming a mariner, and that love has followed me."

#### **Christine Dingzon**

**SIU Connection**: Dingzon is the daughter of Bosun **Julian Dingzon Jr**.

**Bio**: Dingzon helped ease her large firstgen immigrant family's financial woes by

selling items on Mercari, an online marketplace where people sell new, like-new and preowned items. She enjoyed assisting customers and packing items, and it translated into the makings of a love for business. A serendipitous



meeting with a financial accountant in Wall Street on her 8th grade field trip inspired her to pursue a career doing something similar.

Education: Dingzon graduated from Baltimore Polytechnic Institute and has applied to Carnegie Mellon University, Boston University, the University of Maryland, and Cornell University. She plans to major in law enforcement/business administration.

**Quotable:** "I could just imagine myself walking down the business district in a suit. From there, I just knew that choosing a career in business is the right choice for myself. As a graduating senior, I would like to contribute and become a part of the business world."

#### **Stacy Marie Maguale**

SIU Connection: Maguale is the daughter of AB Sanny Maguale.

Bio: Maguale was born in the Philippines and moved to the U.S. in 2009. She plans to earn her degree in pre-medicine, which will be the first step on her path to med school to become a neurologist. Her first experiences in a hospital setting occurred when her aunt was diagnosed with a pituitary brain tumor. Being in that environment sparked Magaule's curiosity in medicine and motivated her to apply to the Health and Sciences Academy at her high school. She held the position of vice

president of her senior class, participated on the field hockey and lacrosse teams, and volunteered at the Sentara Hospital Emergency Room.

Education: Maguale graduated from Bayside High School and has applied

to Virginia Tech, the University of Virginia, Washington and Lee University, and James Madison University. She plans to earn a degree in pre-medicine.

Quotable: "Mapping out my future plans is simply inspiring to me because of how much I adore the field of medicine. I am fascinated by the miraculous way our brain works within our human body."

#### **Amira Meawad**

SIU Connection: Meawad is the daughter of Crane Operator/GUDE Kamal Meawad.

**Bio**: Meawad's interest in computer science was sparked by participating in "Kode by Klossy" – a

by Klossy" – a summer program created to empower women to pursue technology. Since then, she has put in the effort to learn as much as possible. Meawad was the chief experience officer in her student government. participated in



Culture Club, Petrides against Cancer, Habitat for Humanity, and the National Honor Society. She aims to use technology to solve the world's problems with her knowledge of the field.

**Education**: Meawad attended Michael J. Petrides High School and has participated in Hunter College's College Now program.

Quotable: "I have never felt so passionate about something where it's captivated me and has given me the ambition to keep learning. Thus, I would like to become part of a larger pond and thus be part of a bigger community. Going to college means I will be able to apply my passions toward a degree."

#### **Shams Mohamed**

**SIU Connection**: Mohamed is the daughter of QE4 **Mohsen Mohamed**.

**Bio**: Mohamed is a goal-driven individual who wants to pursue further education so

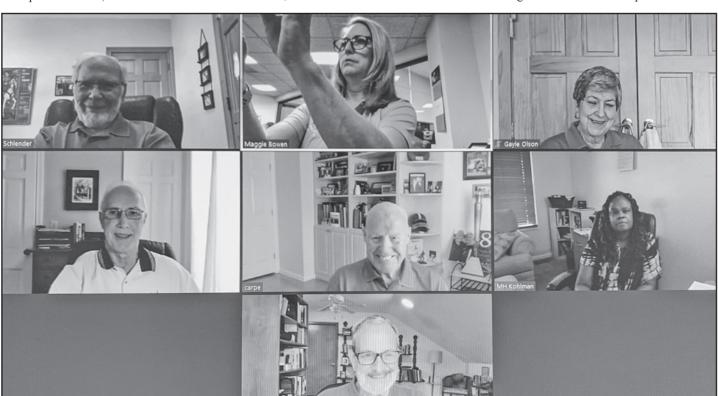
that she can be useful to her family, her community, and her country. She currently aids her community by assisting with cleaning and housekeeping at her local mosque and has been helping in a preschool/ daycare facil-



tayeare hearity for the past four years. Mohamed has taken numerous upper level and advanced placement courses in high school. Many of her teachers cite her impeccable work ethic, friendliness, and willingness to put in extra effort as some of her top qualities.

Education: Mohamed graduated from Coldwater High School and has applied to Kellogg Community College and Michigan State University. She plans to study to become a dental hygienist.

**Quotable:** "I have the strength and determination to achieve my goals, no matter what hurdle I have to overcome."



The Seafarers Health and Benefits Plan Scholarship Committee met virtually to finalize this year's awards. The committee consisted of Dr. Trevor Carpenter, Dr. Henry Toutain, Dr. Michael Glaser, Dr. Marla Kohlman, Dr. Gayle Olson and Dr. Keith Schlender. Each is a current and/or retired educator. Also pictured is Seafarers Plans Administrator Maggie Bowen.

# Report Underscores Need to Amplify Mariner Voices as Industry Changes

Mariners see the prospect of autonomous ships as an opportunity to solve a number of problems in commercial shipping but warn that crew expertise is central to decision-making in a time of technological change.

According to a new, joint study published by the International Transport Workers' Federation (ITF) and others, mariners further believe that to make change effective, companies and governments must ensure the technology is transparent and reliable. Governments and companies need to be more transparent to ensure that crews' expertise is central to decision-making in a time of huge technological change.

These are the conclusions of research collating maritime perspectives and expectations on Maritime Autonomous Surface Ships (MASS) published by the ITF (to which the SIU is affiliated), the Korean Maritime Institute (KMI), and the Korea Institute of Maritime and Fisheries Technology (KIMFT). Researchers interviewed mariners and mariner representatives, "giving voice to their hopes and fears about increasing levels of automation in the merchant fleet," the ITF reported.

"Developments in artificial intelligence are making the possibility of fully autonomous ships more real," said SIU President David Heindel, who also serves as chair of the ITF Seafarers' Section. "These ships are already being tested, though most seafarers don't envision them becoming a practical reality for many years. What we are likely to see is a gradual process where levels of automation steadily increase. Far from considering this a threat to

jobs, unions believe it is an opportunity to make shipping safer, with more skilled, better-quality work, putting the industry in a better place to tackle big issues like climate change."

In fact, the research indicates that demand for mariners' skills will keep increasing until at least 2040, although it recognizes that the rate of employment growth may ease slightly because of automation.

"The global reality is that we need cleaner, greener ships to curb the industry's emissions, and if new technology can help with this challenge, we welcome that," Heindel added. "But the industry must also deal with the urgent safety and health issues that mariners face on a day-to-day basis, from basic access to clean drinking water through to having the right skills to be able to work with new and old tech. All of these challenges require workers' input to resolve them."

Heindel pointed out that the industry is on the brink of a huge change in the way shipping operates – both due to technological advances and the urgent need to shift to sustainable energy sources in response to the climate crisis. He said that all concerned should strongly weigh mariner perspectives, ensuring a workerled just transition, and making the most of their practical day-to-day expertise and experience to ensure technology protects decent working conditions at sea.

"That's why this report is so important," said Heindel. "As all parties come to grips with the changes required in regulations and ship operation, and the skills that will be needed, it is crucial that we include the voices of those who will be expected to make the new technology work."

The industry will require a different set of skills and competencies, so training will become a critical issue, the report concluded. According to the ITF, mariners interviewed for the research "were very positive about learning new skills and the impact these will have on the quality of their work. But they felt the industry is not doing enough to fund training, preparing seafarers for the changes that are coming."

The report was presented May 31 during the 107th session of the International Maritime Organization's (IMO) Maritime Safety Committee (MSC), which has been examining the impact of MASS and the regulatory and other changes that may be needed.

"We sincerely expect that this report will contribute comprehensively to the development of the human-centered approach in shipping," said Dr Jong-Deog Kim, president of the Korea Maritime Institute. "This report will support the maritime mobility industry in the era of artificial intelligence with the necessary regulatory development for mariners who will be affected greatly by the introduction and implementation of maritime autonomous surface ships."

Min-Jong Kim, president of the Korea Institute of Maritime Fisheries and Technology, added: "This report, which highlights the expectations, insights, and challenges of adopting maritime autonomous surface ships through the voices of seafarers who are on the front lines of maritime transportation, is invaluable at a time when legal regulations for MASS operations



SIU President David Heindel

are being developed, and I hope it will contribute to securing the safe operation of MASS by enhancing the human element encompassing the moriners."

# Matson Contributes to Guam Relief Effort

Seafarers-contracted Matson Navigation recently announced that it will contribute \$350,000 in transportation and in-kind services toward disaster relief in Guam, Micronesia, and the Commonwealth of the Northern Mariana Islands (CNMI).

Those areas were struck by Typhoon Mawar in late May. With sustained winds of 140 mph, Mawar reportedly was the strongest storm to hit Guam in more than 20 years. Approximately 171,000 people live in the U.S. territory.

In its initial assessment, the local government says the island's commercial sector suffered \$112 million in damage.

On May 28, Matson's Seafarers-crewed *Maunawili*, which had been positioned offshore earlier in the week to shelter from the typhoon, was the first containership to arrive following the reopening of the Port of Guam and began discharging 454 containers of general goods.

"Thanks to the focused efforts of the Guam government, the Port Authority of Guam and the U.S. Coast Guard to reopen the port, we were able to deliver goods to Guam within days of the storm passing," said Matt Cox, chairman and CEO of Matson. "We want the people of Guam, Micronesia and CNMI to know that they can count on Matson to help our communities recover in the difficult weeks ahead. We are committed to helping with recovery efforts in the way we know best: by delivering needed supplies, equipment, and donations to Guam as quickly and efficiently as possible."

