

SEAFARERS



LOG

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

Event Delivers Pro-Maritime Messages



‘Sail-In’ Returns to D.C.

Following a pandemic-induced pause, the Maritime Congressional Sail-In returned to the nation’s capital March 30 – and the SIU turned out in force. Throughout the day, small groups of maritime labor and industry representatives met with members of Congress and their respective staffs. The maritime personnel explained or reiterated the importance of maintaining a strong U.S. Merchant Marine. Pictured just before the meetings began are (from left) SIU VP Government Services Nicholas Celona, SIU VP Lakes and Inland Waters Bryan Powell, SIU President David Heindel, SIU VP Gulf Coast Dean Corgey, SIU Secretary-Treasurer Tommy Orzechowski and SIU Executive VP Augie Tellez. *Pages 2, 10, 11.*



Seafarers to the Rescue (3 Times)

It has been a busy stretch for SIU crews when it comes to rescues at sea. The SIU-crewed *National Glory* (Intrepid Personnel and Provisioning) handled two such operations, one in February involving 21 migrants (photo at left) and the other in early March involving 15 distressed individuals, while the Seafarers-crewed *Overseas Long Beach* saved 12 migrants on March 30. Standing in the photo below are Bosun German Nunez (right) and GUDE Allan Castillo aboard the OSG ship. *Page 7.* (National Glory photo courtesy AMO)



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President's Report

Promoting Our Union and Our Industry

The SIU had an outstanding turnout March 30 as our industry resumed a crucial event known as the Maritime Congressional Sail-In. Prior to the pandemic, the Sail-In took place annually for a decade before being forced into a three-year break.



David Heindel

The Sail-In involves meetings with members of Congress and their staffs throughout a very full day on Capitol Hill. We send small groups that include representatives from various sectors of the industry, including maritime unions, vessel operators, shipbuilders and more.

I'm glad it's back. My overriding thought during the meetings was that we could stand to do more of that kind of outreach. It is that important. And it's an eye-opener that reinforces the need for us to regularly educate Congress about who we are, what we do and why it matters to the nation. The individual meetings are longer than an elevator pitch, but in the same vein. We conducted more than 100 this time around.

Seafarers know that our industry is heavily regulated. The U.S. Merchant Marine depends on federal statutes including the Jones Act, the Maritime Security Program, cargo preference laws and more. In part, that's because we play a critical role in national, economic and homeland security. But even if that's common knowledge among some members of Congress, we cannot assume that all senators and congressmen and their staffs automatically know about the industry. Between the regular, election-generated turnover in D.C. and the constant attacks on U.S.-flag shipping, we have a mandate to remain politically active (not just at the federal level, either). We must speak up for ourselves in order to preserve your jobs and to keep the U.S. flag flying on the high seas, on the coasts and on our inland waterways.

This is a never-ending part of the job and I'm proud of the SIU's very active participation year-round, not just during special events like the Sail-In. Nevertheless, the Sail-In is a big deal for us, and we're all better off with its resumption. Next year we hope to have some rank-and-file members join us on Capitol Hill to meet with your representatives and share your experiences as Seafarers and what they mean to you and your community.

Recruiting the Next Generation

Along those same lines, recruiting is a constant undertaking. We all know about manpower challenges in our industry and others, and the SIU is leaving no stone unturned in our efforts to meet the moment. Most recently, this has involved outreach in Texas, California, New York, Washington State, Alaska and elsewhere.

Recruiting has always been part of our operation, but it has taken on added importance since the pandemic. With that in mind, we've invested additional resources and worked even more closely with our affiliated school and with our contracted operators to attract people.

Obviously, there's not an overnight fix, but I believe we're making progress. We will do whatever it takes to get the job done. Also, as mentioned in last month's column, don't underestimate the effectiveness of word-of-mouth, informal recruiting. That's also been part of our identity for as long as we've been in business, and I encourage our SIU sisters and brothers to be on the lookout for prospective members and send them our way.

Progress Continues

Last but not least, I'm happy to report that our Norfolk hiring hall renovation is moving along nicely. We remain on track for a reopening this summer, and I'm confident that our collective patience will be rewarded.

Anyone who has been to that hall knows that the location is tough to beat. Renovating, rather than relocating, was the right call, and we'll rechristen the building in style.



Finance committee members convene at headquarters and begin their work.

SIU Financial Committee Signs Off on 2022 Records

The SIU Constitution stipulates that a seven-person contingent of rank-and-file Seafarers (elected by fellow members) annually examines the organization's financial records for the previous calendar year.