Matson operates a weekly direct service from the U.S. West Coast with the largest containerships serving Guam and provides connecting service to islands of the CNMI, the Federated States of Micronesia, the Republic of the Marshall Islands (RMI), and Palau.

In a news release, the company said it is "working with FEMA and the American Red Cross to facilitate shipments of relief supplies to Guam for the recovery process.... The company is also working with community organizations in Hawaii that are leading Guam relief efforts, providing transportation of donated goods to Guam in the coming weeks."



SIU-crewed Maersk ships, including the *Maersk Columbus* (above), sailed safely throughout the previous year.

# Maersk Executive Lauds Crews for Completing Full Year Without Lost-Time Incident

SIU members have helped achieve a significant safety milestone aboard ships operated by Maersk Line, Limited (MLL) – and their employer appreciates the accomplishment.

In a recent communication, the company reported that MLL has gone 12 months in a row without a lost-time incident (LTI) "across every ship in the fleet. This is a remarkable achievement that everyone should take great pride in accomplishing."

The Maersk message continued, "More than 450 seafarers perform difficult, demanding, and dangerous work safely every day across our fleet. Being able to do so without injury for such a long period in a workplace where even a momentary lapse of attention can result in a 'bad day' is impressive. This achievement did not happen by chance. Nor was it the result of any single safety initiative. Instead, our injury-free year was largely due to our seafarers' commitment to creating an environment where everyone feels empowered to address safety concerns."

Safety initiatives that have been undertaken through cooperative efforts between the SIU and the company are paying off, according to MLL. The recent letter pointed out, "When seafarers have the freedom to speak their minds, their input improves the effectiveness of our safety program."

safety program."

"We have seen several instances where seafarers used their 'stop-work' authority, immediately fixed unsafe situations on their own, and reported near misses because there was no fear of retaliation," said MLL Safety Manager Brian Province. "We want to encourage more of that."

Moreover, the company reported that in addition to experiencing fewer serious injuries, "we are also seeing a decrease across the board



Electrician Cirico Geonanga, recipient of one of Maersk's "Safety Mariner of the Year" awards, helped contribute to the fleet's recent milestone.

regarding lesser incidents. This long-term trend is a testament to all employees, from the deck plates to the board room, who prioritize safe operations at MLL."

"There is nothing more important than the health and safety of our seafarers," said Vice President of Labor and Marine Safety and Standards Ed Hanley. "Creating a culture that values safety feedback irrespective of rank and experience improves the lives of all seafarers and is the right thing to do."

# Pro-Jones Act Talk in Puerto Rico



SIU Asst. VP Amancio Crespo (right) meets with Puerto Rico Sen. William Villafane Ramos (second from right) recently in San Juan. Among other topics, they discussed how the Jones Act benefits Puerto Rico, and the apprentice program at the SIU-affiliated school in Piney Point, Maryland. Also pictured are (from left) pro-maritime colleagues Hector Solano and Diana Liboy Ortiz.

#### **Annual Funding Notice for MCS Supplementary Pension Fund**

#### Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2022 and ending December 31, 2022 ("Plan Year").

#### **Funded Percentage**

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

	2022	2021	2020
Valuation Date	January 1, 2022	January 1, 2021	January 1, 2020
Funded Percentage	315.14%	310.30%	302.33%
Value of Assets	\$6,554,215	\$6,449,649	\$6,405,877
Value of Liabilities	\$2,079,757	\$2,078,497	\$2,118,801

#### **Fair Market Value of Assets**

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

The December 31, 2022 fair value of assets disclosed below is reported on an unaudited basis since

this notice is required to be distributed before the normal completion time of the audit which is currently in

December 31, 2022 December 31, 2021 December 31, 2020 Fair Market Value of Assets \$6,271,875 \$7,001,576

#### **Particinant Information**

The total number of participants and beneficiaries covered by the plan on the valuation date was 664. Of this number, 281 were current employees, 249 were retired and receiving benefits, and 134 were retired or no longer working for the employer and have a right to future benefits.

#### **Funding & Investment Policies**

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

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

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

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	0.1
2. U.S. Government securities	8.2
3. Corporate debt instruments (other than employer securities):	
a. Preferred	8.9
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	22.9
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	1.9
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	8.1
14. Value of funds held in insurance co. general account (unallocated contracts)	49.9
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

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

#### **Endangered, Critical, or Critical and Declining Status**

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

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

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

#### Right to Request a Copy of the Annual Report

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

#### **Summary of Rules Governing Insolvent Plans**

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

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

#### **Benefit Payments Guaranteed by the PBGC**

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

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (.825.73 x 10). is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes

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

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

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

#### Where to Get More Information

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

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

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund Inc., EIN 94-1431246, Plan No. 501, for period August 1, 2021 through July 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA)

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

The value of plan assets, after subtracting liabilities of the plan, was \$1,779,510 as of July 31, 2022, compared to \$2,150,712 as of August 1, 2021. During the plan year the plan experienced a decrease in its net assets of \$371,202. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$16,039,306, including employer contributions of \$16,088,766, earnings from investments of (\$43,979), realized losses of (\$6,980) from the sale of assets, and other income of \$14.099

Plan expenses were \$16.410.508. These expenses included \$409.031 in administrative expenses, and \$16.001.477 in benefits paid to participants and beneficiar

#### Your Rights To Additional Information

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

- · an accountant's report:
- financial information and information on payments to service providers;
- · assets held for investment; and
- transactions in excess of 5% of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, or by telephone at (415) 764-4990. The charge to cover copying costs will be \$5.00 for the full annual report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (SIU Pacific District Supplemental Benefits Fund, Inc., 730 Harrison Street, Suite 400, San Francisco, CA 94107) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

#### **Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund**

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, Plan No. 501, for the year ended June 30, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$41,859 as of June 30, 2022, compared to \$83,495 as of July 1, 2021. During the plan year, the plan experienced a decrease in its net assets of \$41,636. During the plan year, the plan had total income of \$756,589, including employer contributions of \$742,760, earnings from investments of \$48, and other income of \$13,781.

Plan expenses were \$798,225. These expenses included \$268,371 in administrative expenses, and \$529,854 in benefits paid to or for participants and beneficiaries.

#### Your Rights To Additional Information

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

- 1. An accountant's report;
- 2. Financial information and information on payments to service providers; and
- 3. Assets held for investment

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$3.75 for the full annual report, or \$0.25 per page for any

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

# 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.

MAERSK SELETAR (Maersk Line, Limited), March 4 – Chairman Eugene Perez, Secretary Ronald Byrd, Educational Director Jerome Culbreth, Engine Delegate Jason Fuller, Steward Delegate Alexus Guillory. Chairman discussed ship fund and gave thanks to the steward department for a job well done. He then congratulated SIU President David Heindel on his new position. Secretary encouraged everyone to continue working safely. Educational director advised crew to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Crew asked for a higher allowance in food budget and increases to vacation days. Members asked to upgrade to Starlink Wi-Fi for better internet connection. Next port: Newark, New Jersey.

MAERSK KENSINGTON (Maersk Line, Limited), March

(Maersk Line, Limited), March
19 – Chairman Koksal Demir,
Secretary Jeffery Toliver, Educational Director George Bieselin,
Deck Delegate Jasper Hayward,
Engine Delegate Juan Rochez,
Steward Delegate Sheldon
Mitchel. Chairman thanked crew
for their excellent work. Educational director reminded members
to upgrade at the Piney Point
school. No beefs or disputed OT
reported. Crew requested new
TVs, mattresses and fans. Members asked for better Wi-Fi and 30
for 30 vacation.

MAERSK SENTOSA (Maersk Line, Limited), March 30 – Chairman Mario Ordonez, Secretary Charles Brooks, Educational Director Jing Hui Huang, Deck Delegate Derek Willis, Engine Delegate Anibal Lopes, Steward Delegate Julian De Los Santos. Educational director recommended members upgrade at the Paul Hall Center. No beefs or disputed OT reported. Members requested increases to vacation time.

MAERSK CHICAGO (Maersk Line, Limited), April 16 - Chairman Gerald Alford, Secretary Quentin Hood, Educational Director Ronald Embody, Deck Delegate Edgardo Martinez Espada, Steward Delegate Carl Royster. Ping-pong equipment and board games received and appreciated by crew. Chairman gave thanks to steward department for great food. Educational director encouraged crew to take advantage of the upgrading programs at the Piney Point school. No beefs or disputed OT reported. Crew suggested adding a hard drive with movies and TV shows that can be connected to everyone's room via Wi-Fi. Next port: Newark, New Jersey.

AMERICAN ENDURANCE (Intrepid Personnel & Provisioning), April 18 – Chairman Jerome Luckett, Secretary Gina Lightfoot, Educational Director Patrocinio Maglinte, Deck Delegate Peter Mertz, Engine Delegate Allen Newgen, Steward Delegate Eugene Williams. Chairman commended steward department as well as deck department for jobs well done. He reminded crew to leave clean rooms for oncoming members. Ship needs clearer rules and instructions on missing-man pay. Educational director urged

members to upgrade their skills at the Paul Hall Center. In order to receive an A-book, a member must have a higher rating than entry-level. No beefs or disputed OT reported. Crew requested Wi-Fi on all ships, increases in vision care coverage and increases to vacation time. Members asked for faster turnaround for physical exam results.

LONESTAR STATE (Intrepid Personnel & Provisioning), April 25 - Chairman Lionel Rivas, Secretary Cavetano Toledo, Educational Director Frederick Williams, Deck Delegate Joseph Wattam, Engine Delegate Tyler Summersill, Steward Delegate Carlos Suazo-Flores. Chairman advised members to follow chain of command and to go to immediate supervisor with any issues or concerns. He reminded everyone to keep documents up to date, thanked crew for working safely and thanked members for keeping house clean. Chairman also praised steward department for a job well done. Secretary thanked the crew for helping with DOT provisions and encouraged them to contribute to SPAD (Seafarers Political Activities Donation), the union's voluntary political action fund. Educational director recommended members upgrade at the Piney Point school. No beefs or disputed OT reported. Crew discussed implementing extra pay for stays beyond 120 days without relief. Members requested to receive pay mid-week at the end of each month, along with a copy of pay voucher.

USNS MONTFORD POINT (Ocean Shipholdings, Inc.), May 6

Chairman Larry Dizon, Secretary Vanessa Osborne-Brumsey, Educational Director Hector Caballero, Deck Delegate Jon Sunga, Steward Delegate Jose Sadaya. Chairman announced scheduled Wi-Fi installation by June, during drydock. Educational director stressed the importance of upgrading at the Paul Hall Center. No beefs or disputed OT reported. New mattresses and linens have been ordered. Crew requested a ship computer, calling cards in slop chest, and new books. Chairman and crew agreed to purchase Playstation 5 gaming system.

USNS WATERS (Ocean Shipholdings, Inc.), May 9 – Chairman Angel Centeno, Secretary Ronda Jackson, Educational

Director Randy Slue, Deck Delegate Michael Dibelardino, Engine Delegate Christopher Waters, Steward Delegate Lamarai Jones. Chairman instructed members to bring union books with them to all ships and advised them to apply for MMC well in advance of document expiration. Educational director suggested upgrading at the Piney Point school for the fastest way to a wage increase. No beefs or disputed OT reported. Members thanked the union for wage boost. They voiced concerns with certain officer behavior (perceived as inexplicably retaliatory) since pay increases went into effect. Crew discussed onboarding policies. Members requested recreational Wi-Fi access for all crew.

#### With Seafarers Aboard Green Cove



Pictured aboard the Waterman ship in Benicia, California, are (front, from left) Recertified Bosun Richard Grubbs and Apprentice Julius Franks, along with (standing, from left) GUDE Charles Bishop, Chief Cook Trason Glynn, SA David Andersen, STOS Terrell Mitchell, GUDE Dashon Hagans and SIU Oakland Port Agent J.B. Niday.

# Know Your Rights

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

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

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

receipt requested. The proper address for this is:

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 David Heindel at headquarters by certified mail, return receipt requested. The address is:

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

## **Benefits Conferences Announced**

Representatives from the SIU and the Seafarers Plans will conduct a series of benefits conferences at a dozen hiring halls beginning later this month.

Seafarers, retirees and their families are strongly encouraged to attend at least one of the gatherings. Most of the conferences will take place the same days as the respective membership meetings for the given months.

Designed to educate rank-and-file members as well as union employees, the conferences focus on various Seafarers Plans. Conference goals include making enrollees aware of benefits available to them under each plan. Special emphasis is placed on points that plan participants may not know about.

Meeting times will be announced later, but tentative plans call for each staff conference to take place ahead of the membership meeting, followed by a separate conference for members, dependents and retirees immediately after the membership meeting.

Please stay in touch with your hall and keep an eye on the SIU website and upcoming issues of the *LOG* for more details. Meanwhile, the schedule is as follows:

Port	<b>Conference Date</b>
Norfolk	Tuesday, July 25
Oakland	Thursday, August 17
Honolulu	Friday, August 18
Wilmington	Monday, August 21
Tacoma	Friday, August 25
San Juan	Thursday, September 7
Piney Point	Monday, October 2
Jacksonville	Thursday, October 5
Houston	Monday, November 13
New Orleans	Tuesday, November 14
Jersey City	Thursday, November 30
Ft. Lauderdale	Monday, February 19, 2024
Algonac	Friday, March 8, 2024



## July & August Membership Meetings

Piney Point	Monday: July 3, August 7
Algonac	Friday: July 7, August 11
Baltimore	Thursday: July 6, August 10
Guam	Thursday: July 20, August 24
Honolulu	Friday: July 14, August 18
Houston	Monday: July 10, August 14
Jacksonville	Thursday: July 6, August 10
Joliet	Thursday: July 13, August 17
Mobile	Wednesday: July 12, August 16
New Orleans	Tuesday: July 11, August 15
Jersey City	*Wednesday: July 5, Tuesday: August 8
Norfolk	Friday: July 7, August 11
Oakland	Thursday: July 13, August 17
Philadelphia	Wednesday: July 5, August 9
Port Everglades	Thursday: July 13, August 17
San Juan	Thursday: July 6, August 10
St. Louis	Friday: July 14, August 18
Tacoma	Friday: July 21, August 25
Wilmington	Monday: July 17, August 21

\*Jersey City change in July created by Independence Day.

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

# Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from May 15 - June 14, 2023. "Registered on the Beach" data is as of June 15, 2023.

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All Groups All Groups Reliefs  Port A B C A B C A	All Groups B C
Deck Department           Algonac         20         7         0         15         6         1         7         22	) 6 1
Anchorage 3 3 1 0 1 1 0 4	5 0
Baltimore 4 1 0 3 0 0 1 3 Fort Lauderdale 15 6 3 14 8 1 7 23	2 0 12 3
Guam 3 1 0 1 0 0 4	1 1
Harvey 9 7 0 7 5 1 4 12 Honolulu 9 3 1 7 3 1 6 16	
Houston 38 21 6 20 13 4 14 48	3 27 8
Jacksonville         31         28         6         20         24         2         10         43           Jersey City         26         8         7         17         6         2         12         42	
Joliet 1 1 1 1 1 3 4	2 0
Mobile 5 4 2 7 2 2 3 7 Norfolk 22 15 8 10 7 3 3 28	3 1 3 13 8
Oakland 12 1 2 9 2 0 4 15	3 2
Philadelphia 2 3 0 3 1 0 0 4 Piney Point 3 3 0 4 2 0 2	$\begin{array}{ccc} 2 & & 0 \\ 3 & & 0 \end{array}$
Puerto Rico 7 4 0 4 4 0 4 7	2 0
Tacoma 20 5 2 16 4 2 9 21 St. Louis 4 2 0 2 0 0 1 3	7 5 3 0
Wilmington 25 4 1 20 4 0 5 30	9 2
TOTAL 259 127 40 180 93 21 95 33	88 164 45
Engine Department	0 1
Algonac 4 0 0 1 1 0 2 7 Anchorage 1 0 0 1 0 0 0	$egin{array}{ccc} 0 & & 1 \ 1 & & 1 \end{array}$
Baltimore 1 1 1 0 3 0 0 3	0 1
Guam 1 1 0 2 0 0 0 0	$ \begin{array}{ccc} 5 & 1 \\ 1 & 0 \end{array} $
Harvey 4 1 0 1 2 0 2 4 Honolulu 8 2 0 2 0 1 0 10	$\begin{array}{ccc} 2 & 0 \\ 5 & 0 \end{array}$
Houston 14 8 3 9 9 2 11 21	. 5 3
Jacksonville         22         14         1         15         8         3         9         32           Jersey City         10         5         0         8         2         0         1         14	
Joliet 0 1 0 2 1 0 3 1	1 0
Mobile 1 3 0 2 2 0 0 0 Norfolk 12 11 6 7 5 4 4 17	3 2 5
Oakland 5 3 1 2 0 0 0 11	4 2
Philadelphia         1         0         0         2         0         0         0         3           Piney Point         1         4         0         0         4         0         1         1	$ \begin{array}{ccc} 0 & 0 \\ 4 & 0 \end{array} $
Puerto Rico 4 3 0 4 1 0 3 5	3 1
Tacoma 6 4 1 8 6 0 6 12 St. Louis 2 0 1 1 0 1 0 3	2 11 4 2 1
Wilmington 11 5 2 6 2 3 5 26	5 11 3
TOTAL 112 68 17 78 50 15 51 17	79 93 28
Steward Department           Algonac         5         1         0         6         1         0         2         4	3 0
Anchorage 0 0 1 0 0 0 0	1 1
Baltimore 1 0 0 0 1 0 0 2 Fort Lauderdale 5 1 0 4 4 1 2 10	0 1 1
Guam 2 0 0 0 0 0 0 3	0 0
Harvey 1 1 0 1 0 0 0 4 Honolulu 8 2 1 6 2 1 4 10	$\begin{pmatrix} 2 & 0 \\ 3 & 3 \end{pmatrix}$
Houston 19 5 1 9 7 1 5 27	7 4 1
Jacksonville         17         6         1         11         9         1         5         27           Jersey City         10         6         1         4         2         0         1         17	
Joliet 0 1 0 0 1 0 0 0 0 0 0 Mobile 3 3 1 0 1 0 1 4	$\begin{array}{ccc} 1 & & 0 \\ 3 & & 1 \end{array}$
Norfolk 16 12 1 5 5 1 3 23	3 17 8
Oakland 10 4 1 10 2 1 1 15 Philadelphia 0 2 0 0 2 0 1	$\begin{bmatrix} 8 & 2 \\ 0 & 0 \end{bmatrix}$
Piney Point 2 2 2 1 3 1 1 1	5 2
Puerto Rico 7 5 0 3 4 0 5 9 Seattle 7 3 0 8 1 0 3 11	5 0
St. Louis 0 0 0 2 0 0 2	9 1
Wilmington 21 7 2 14 2 2 7 33	0 0
	0 0 9 4
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TOTAL   134   61   12   84   47   9   41   20	0 0 0 0 0 4 99 28 28 28 28 28 28 28 28 28 28 28 28 28
TOTAL   134   61   12   84   47   9   41   20	0 0 0 0 0 4 99 28 28 28 28 28 28 28 28 28 28 28 28 28
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TOTAL   134   61   12   84   47   9   41   20	0 0 4 9 4 99 28  12 14 3 1 0 1 4 7 0 3 0 4 8 7 19 27 37 104 19 23 1 3 0 3 13 40 6 16 1 1 6 5 1 0 14 16 0 0
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**WELCOME ASHORE IN OAKLAND** – Chief Cook Abdullah Falah (left), pictured at the Oakland hall, receives his first pension check. He started sailing with the SIU in 1990 and most recently shipped aboard the *Gem State*. SIU Port Agent J.B. Niday is at right.