That requirement was achieved this year in early April when seven SIU members successfully scrutinized and approved the union's fiscal archives. After being duly elected by their brother and sisters during the union's April membership meeting in Piney Point, Maryland, members of the seven-person team converged on SIU Headquarters in Camp Springs, Maryland, April 4 to conduct the audit. Over the next several days, committee members met and reviewed the union's financial records.

The committee found that the SIU's financial records for 2022 are in good order. Their report, filed with

the secretary-treasurer's office, will be read in all ports and presented for approval at the union's May membership meetings.

Serving on the committee were Recertified Bosun **Timothy Pillsworth** (chairman), Bosun **Carl Pedersen**, ABM **Atm Zahid Reza**, AB **Mark Stabler**, Chief Cook **Kenneth Kelly**, Chief Steward **Thomas Cyrus Jr.**, and Recertified Bosun **Gerard Costello**.

The members conducted their tasks in accordance with Article X, Section 14-c of the SIU Constitution, which lists the duties of the annual financial committee along with rules and procedures for electing the group.

In part, their final report reads, "We find that the Headquarters of the Union is taking all steps possible to safeguard Union funds and to see that the disbursements of the Union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The members reported that they met with representatives from the certified public accounting firm that periodically audits the union's books and records. Those representatives explained their procedures for checking the secretary-treasurer's financial report of the union's records, and they also further discussed the SIU's overall financial operation. SIU Secretary-Treasurer Tommy Orzechowski also worked with the committee "and made himself and the records of his office available" to the group, according to the report.

In addition to Orzechowski, the union's legal counsel also convened with committee members in the event any of them had questions.



After wrapping up their work, finance committee members joined SIU Secretary-Treasurer Tommy Orzechowski for this photo. Seated (from left) are Recertified Bosun Gerard Costello, Orzechowski, QMED Timothy Pillsworth and Chief Steward Thomas Cyrus Jr. Standing are Bosun Carl Pedersen, ABM Atm Zahid Reza, Chelsea Heindel from the office of the union's secretary-treasurer, AB Mark Stabler and Chief Cook Kenneth Kelly.

Garamendi Offers Bill to Boost American-Flag Fleet

Legislation Would Guarantee Cargo for Vessels During Peacetime

A longtime champion of the United States maritime industry has introduced legislation aimed at bolstering the American-flag fleet.

U.S. Rep. John Garamendi (D-California) issued the following statement, which was published in the Congressional Record on March 29, 2023, upon his introduction of the Rebuilding the U.S.-Flag International Fleet Act:

I introduce the bipartisan "Rebuilding the United States-Flag International Fleet Act." This comprehensive legislation would help to recapitalize the U.S.-flag international fleet of ocean-going, commercial vessels by guaranteeing government cargo during peacetime so that U.S.-flag vessels are available during wartime or emergencies.

The United States has the world's most capable navy able to operate in all five oceans, and we need an equally impressive fleet of commercial cargo vessels crewed by American mariners. For too long, Congress and both Democratic and Republican presidents have allowed the commercial fleet of U.S.-flagged, ocean-going vessels to dwindle.

According to the U.S. Department of Transportation's

Bureau of Transportation Statistics, the number of ocean-going U.S.-flagged vessels has declined more than 75 percent since 1985, following the 1982 treaty called the United Nations Convention on the Law of the Sea.

The global supply chain crunch during the height of the COVID-19 pandemic, the Russian invasion and blockade of Ukraine, and the People's Republic of China's island building in the South China Sea and saber-rattling in the Taiwan Strait have shown that the United States cannot remain reliant on foreign vessels flying flags of convenience.

The "Rebuilding the United States-Flag International Fleet Act" offers Congress the chance to enact the first comprehensive reform of cargo preference laws in decades. Our legislation incorporates recommendations for the Maritime Administration from the Government Accountability Office's report published on September 14, 2022, entitled "Actions Needed to Enhance Cargo Preference Oversight."

Mr. Speaker, I urge all members of the House to join me in cosponsoring this critical legislation to address this crisis facing the U.S.-flag international fleet.

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



U.S. Rep. Trent Kelly
(R-Mississippi)



U.S. Rep. Michael Waltz
(R-Florida)



Ann Phillips
Maritime Administrator



Gen. Jacqueline Van Ovost
USTRANSCOM Commanding Officer

Military, Government Leaders Emphasize U.S. Reliance on Strong Sealift Capacity

A recent hearing in the U.S. House of Representatives focused on national defense capabilities, prominently including the crucial need for a strong U.S. Merchant Marine.