**ABOARD CAPE ARUNDEL** – Pictured from left aboard the Crowley-operated ship (formerly the *Honor*) in Norfolk, Virginia, are GUDE Ricky Langley, Bosun Mark Brownell and OS Mario Borgonia.



**B-BOOK IN JOLIET** – Oiler Kenneth Kauffman displays his newly acquired full book at the hall in Illinois.



**B-BOOK RECEIVED** – Chief Cook Dewayne Thomas (left) obtains his full book at the Houston hall. At right is SIU Port Agent Joe Zavala.



**WITH WEST COAST BOATMEN –** SIU VP West Coast Nick Marrone (right) reviews contractual details with members Brian Imsland and John McCarty aboard a Starlight Marine tug.



ABOARD R.J. PFEIFFER – Pictured aboard the Matson ship in Oakland are (from left) ACU Mohamed Wasel, SIU Patrolman Kathy Chester and Recertified Steward Ali Munsar.

# At Sea and Ashore with the SIU



ABOARD MV LIBERTY – Many thanks to vessel master Capt. Nicholas Bahill for this photo from the TOTE-operated vessel. The ship's current run is from Northern Europe to South Korea. Pictured from left are Capt. Bahill, Chief Steward Rondell Richardson, AB Bradley Tucker, 2AE Armando Bermudez, AB Roderick Mitchell, Chief Cook Mashonda Corley, AB Gregory Locks, SA Frances Mendez, QMED Kenji Hoffman, 3M Matthew Burke, 2M Alex Buffman, CHENG Robert Sweet, Bosun David Miller, Oiler Santee Gowdy, 3AE Jonathan D'Angelo, STOS Tyson Humphrey, Oiler Stoney Hardy, AB Paul St. Onge, CM Wesley Heerssen, and 1AE Michael Skelton.







WITH SEAFARERS IN PUERTO RICO – SIU Asst. VP Amancio Crespo (left in each photo) congratulates members on various milestones. AB Jose Canales (above, left) picks up his first pension check following a 26-year career, while Chief Steward Carmelo Calderon Santini (above, center) receives his A-seniority book. In the remaining photo, Seafarer Julian Misla Mendez displays his certificate from recently completing the junior engineer curriculum at the SIU-affiliated Paul Hall Center for Maritime Training and Education. His brother, Chief Cook Jafet Misla Mendez, also sails with the SIU.







**ABOARD LIBERTY GRACE** – Pictured from left aboard the Liberty Maritime vessel are (above, left) SIU Safety Director Kevin Sykes and AB Daniel Hanback. In photo above (center) are Steward/Baker Jesus Ortiz-Rivera (left) and SIU Port Agent Joe Zavala. The remaining snapshot includes oncoming Bosun Jose Bermudez and AB Octavio Ruiz.

# At Sea and Ashore with the SIU



WELCOME ASHORE IN GARDEN STATE – Kevin Teschner (left) sailed for 30 years as a deckhand at NY Waterway. He's pictured at the Jersey City, New Jersey, hall with SIU Port Agent Ray Henderson, picking up his first pension check.



**CONGRATS IN PINEY POINT** – SA Mynisha George (right) receives her full book at the union-affiliated school in southern Maryland. She's pictured with SIU Patrolman Jose Argueta.





FOURTH ARM OF DEFENSE – During the awards dinner following this year's Seafarers Waterfront Classic (benefiting a non-profit organization that serves veterans and first responders), SIU VP Government Services Nicholas Celona (at podium) gave a well-received speech explaining the critical and historic role of the U.S. Merchant Marine supporting national, economic and homeland security. He punctuated the remarks with the unfurling of a patriotic banner (below) featuring the Latin motto "Acta Non Verba" (deeds, not words), which historically is associated with the U.S. Merchant Marine.





WELCOME ASHORE IN HOUSTON – Recertified Steward Kenneth Whitfield (left), pictured at the hiring hall with SIU Asst. VP Mike Russo, receives his first pension check. Whitfield started sailing with the SIU in 1988. "To all my brothers and sisters of the Seafarers International Union, the time has come that I must pass the torch," he stated. "For the life I've enjoyed as a merchant mariner, I extend my gratitude to fellow members of this great union. I've had the privilege to see the world and learn other customs and lifestyles, and it has been an awesome experience."



**MEETING TOMORROW'S MARINERS –** SIU Port Agent Warren Asp (standing) addresses students at Maritime High School in Des Moines, Washington.



**WELL-EARNED RETIREMENT** – Congratulations to the newly retired Peggy Densford, a familiar face to students at the Paul Hall Center for many years. Densford wore different hats in Piney Point (instructor, tutor, etc.) and always devoted herself to betterment of all concerned. Fair winds and following seas!



**HELPING HANDS –** SIU Guam Port Agent Victor Sahagon (center) and Bosun Joven Deocampo (right) team up to help supply water to AB David Arcilla, one of many local residents whose home was without running water after Typhoon Mawar struck the territory. (There was no damage to speak of at the hiring hall.)



**AND MANY MORE** – QE4 Imran Khan (second from right) receives a belated birthday cake in Piney Point, where he commemorates the occasion with (from left) SIU Representative Jose Argueta, QE3 Carlos Guiterrez and Patrolman Martin Baker.

# Welcome Ashore

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



#### **DEEP SEA**

#### IBRAHIM ABDELKARIM

Brother Ibrahim Abdelkarim, 65. started his career with the union in

2004. He first shipped on the Maersk Arizona and sailed in the deck department. Brother Abdelkarim upgraded at the Paul Hall Center on multiple occasions. He most re-



cently sailed on the Maersk Durban and makes his home in Brooklyn, New York

#### **AWADH AHMED**

Brother Awadh Ahmed, 60, joined the Seafarers International Union



in 2005, initially sailing aboard the Midnight Sun. He upgraded at the Piney Point school on multiple occasions and shipped in the deck department. Brother Ahmed was last employed

by Keystone Ocean Services. He is a resident of Dearborn, Michigan

#### **JAMES ARMSTRONG**

Brother James Armstrong, 65, donned the SIU colors in 1981 when he sailed aboard the Santa Mercedes. He sailed in both the deck and engine departments and upgraded at the Piney Point school on multiple occasions. Brother Armstrong last shipped on the Expedition and calls Orange Park, Florida, home.

#### EUSEBIO AVILA SOLANO

Brother Eusebio Avila Solano, 62, began sailing with the SIU in 1989.

A steward department member, he first sailed aboard the *Independence*. Brother Avila Solano upgraded at the Paul Hall Center in 2011 and last sailed on the Alaskan Explorer. He lives in Fort Worth, Texas.



#### **NOEL BOCAYA**

Brother Noel Bocaya, 66, signed on with the SIU in 1989, first sail-



ing aboard the Independence. He shipped in the steward department and upgraded at the union-affiliated Piney Point school on several occasions. Brother Bocaya most

recently sailed on the Manoa. He resides in Aiea, Hawaii

#### WILLIAM BRINSON

Brother William Brinson, 65, became a member of the Seafarers International Union in 1991 when he shipped on the Independence. He sailed in the deck



department and upgraded at the Paul Hall Center in 1996. Brother Brinson's final vessel was the Seabulk Challenge. He resides in Deland, Florida.

#### VIRGILIO BROSOTO

Brother Virgilio Brosoto, 69, embarked on his career with the Seafarers in 2011, initially working on the Padre Island. He was a member of the steward department and most recently shipped on the Decisive. Brother Brosoto calls Rockville, Maryland, home.

#### **GUILLERMO BUSH**

Brother Guillermo Bush, 65, started sailing with the union in 2002. He worked in the engine department and was employed by GFC Crane Consultants Inc. for his entire career. Brother Bush lives in Plantation, Florida.

#### SALOME CASTRO

Brother Salome Castro, 65, joined the SIU in 1988 when he sailed



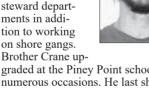
with Delta Queen Steamboat Company. He sailed in the engine department and upgraded on multiple occasions at the Piney Point school. Brother Castro last shipped on the

Seabulk Arctic and makes his home in Gibsonton, Florida.

#### **CLARE CRANE**

Brother Clare Crane, 65, signed on

with the union in 1974. He first sailed aboard the Oakland and worked in both the deck and steward departments in addition to working on shore gangs.



graded at the Piney Point school on numerous occasions. He last shipped on the Singapore and is a resident of Mukilteo, Washington.

#### ALLEN DAVIS

Brother Allen Davis, 65, began sailing with the Seafarers in 1997,



initially shipping on the Franklin J. Phillips. He sailed in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Davis most recently shipped aboard

the Overseas Chinook. He lives in Winnfield, Louisiana

#### **KELLY DAVIS**

Brother Kelly Davis, 68, donned the SIU colors in 1974. He first sailed with U.S. Steel Corporation and worked in the engine department. Brother Davis upgraded at the Pinev Point school on



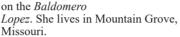
multiple occasions. His final vessel was the Cape

Wrath. Brother Davis is a resident of Quincy, Florida.

#### LYDIA DYE

Sister Lydia Dye, 67, joined the union in 2000 and first sailed aboard

the Jack Lummus. She sailed in both the deck and steward departments and upgraded often at the unionaffiliated Piney Point school. Sister Dye most recently shipped on the Baldomero



#### ABDULLAH FALAH

Brother Abdullah Falah, 64, began his career with



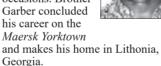
the SIU in 1990. A steward department member, he initially sailed aboard the Independence. Brother Falah upgraded at the Paul Hall Center on several occasions and last shipped aboard

the Gem State. He resides in Fresno, California.

#### RONALD GARBER

Brother Ronald Garber, 67, embarked on his career with the union

in 2001 and first sailed aboard the Stonewall Jackson. An engine department member, he upgraded at the Piney Point school on multiple occasions. Brother Garber concluded his career on the Maersk Yorktown



#### KELLER GILYARD

Brother Keller Gilyard, 74, became a member of the Seafarers Interna-



tional Union in 2001 and initially sailed aboard the Cape Ducato. He worked in the deck department and upgraded on numerous occasions at the Piney Point school. Brother Gilyard

most recently shipped on the Maersk Tennessee. He resides in Jacksonville, Florida.

#### STANLEY GOLDEN

Brother Stanley Golden, 65, began sailing with the SIU in 1991. He ini-

tially shipped on the Producer and was an engine department member. Brother Golden upgraded often at the Paul Hall Center. He last sailed on the Horizon Enterprise and



lives in Santa Ana, California.

#### DAVID GOODPASTOR

Brother David Goodpastor, 65, started his career with the Seafarers in 2000, working for American Service Technology Inc. He sailed in the engine department and also worked on shore gangs. Brother Goodpastor upgraded at the Piney Point school on numerous occasions. He most recently sailed aboard the Horizon Pacific and makes his home in Lacey, Washington.

#### LORI GROW

Sister Lori Grow, 65, signed on with the union in 1997 when she sailed on the Stone-

wall Jackson. She upgraded often at the Paul Hall Center and worked in the steward department. Sister Grow's final vessel was the USNS Red Cloud. She



resides in Fallbrook, California.

#### MALCOLM HOLMES

Brother Malcolm Holmes, 66, joined the SIU in 1982 and first sailed on



the Capricorn. He upgraded at the Piney Point school on multiple occasions and shipped in the steward department. Brother Holmes last sailed on the Maersk

Pittsburgh and makes his home in Great Mills, Maryland.

#### DONALD HUTCHENS

Brother Donald Hutchens, 67, donned the SIU colors in 1998 when he shipped on the Little Hales. He upgraded at the Paul Hall Center on multiple occasions and worked in the deck department. Brother Hutchens most recently shipped aboard the Ocean Trader. He lives in North Miami Beach, Florida.

#### HANAPIAH ISMAIL

Brother Hanapiah Ismail, 69, started his career with the Seafarers Inter-

national Union in 1985. A member of the deck department, he first shipped on the *Pittsburgh*. Brother Ismail upgraded at the Paul Hall Center on several occasions. He con-



cluded his career aboard the Maersk Hartford and calls Harrisburg, Pennsvlvania, home.

Brother Manuel Lata, 62, began sailing with the SIU in 1990. He



sailed in all three departments and first shipped on the Independence. Brother Lata upgraded at the Piney Point school on numerous occasions. He last sailed on the Ohio and lives in

Algona, Washington.

#### PATRICK LEGRAS

Brother Patrick Legras, 69, signed on with the SIU in 1981, first sail-

ing aboard the Independence. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Legras' final vessel was the Pa-



triot. He resides in Honolulu.

#### **JOHN LEWIS**

Brother John Lewis, 65, joined the union in 1981 and initially worked aboard the Express. He sailed in the steward department and upgraded at the Piney Point school on multiple occasions. Brother Lewis last shipped on the *Philadelphia*. He makes his home in Sarasota, Florida.

#### **KWASI MANU**

Brother Kwasi Manu, 69, started



sailing with the Seafarers in 1998 when he worked on the Independence. An engine department member, he upgraded on numerous occasions at the Paul Hall Center. Brother Manu

concluded his career on the Ascension. He lives in Houston.

#### **DOUGLAS MARAVELIAS**

Brother Douglas Maravelias, 67, embarked on his career with the

Seafarers in 2001. He initially sailed on the Consumer and worked primarily in the engine department. Brother Maravelias upgraded at the Piney Point school on multiple occasions. He last

shipped aboard the Gem State and resides in Rio Vista, California.

#### KENNETH MCHELLEN

Brother Kenneth McHellen, 58, signed on with the union in 1987



when he sailed aboard the USNS Capella. A steward department member, he upgraded at the Paul Hall Center on several occasions. Brother McHellen most recently shipped on the

Overseas Texas City. He is a resident of Jacksonville Florida

#### JAMES MCREVY

Brother James McRevy, 66, embarked on his career with the SIU in

2001. He was a deck department member and first sailed aboard the Liberty Grace. Brother McRevy upgraded at the Piney Point school in 2001. He last sailed on the Overseas Chi-



nook and calls Pineville, Louisiana, home.

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# Welcome Ashore

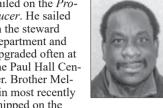
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and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



#### **GREGORY MELVIN**

Brother Gregory Melvin, 62, joined the Seafarers International Union

in 1980 when he sailed on the Producer. He sailed in the steward department and upgraded often at the Paul Hall Center. Brother Melvin most recently shipped on the



Liberty Pride. He makes his home in Jacksonville, Florida.

#### **GLADYS PERRY**

Sister Gladys Perry, 65, signed on with the SIU in



2005, initially working with Patriot Contract Services. She sailed in the steward department and upgraded at the Piney Point school on several occasions. Sister

Perry's final vessel was the Decisive. She lives in Suffolk, Virginia.

#### RONALD PHENEUF

Brother Ronald Pheneuf, 66, began

sailing with the SIU in 1991 when he worked aboard the USNS Lynch. He sailed in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother



shipped on the Maersk Hartford and lives in Palm Bay, Florida.

#### **GREGORY POER**

Brother Gregory Poer, 65, joined



the SIU in 1978 and first sailed on the Yellowstone. He upgraded at the Piney Point school on numerous occasions and shipped in the deck department. Brother Poer concluded

his career aboard the Global Sentinel and makes his home in Kirkland, Washington.

#### JOHN RAY

Brother John Ray, 65, embarked on his career with the Seafarers Inter-

national Union in 1979. He first shipped on the *Libra* and sailed in the deck department. Brother Ray upgraded at the Paul Hall Center on multiple occasions. He concluded his



career aboard the Defender and calls Livingston, Montana, home.

#### JUSTINO RIASCOS-SANCHEZ



Brother Justino Riascos-Sanchez, 69, became a member of the SIU in 2001. He initially shipped on the Atlantic Guardian and

sailed in all three departments. Brother Riascos-Sanchez upgraded at the Paul Hall Center on numerous occasions. He concluded his career aboard the Santorini and calls New York City home.

#### **DAVID RICE**

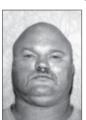
Brother David Rice, 65, joined

the union in 1994, sailing first aboard the Sealift Arctic. He shipped in the deck department and upgraded at the Piney Point school in 2004. Brother Rice's final vessel was

the William Baugh. He lives in Rye,

#### **MARIS SEPERIS**

Brother Maris Seperis, 65, began



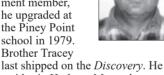
sailing with the SIU in 1991. He sailed in the deck department and first shipped on the *Charles L*. Brown. Brother Seperis upgraded his skills often at the Paul Hall Center. He last sailed

on the Liberty Island and lives in New York City.

#### MICHAEL TRACEY

Brother Michael Tracey, 66, joined

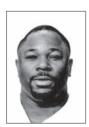
the Seafarers International Union in 1977, when he sailed aboard the Erna Elizabeth. A deck department member, he upgraded at the Piney Point school in 1979 **Brother Tracey** 



resides in Hudson, Massachusetts.

#### KENNETH WHITFIELD

Brother Kenneth Whitfield, 60,



started his career with the Seafarers in 1988, initially sailing aboard the Cape Ducato. He was a steward department member and upgraded often at the Paul Hall Center. Brother Whitfield

most recently sailed on the Brenton Reef. He settled in Cypress, Texas.

#### PAUL WILLS

Brother Paul Wills, 65, signed on with the union in 1978 and first

sailed aboard the Long Lines. He upgraded at the Paul Hall Center on several occasions and was a member of the deck department. Brother Wills' final vessel was the Comet. He



lives in Long Beach, California.

**GREAT LAKES** 

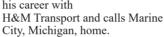
#### TIMOTHY BELL

Brother Timothy Bell, 65, joined the SIU in 1979. A deck department member, he first worked on the J. T. Hutchinson. Brother Bell last sailed on the Sam Laud and settled in Alpena, Michigan.

#### ROBERT JEWELL

Brother Robert Jewell, 65, started sailing with the union in 1993, ini-

tially shipping on the Kinsman Enterprise. He sailed in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Jewell concluded his career with



#### KESSE KESSE

Brother Kesse Kesse, 69, signed on with the union in 2002. He initially sailed aboard the H. Lee White and worked in the deck department. Brother Kesse upgraded often at the Paul Hall Center. He last shipped with G&H Towing and is a Houston

#### DONALD PELTO

Brother Donald Pelto, 73, donned



the SIU colors in 2001. He was a deck department member and first worked aboard the Alpena. Brother Pelto upgraded at the Piney Point school on multiple occasions. He most recently

shipped on the Adam E. Cornelius and lives in Hill City, South Dakota.

#### **INLAND**

#### DALE BLANKLEY

Brother Dale Blankley, 63, embarked on his career with the Seafarers in 1979 when he shipped with Interstate Oil. He was a member of the deck department and upgraded at the Paul Hall Center within his first year of membership. Brother Blankley continued to work with the same company for the majority of his career. He makes his home in Emerson, Arkansas.

#### **CHRISTOPHER HARVEY**

Brother Christopher Harvey, 62, signed on with the union in 1982. He sailed in the deck department and first worked on the Sugar Island. Brother Harvey upgraded at the Piney Point school in 2001. He most recently shipped on the *Douglas* B. Mackie and settled in Laramie, Wyoming.