Jointly hosted by two subcommittees of the House Armed Services Committee (Readiness, and Seapower and Projection Forces), the hearing took place March 28. It featured testimony from Gen. Jacqueline Van Ovost, commanding officer of the U.S. Transportation Command (USTRANSCOM), and from Maritime Administrator Ann Phillips.

Also weighing in with their support for American mariners and the U.S.-flag fleet were (among others) U.S. Rep. Michael Waltz (R-Florida), chairman of the Subcommittee on Readiness; and U.S. Rep. Trent Kelly (R-Mississippi), chairman of the Seapower and Projection Forces Subcommittee.

The hearing featured candid dialogue about the challenges facing not only the maritime industry but other components of the nation's readiness systems.

Waltz stated, "Recapitalization of our sealift fleet that we will rely on to carry ground platforms and materiel into theater is a pressing issue. Crewing these vessels is also of great concern. We have a significant shortage of credentialed mariners that, combined with poor vessel state, have resulted in less than impressive readiness rates during recent exercises.

"We will also rely on this same pool of credentialed mariners to crew commercial vessels in the Maritime Security Program and the Tanker Security Program," he continued. "We have a tough road ahead and I look forward to hearing how MARAD plans to administer these important programs and bolster the number of credentialed mariners."

Kelly noted, "I remain concerned with our aging sealift and air refueling fleet. This year's budget includes money to purchase two additional sealift assets, but the fleet remains on average too old.... MARAD is also an organization punching above its weight. We are happy with the

success of the Tanker Security Program and would like to hear your thoughts on increasing capacity.... Finally, I'm concerned with merchant mariner readiness and how we can increase the pool of credentialed mariners."

"The Department of Defense's ability to project military forces is inextricably linked to commercial industry. Our industry partners provide critical transportation capacity and global networks to meet day-to-day and wartime requirements. Sealift is vital to delivering the decisive force. In wartime, 90 percent of military cargo will be transported via sealift."

- Gen. Jacqueline Van Ovost, Commander, U.S. Transportation Command

Van Ovost offered a comprehensive review of USTRANSCOM's responsibilities and explained some of the threats facing the United States. She said that President Biden's official National Security Strategy "makes clear that the People's Republic of China (PRC) and Russia are working aggressively to undermine democracy and export a model of governance marked by repression at home and coercion abroad. In their own ways, both seek to erode the legitimacy of established international norms and laws that have persisted for almost a century. Geopolitically, the PRC remains our most consequential pacing challenge; followed closely by Russia, an acute threat. Other persistent threats including North Korea, Iran, and violent extremist organizations are developing or acquiring new capabilities and pursuing strategies that could challenge our ability to deploy and sustain the Joint Force.

"The Department of Defense's ability to project military forces is inextricably linked to commercial industry," she added. "Our industry partners provide critical transportation capacity and global networks to meet day-to-day and wartime requirements. Sealift is vital to delivering the decisive force. In wartime, 90 percent of military cargo will be transported via sealift."

She then explained that there are concerns about the ages of many vessels in the Ready Reserve Force (RRF).

"Therefore, USTRANSCOM supports the Navy's strategy to recapitalize the government-owned fleet by acquiring

President Biden's Fiscal Year 2024 budget request that pertain to upgrading the RRF, and why doing so is vital to national security. She noted a plan to grow the fleet from its current number of 45 vessels to 51.

The maritime administrator also underscored the importance of the Maritime Security Program, Cable Ship Security Program, and Tanker Security Program.

Turning to shipboard manpower, she said her agency "is partnering with our stakeholders, both federal and non-federal, to work to identify strategies to help address the mariner shortage and ensure their readiness. Last fall, I hosted a summit with industry and federal stakeholders to discuss the mariner shortfall. Participants identified the need to address barriers to entry in the merchant marine as well as the need to ensure quality of life aboard ships such as ensuring internet connectivity for crew members.

"We also note that the existing Coast Guard licensing system relies on labor-intensive paper copies and manual entries and is not set up to provide critical data regarding the number of and availability mariners with various credentials," she added. "We fully support the Coast Guard's ongoing efforts to modernize the system to enable efficient issuance of mariner credentials and provide enhanced querying capabilities."

Phillips stressed the agency's focus on "supporting our U.S.-flagged fleet through opportunities to carry cargo. As I said last year in testimony before the Coast Guard and Maritime Transportation Subcommittee, put simply, without cargoes, ships will leave the U.S. flag, and our modest fleet will continue to dwindle.... We are working with the Biden-Harris Administration's Made In America Office to help agencies understand cargo preference requirements. In addition, I have written to all federal departments and agencies explaining how MARAD can help them ensure they meet their obligations under cargo preference laws and regulations."

foreign-built used sealift ships from the commercial market and further requests to provide the Secretary of Defense discretionary authority to purchase foreign-built ships to expeditiously replace the aging ships under more favorable market conditions," Van Ovost said. "This includes removing the overall limit on the number of used sealift vessels DOD can procure, currently authorized at nine ships. We are already a generation late in recapitalizing a ready sealift fleet to meet our national objectives."