#### WALLACE HOGAN

Brother Wallace Hogan, 62, joined the Seafarers International Union

in 1978 when he sailed with G&H Towing. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Hogan



remained with the same company for his entire career. He lives in League City, Texas.

#### **EDWIN HOGGE**

Brother Edwin Hogge, 71, signed on with the Seafarers in 2016. An engine department member, he first worked on the Pacific Reliance. Brother Hogge upgraded at the union-affiliated Piney Point school on multiple occasions. He concluded his career aboard the Pride and makes his home in Gloucester, Virginia.

#### KELLY JOHNSON

Sister Kelly Johnson, 66, joined the SIU in 1976. She initially shipped with Dixie Carriers and worked in the deck department. Sister Johnson upgraded at the Paul Hall Center in 1983. She was most recently employed with Leo Marine Services and resides in Winters, California.

#### WILLIAM MARKCUM

Brother William Markcum, 62, donned the SIU colors in 2010 when he worked on the Padre Island. He sailed in the deck department and upgraded at the Piney Point school in 2019. Brother Markcum concluded his career aboard the Terrapin Island. He is a resident of Stanwood, Michigan.

#### JUAN PENA MARRERO

Brother Juan Pena Marrero, 62, embarked on his career with the SIU in 1981, working with Crowley Puerto Rico Services. He shipped in both the deck and engine departments. Brother Pena Marrero remained with the same company for the duration of his career. He makes his home in San Juan, Puerto Rico.

#### JACK MATIEVICH

Brother Jack Matievich, 63, joined

the Seafarers International Union in 2005. He sailed in both the deck and engine departments and worked for Starlight Marine Services for his entire career. Brother Matiev-



ich resides in Hypoluxo, Florida.

#### JAMES MEYERS

Brother James Meyers, 67, signed on with the union in 1978. An



engine department member, he initially sailed on the Overseas Aleutian. Brother Meyers upgraded at the Paul Hall Center often. He was last employed with Crowley Tow-

ing & Transportation and makes his home in Pinon Hills, California.

#### HOUSTON MONEY

Brother Houston Money, 61, became a member of the Seafarers in 2000. He sailed in the deck department and was employed with Penn Maritime for the duration of his ca-



reer. Brother Money calls Pensacola, Florida, home.

#### STEPHEN PRENDERGAST

Brother Stephen Prendergast, 70, donned the SIU colors in 1999, working for G&H Towing. He sailed in the engine department and upgraded at the Piney Point school on multiple occasions.



gast continued to work for the same company until his retirement. He is a resident of Galveston, Texas.

#### DANIEL SMITH

Brother Daniel Smith, 66, embarked



on his career with the Seafarers in 2007 when he worked on the Resolve. He was a member of the deck department and upgraded on several occasions at the Paul Hall Center. Brother

Smith most recently shipped on the Legacy. He makes his home in Hertford, North Carolina.

#### JON SNOW

Brother Jon Snow, 66, joined the Seafarers International Union in

2007. He first worked on the Terrapin Island and shipped in the deck department. Brother Snow upgraded at the Piney Point school on multiple occasions. He concluded his career

aboard the Galveston Island and is a

#### resident of Portland, Maine.

STEVEN TAYLOR

Brother Steven Taylor, 63, began his career with the union in 1982.



He worked in the deck department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Taylor was first employed with Dixie Carriers. He last

worked on the Dodge Island and calls Alexandria, Virginia, home.

#### RICHARD WYLIE

Brother Richard Wylie, 70, started sailing with the SIU in 1978, initially working with Mariner Towing. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Wylie last worked for OSG Ship Management. He lives in Camp Hill, Pennsylvania.



# Seafarers International Union Directory

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

Bryan Powell, Vice President Lakes and Inland Waters

#### HEADQUARTERS

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

#### ALGONAC

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

#### ANCHORAGE

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

#### BALTIMORE

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

#### **GUAM**

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

#### 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 posed to members of the most recent SIU Finance Committee, who in April conducted an audit of the union's financial records.

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



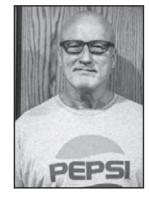
# Timothy Pillsworth *QMED*

As a second-generation seaman, the path for me was clear. I have had a wonderful career with the SIU. The benefits have been great for me and my family.



#### Mark Stabler

I joined the SIU in the early 90s as a veteran. At the time, the union was looking for mariners to help out during the first Gulf War. I stayed with the SIU because it offers its members a good living with wonderful benefits. The SIU also provides mariners excellent opportunities to learn while at sea as well as when upgrading at the Paul Hall Center.



## Carl Pedersen Bosun

I loved the sea and the travel. At this point, I am winding down to the end of my career. I have enjoyed working for the union; it's been a great pleasure working with all the great people I met along the way. The opportunities I have had as a mariner have been great.



#### Kenneth Kelly Chief Cook

I joined the SIU because I have always wanted to travel and see the world. Being a mariner has made both of these desires possible and at the same time provided me an exciting and very rewarding career. The union far exceeded my expectations.



## ATM Zahid Reza

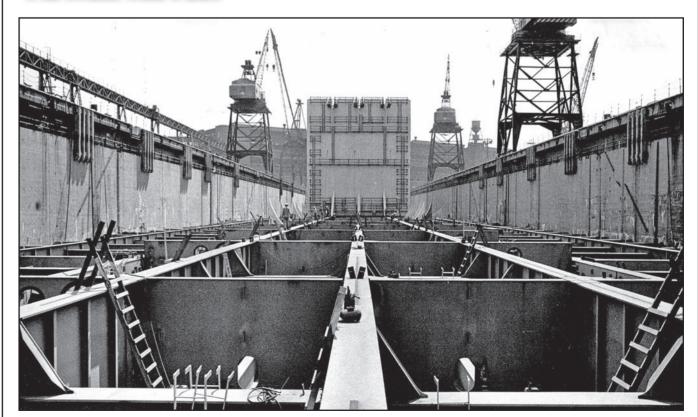
I joined the SIU because it offers awesome training, great health benefits, a good pension plan, job availability and job security. I stayed on because I really enjoy sailing and exploring the world. Being a union member has enabled me to better support myself and provide for my family.



#### Gerard Costello Recertified Bosun

My reasons for joining the union and staying with it can be put very concisely: The SIU has allowed me to travel the world, paid me very well while doing it, and provided me with the ability to raise and support a family.

## Ple From The Past



A tanker is shown under construction in Brooklyn, New York, in 1971. Built for SIU-contracted Seatrain Lines, the vessel would be named the *Brooklyn* and launched two years later. At 225,000 deadweight tons and 1,094 feet in length, it reportedly (at that time) was the biggest merchant ship ever built in the United States.

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

# Final Departures



#### **DEEP SEA**

#### ARVELL BROWN

Pensioner Arvell Brown, 77, died May 11. He signed on with

the Seafarers International Union in 2001 and first sailed aboard the Roy M. Wheat. He sailed in both the deck and engine departments. Brother Brown last



shipped on the Green Point. He retired in 2013 and settled in Prichard, Alabama.

#### ROBERT COLE

Pensioner Robert Cole, 80, passed away May 22. He be-



came a member of the SIU in 2001. A deck department member, Brother Cole first sailed on the Franklin J. Phillips. He last shipped on the Liberty

Pride in 2013, before becoming a pensioner the following year. Brother Cole made his home in Hertford, North Carolina

#### SUREE FARRELL

Sister Suree Farrell, 73, died March 7. She joined the union

in 2001 and initially worked on the Roy M. Wheat. Sister Farrell was a steward department member. She concluded her career aboard



the Racer in 2013. Sister Farrell was a resident of Chesapeake, Virginia.

#### DONALD GEARHART

Pensioner Donald Gearhart, 66, has passed away. He started



sailing with the SIU in 1977 when he shipped with Inland Tugs. Brother Gearhart was a deck department member. He most recently

sailed aboard the USNS Pollux and became a pensioner in 2018. Brother Gearhart lived in Deltona, Florida.

#### HANS GOTTSCHLICH

Pensioner Hans Gottschlich, 84, died June 2. First sailing aboard the Oceanic Independence, he became a

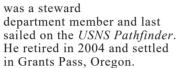


member of the SIU in 1980. Brother Gottschlich worked in the deck department. He went on pension in 2006 after sailing aboard his final vessel, the USNS Brittin. Brother Gottschlich resided in Panama City,

#### **GARY HANSON**

Pensioner Gary Hanson, 83, has

passed away He embarked on his career with the Seafarers in 1991, initially sailing aboard the USNS Lynch. Brother Hanson



#### **ABDUL HASSAN**

Brother Abdul Hassan, 65, passed away April 27. He



ioined the SIU in 2001 and first shipped aboard the Mormac Sun. Brother Hassan was a member of the deck department and last shipped on

the Magothy in 2022. He made his home in the Bronx, New

#### VINCENT IPPOLITO

Brother Vincent Ippolito, 68, died April 9. He began his ca-

reer with the Seafarers in 1989. Brother Ippolito's first vessel was the Independence. A deck department member. he most recently shipped on the Dewayne



T. Williams. Brother Ippolito resided in Kenner, Louisiana.

#### **ELIAS LIMON**



Pensioner Elias Limon, 80, passed away May 7. He donned the SIU colors in 1965 when he shipped on the Del Alba. Working in the deck department, Brother

Limon concluded his career aboard the Defender. He became a pensioner in 2004 and settled in La Marque, Texas.

#### **MUSTAFA OSMAN**

Pensioner Mustafa Osman, 83, has passed away. He became a member of the union in 1966. initially sailing aboard the Platte. Brother Osman was an engine department member. He last worked on the Leo in 2001 and began collecting his pension in 2003. Brother Osman was a Houston resident.

#### VITAL SCHOEB

Brother Vital Schoeb, 92, died May 10. Born in Switzerland, he signed on with the SIU in 1962. He was a steward department member and first sailed aboard the Santa Mercedes. Brother Schoeb last shipped on the President Johnson in 1981. He called Santa Rosa, California, home.

#### JOSE TELLES LIND

Pensioner Jose Telles Lind, 79, passed away May 2. He joined the Seafarers International Union in 1978. Brother Telles Lind first shipped on the Overseas Alaska. He was a deck department member and concluded his career aboard the Horizon Crusader in 2005. Brother Telles Lind became a pensioner the following year and made his home in Puerto Rico, his birthplace.

#### JACK WALKER

Pensioner Jack Walker, 66, passed away May 4. He signed



on with the Seafarers in 1989. Brother Walker was first employed by OLS Transport and sailed in the deck department. He last sailed on the

Liberator in 2003. He became a pensioner in 2022 and settled in San Clemente, California.

#### **GREAT LAKES** DONALD KEUTEN

Brother Donald Keuten, 64, has passed away. Born in Duluth,

Minnesota. he joined the SIU in 1999. Brother Keuten was a member of the deck department and first shipped on the Presque Isle. He con-



cluded his career aboard the same vessel in 2006 resided in his hometown.

#### **INLAND** FRANCIS BENEDICT



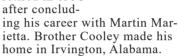
Pensioner Francis Benedict, 86, died April 19. He signed on with the union in 1956 and first sailed

with Dixie Carriers. Brother Benedict was a deck department member and continued to work with the same company for most of his career. He became a pensioner in 2006 and lived in Folsom, Louisiana.

#### JACK COOLEY

Pensioner Jack Cooley, 89, passed away April 14. He joined the SIU

in 1962 when he worked with Dravo Basic Materials. Brother Cooley sailed in the deck department. He retired in 1996



#### **BENJAMIN GONZALEZ**

Pensioner Benjamin Gonzalez, 92, died April 23. Signing on with the union in 1987, he first sailed with Crowley Puerto Rico Services. Brother Gonzalez worked in the deck department. He remained with the same company for the duration of his career and became a pensioner in 1996. Brother Gonzalez lived in Bayamon, Puerto Rico.

#### **ISAIAH JENKINS**

Pensioner Isaiah Jenkins, 85, passed away April 15. He began sailing with the Seafarers in 1975 and worked in the deck department. Brother Jenkins was employed with Whiteman Towing Company for the duration of his career. He went on pension in 2000 and called Harvey, Louisiana, home.

#### **BARRY LINCOURT**

Pensioner Barry Lincourt, 79, died May 5. He embarked on



his career with the union in 1992 when he shipped on the Producer. Brother Lincourt worked in the deck department. He was last employed

with Crowley Towing and Transportation before retiring in 2010. Brother Lincourt resided in Kingsbury, Texas.

#### **GEORGE NOBLE**

Pensioner George Noble, 87, passed away April 13. He donned the union colors in 1962, first working with Perry Towing Corporation. Brother Noble sailed in the engine department. He last worked with McAllister Towing of Virginia and became a pensioner in 1998. Brother Noble was a resident of Chesapeake, Virginia.

#### **CHARLES SPRINGLE**

Pensioner Charles Springle, 83, passed away May 3. He joined the SIU in 1989,

initially sailing with Steuart Transportation. Brother Springle worked in the deck department and concluded his career with Penn Maritime



Inc. in 2004. He began collecting his pension the same year and made his home in Beaufort. North Carolina.

#### VELIE THORNTON

Pensioner Velie Thornton, 87, died May 16. She donned the SIU colors in 1992. Sister Thornton primarily sailed in the steward department. She was employed with Orgulf Transport Company for duration of her career and retired in 2003. Sister Thornton resided in Benton, Kentucky.

#### SIGMUND TOMCZAK

Pensioner Sigmund Tomczak, 78, died April 29. He became a member of the Seafarers International Union in 1996 when he was employed by Delta Queen Steamboat Company. Brother Tomczak was an engine department member and last sailed with American West Steamboat Company. He became a pensioner in 2010 and lived in Bremerton, Washington.

#### NMU

#### **NELSON BODDEN**

Pensioner Nelson Bodden, 82, passed away April 24. Brother Bodden was born in Belize. He concluded his career aboard the Keystone Georgia in 1997. He became a pensioner the following year and settled in Nederland, Texas.

#### **JAMES BORDERS**

Pensioner James Borders, 80, died May 13. Brother Borders worked in the deck department, lastly aboard the Stella Lykes. He became a pensioner in 2007 and resided in Anniston, Alabama, his home state.

#### JUAN FALERO

Pensioner Juan Falero, 87, died May 6. He was born in Puerto Rico and sailed in the engine department. Brother Falero last shipped aboard the American Lancer and retired in 1993. He made his home in Manchester. Connecticut.

#### **CLIFTON LANGFORD**

Pensioner Clifton Langford. 87, passed away February 20. Brother Langford sailed in the deck department. He last shipped aboard the Coronado in 1992. Brother Langford became a pensioner in 2004 and resided in Jacksonville, Florida.

# 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	July 17 August 28 October 23	August 4 September 15 November 10
Lifeboat/Water Survival	July 31 August 28 October 23	August 11 September 8 November 3
RFPNW	June 26 August 14 October 9 November 13	July 14 September 1 October 27 December 1
Fast Rescue Boat	July 17	July 21
Advanced Shiphandling	September 25	October 6
Advanced Stability	October 9	October 13
Advanced Meteorology	October 16	October 20
Search & Rescue Management Level	October 23	October 25
Engine Departmen	t Upgrading Courses	
RFPEW	August 14 November 13	September 8 December 15
FOWT	October 2	October 27
Junior Engineer Program	August 21 October 23	October 13 December 15
Marine Electrician	September 18	October 20
Marine Refer Tech	August 7	September 15
Advanced Refer Containers	July 31 October 23	August 11 November 3
Pumpman	September 18	September 22
Machinist	September 25	October 13
Welding	July 17 August 28 October 16	August 4 September 15 November 3

	Title of Course	Start Date	Date of Completion
	Steward Department Upgrading Courses		
	Certified Chief Cook	July 10 August 21 September 25 October 30 December 4	August 11 September 22 October 27 December 1 January 5
-	ServSafe Management	July 3 August 14 September 18 October 23 November 27	July 7 August 18 September 22 October 27 December 1
	Advanced Galley Operations	July 31 October 16	August 25 November 10
	Chief Steward	June 26 September 11 November 13	July 21 October 6 December 8
Safety/Open Upgrading Courses			
	Basic Training	August 28 October 9	September 1 October 13
	Basic Training Revalidation	July 14	July 14
	Government Vessels	July 17 July 31 August 14 August 28 September 11 September 25 October 16 October 23 November 6	July 21 August 4 August 18 September 1 September 29 October 20 October 27 November 10
	Tank Ship DL (PIC)	August 14	August 18
	Tank Ship Familiarization DL	September 18	September 22
	Tank Ship Familiarization LG	September 25 October 9	September 29 October 13



Address			
Telephone (Home) Date of Birth	(Cell)		
Deep Sea Member □ Lakes Member □	Inland Waters Member □		
If the following information is not filled out completely, your application will not be processed.			
Social Security #	Book #		
Seniority	Department		
II D			

**UPGRADING APPLICATION** 

If yes, class # and dates attended

Have you attended any SHLSS/PHC upgrading courses? □Yes □ No

Name

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.

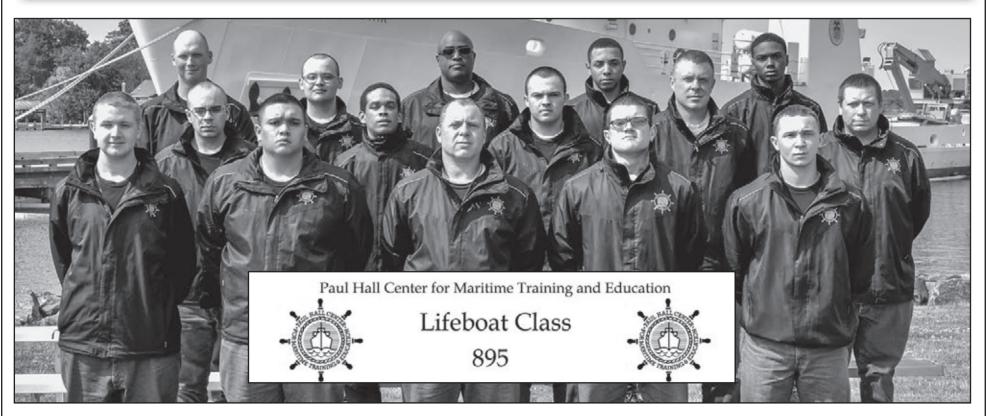
I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which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

COURSE	START DATE	DATE OF COMPLETION
LAST VESSEL:	I	Rating:
Date On:		
SIGNATURE	D.A	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.

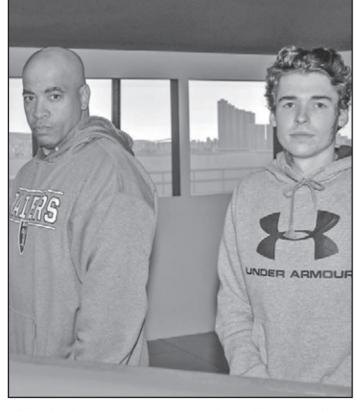
# Paul Hall Center Classes



Apprentice Water Survival Class #895 – Graduated May 19 (above, in alphabetical order): Alexander Baum, David Bessey, Brandon Brent, Michael Diaz, Nathan Jackson, Lynn James Jr., Jeffrey McGowin Jr., Jeremiah Mills, Quincy Nobles, Shaan Oberdieck, Marcus Olmedo, Halden Pettit, Jiles Sauer, John Scofield and Dylan Wright.



**Pumpman –** Graduated April 7 (above, in alphabetical order): Elhassene Elkori, Crystal Higgs, Christopher Hinton, Wilbert Hinton, Justin Johnson, Mathew Palmer, Luis Sepulveda, Neil Tupas and Michael John Estavillo Valdez. Instructor Patrick Coppola is at far left.



**RFPNW** – Graduated April 7 (above, from left): Sammie Head and Shane Beal.



**RFPNW (Phase III) –** Graduated April 7 (above, in alphabetical order): Christian Alvarado, Jack Collier IV, Manuel Delgado, Christian Felton, Tyree Harris, Tyrell Mitchell, Matthew Rathbun, Felicia Roberts, Robert Stockbridge II, and Zachary Wilkinson.

# Paul Hall Center Classes



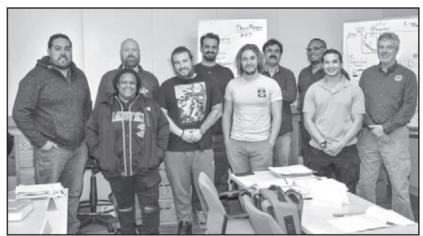
Government Vessels – Graduated April 14 (above, in alphabetical order): Reynaldo Llanes Abella, Cris Arceno Arsenio, Leo De Los Reyes Bierneza, James Braithwaite, Roger Dillinger Jr., Harriet Groenleer, Jared Johnson, Craig Joseph, Brandon Dwight-Masao Maeda, Dominique McLean, Latrel Ross, Baltazar Sambaoa, Decontee Saypoh, Zaza Tchitanava, Anthony Tweed, Dennis Vega, and Connor White.



**CC Assessment Program** – Graduated May 5 (above, in alphabetical order): Sandra Norato, Abel Palacios, Nicholas Valentin, James White Jr. and Rachael Zavala.



**RFPNW** – Graduated June 2 (above, from left): Courtney McNish and Joe Rogers Jr.



**Marine Refrigeration Tech –** Graduated April 21 (above, in alphabetical order): Ashely Burke, Oscar Cesena, Samuel Fanjoy, Carlos Gutierrez, Cale Irons, Imran Khan, Yahya Mohamed, Isaac Nugen and Kelly Percy. Instructor Christopher Morgan is also pictured (far right).



**Welding & Metallurgy –** Graduated May 26 (above, in alphabetical order): Maria Escobar, Christian Fredrick and Michael Zabielski.



Water Survival (Lifeboatman) – Graduated May 19 (above, from left): Antonio Zorrilla and Denzel Johnson.



**Government Vessels –** Graduated April 28 (above, in alphabetical order): Brandon Bob, Jack Boscia, Keith Carswell, Dylan Devisfruto, Robert Durant, Alaa Abdel Hafez Embaby, Sammie Head, Olivier Kozel, Maria Legier, Ronald Matthews, Anthony Simon and Douglas Vaughn.



**RFPEW (Phase III)** – Graduated June 8 (above, in alphabetical order): Shavel Freeman, Micheal King, Craig Lash II, Christian Marty Barrera, Evan Murff and Timothy Resultan.



**Tank Ship Fam LG** – Graduated May 19 (above, in alphabetical order): Saleh Ahmed, Cedric Armstrong, William Bingham, Raenell Brewster, Henry Brown, Antione Clark, William Davis, Roberto Alcance Firme, Rizalito Frigillana, Artemio Galabo Galaura, Harold Harper, Terry Jackson, David McRoy, Charles Ortiz Quinones, Ammar Saleh Sailan, Venise Spears, Patrick Stubbs and Cyler Thompson III. (Note: Not all are pictured.)

# Paul Hall Center Classes



Government Vessels – Graduated May 12 (above, in alphabetical order): Raenell Brewster, Anneliza Brown, Aaron Burnett, Antione Clark, Tavian Grant-Suggs, Ryan Henderson, Robert Natividad, Sandra Norato, Abel Palacios, Ricardo Petilo, Patricia Placek, Christopher Powers, Christina Price, Ammar Sailan, Annie Scriven, Hermano Sillon, Donald Slue, Julio Soriano, Venise Spears, Nicholas Valentin, James White Jr. and Rachael Zavala. (Note: Not all are pictured.)



Certified Chief Cook (Module 4) – Graduated May 26 (above, in alphabetical order): Edna Bakhos, Kamel Bit, Billy Burgos-Burgos, Lashay Creekmore, Christian Santos Daguio, Mynisha George, Ahmed Haridy, Jeremy Hebda, Paul Newman, Nikka Sambaoa, and Reshawn Solomon.



**Junior Engineering - Basic Electricity –** Graduated May 19 (above, in alphabetical order): Samuel Ray Ayers, Jonathan Bernardez Bernardez, Elyser Valdez Carpio, Roman Hutson, Kenneth Kauffman, Jacob Massie, Julian Misla Mendez, Cameron Porter and Anthony Solovyov. Instructor Christopher Morgan is also pictured (right).



**RFPNW (Phase III)** – Graduated June 2 (above, in alphabetical order): Emile Alphonse, Abdiel Cintron Crespo, Christian Felton, Cody Miranda, Tyrell Mitchell, Jovanny Otero Negron, Kristian Sims, Derek Smaw Jr., James Walker, Antjuan Webb Jr. and Robert White.



Marine Electrician – Graduated May 26 (above, in alphabetical order): Ashely Burke, Oscar Cesena, Aleksander Djatschenko, Samuel Fanjoy, Carlos Gutierrez, Cale Irons, Imran Khan, Michael McGlone, Yahya Mohamed, Isaac Nugen, and Kelly Percy.



Tank Ship Familiarization LG – Graduated May 26 (above, in alphabetical order): Cedric Armstrong, Arnold Ball Jr., William Bingham, Raenell Brewster, Henry Brown, Aaron Burnett, Antione Clark, Joshua Daniel, Jacarta Gibson, Julius Gimutao, Roman Hutson, Terry Jackson, Joshua Maughon, David McRoy, Nagi Mihakel, Charles Ortiz Quinones, Tresten Porter, Venise Spears, Patrick Stubbs and Cyler Thompson III. (Note: Not all are pictured.)



**Government Vessels –** Graduated May 26 (above, in alphabetical order): Jeremiah Anderson, Eric Collier Jr., William Culp, Harold Harper, Albernisha Jones, and Frederick Radford

# SEAFARERS LOG

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

Paul Hall Center Class Photos Pages 17-19

# **SIU Commemorates Maritime Day**

The SIU played a prominent role in this year's National Maritime Day ceremonies across the country. Those events took place May 22 in Norfolk, Virginia; Port Everglades, Florida; San Pedro, California; Port Arthur, Texas; and Washington, D.C.

The Norfolk ceremony happened aboard the hospital ship *USNS Comfort*, whose crew includes members of the SIU Government Services Division. Rear Adm. Michael Wettlaufer, commanding officer of the U.S. Military Sealift Command, addressed the shipboard crowd, as did Dave Yoho, a World War II mariner. SIU Representative Sam Spain attended the gathering. (The Norfolk chapter of the Propeller Club hosted a separate National Maritime Day event the prior week, as reported in last month's LOG.)

In Florida, SIU Assistant Vice President Kris Hopkins addressed personnel from Junior Achievement (a non-profit youth organization) regarding maritime careers and also helped give a tour of the port.

SIU Patrolman Kelly Krick spoke at the Port Arthur ceremony. He saluted past and present mariners and explained how America benefits from its maritime industry.

Retired Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan served as the keynote speaker during the National Maritime Day luncheon in San Pedro. The meal followed the annual observance and memorial service conducted at the American Merchant Marine Veterans

Memorial just outside the Port of Los Angeles.

Duncan reflected on the service of the thousands of civilian mariners who answered their nation's call – including those rejected by the military as 4Fs – during World War II. He noted the war started for U.S.-flag merchant shipping in the months before the nation was attacked by Japanese forces in December 1941.

He then drew attention to what merchant mariners had done since World War II, starting with the December 1950 exploits of the SIU-crewed SS Meredith Victory under the command of Capt. Leonard LaRue early in the Korean Conflict. Despite being under attack and receiving orders to set sail, the Meredith Victory remained in the Port of Hungnam and safely evacuated more than 14,000 refugees fleeing the North Korean and Chinese armies.

During the earlier outdoor ceremony, Los Angeles County Supervisor (and former U.S. Rep.) Janice Hahn noted that her late uncle was a merchant mariner during World War II and compared what he did not receive for his efforts to what his brother (and her father) did as a Navy sailor. She recalled it took more than 30 years before Congress bestowed simple veterans' status for that era's mariners. She said more needs to be done.

Editor's note: Coverage of the ceremony that took place in the nation's capital appears in the June LOG.



Los Angeles County Supervisor Janice Hahn (left) presents American Merchant Marine Memorial Committee President Wendy Karnes with a county proclamation in honor of National Maritime Day.



SIU VP West Coast Nick Marrone (right) joins (from left) Retired MTD Executive Secretary-Treasurer Daniel Duncan, SoCal Port Maritime Council Secretary-Treasurer Louie Diaz and SoCal Port Maritime Council President Larry Barragan at the National Maritime Day luncheon in San Pedro, California.



MSC Commander Rear Adm. Michael Wettlaufer speaks during the ceremony aboard the Seafarers-crewed *USNS Comfort*.



SIU Government Services Division Representative Sam Spain (right) greets World War II mariner Dave Yoho at the ceremony in Virginia.



SIU Asst. VP Kris Hopkins points out the appeal of working in the maritime industry.



SIU Patrolman Kelly Krick (at podium) delivers remarks at the event in Port Arthur, Texas. Fr. Sinclair Oubre, a longtime SIU member, is at far left.