The general spelled out various steps her agency and MARAD have taken to bolster U.S. sealift capability, including vessel purchases, implementing the Tanker Security Program and more.

She said that maintaining a sufficient pool of mariners "requires continued assessment to ensure an adequately trained supply to crew our surge fleet while minimizing impacts to commercial industry. The supply of contract mariners is sufficient to meet the initial sealift surge when government reserve ships are activated but will be challenged with the ability to sustain crewing requirements over an extended period. The post-COVID recovery has highlighted significant workforce concerns to maritime stakeholders to include recruiting and retention."

Phillips touched on components of

SIU Jobs Secure Aboard T-AGS Vessels, LMSRs

The U.S. Department of Defense recently announced two contract awards that signal job security for SIU members.

In both instances, SIU-contracted companies were chosen to continue operating ships that they already had been managing.

In early April, Ocean Shipholdings was selected to operate seven government-owned oceanographic survey (T-AGS) vessels. Those ships are the *USNS Waters*, *USNS Pathfinder*, *USNS Bowditch*, *USNS Henson*, *USNS Bruce C. Heezen*, *USNS Mary Sears* and *USNS Marie Tharp* (formerly named the *Maury*).

The agreement is expected to expire at the end of September 2024.

Previously, in late March, U.S. Marine Management received a contract for the operation of three government-owned large, medium-speed, roll-on/roll-off (LMSR) vessels. Those ships are the *USNS Seay*, *USNS Pililaau* and *USNS Brittin*. As with the other award, this one is expected to last through September 2024.



Members of the executive working group meet in New Orleans. SIU Executive VP Augie Tellez, the labor representative, is second from right, in front. (Photo courtesy USTRANSCOM)

Industry Group Examines U.S. Wartime Readiness

Mariners Hailed as ‘Backbone of Our Maritime Capability’

Officials from the Department of Defense (DOD) and Department of Transportation (DOT), along with executives from the American maritime industry met in New Orleans in mid-March to discuss wartime readiness and strengthen their strategic relationships.

SIU Executive Vice President Augie Tellez is the labor representative on the committee known as the executive working group, which is overseen by the U.S. Transportation Command (USTRANSCOM). He took part in the recent sessions.

“When our nation goes to war, so too does the maritime industry,” said U.S. Army Lt. Gen. John Sullivan, deputy commander of USTRANSCOM. “Maintaining an adequate fleet of seaworthy ships is critical to USTRANSCOM’s

ability to deploy forces in a major conflict, as nearly 90% of U.S. military equipment would move by ship.”

Sullivan led the group and also was joined by senior leaders from the Maritime Administration, the Military Sealift Command, and executives from U.S. commercial sealift carriers.

The group is a subcommittee under the National Defense Transportation Association, where its members weigh how the DOD can improve its global transportation enterprise — specifically sealift and the Voluntary Intermodal Sealift Agreement (VISA). Tellez has been part of the group for more than two decades.

VISA is a partnership program between the U.S. government and maritime industry. The agreement was established in 1997 to provide

the DOD with assured access to commercial sealift and intermodal capacity to support emergency deployment and sustainment of U.S. military forces. Intermodal capacity includes dry cargo ships, equipment, terminal facilities, and intermodal management services.

Sullivan expressed appreciation for the historic contributions delivered by civilian seafarers.

“U.S. Merchant Mariners are the backbone of our maritime capability,” he stated. “The qualified mariners you employ are the lifeblood we rely on to power our strategic sealift portfolio.”

USTRANSCOM, in coordination with MARAD, manages a strategic sealift portfolio that includes privately owned ships plus government-owned vessels. The privately owned ships enrolled in VISA are one element of the broader collection.

The Maritime Security Program, a government retainer program for internationally trading ships, is another element of the commercial fleet, as the ships included in that program commit 100% of their capacity and support to VISA.

According to USTRANSCOM, on any given day, approximately 30 commercial and military ships are providing support to the DOD, moving strategic resources and materiel worldwide. With that in mind, Sullivan said, “Sealift is essential not only in crisis, but in everyday operations.”

He added, “Eighty percent of the 62 voyages supporting the delivery of aid and supplies to Ukraine were conducted by our commercial partners. While the air numbers (sorties flown) are larger, the largest volume has travelled by sea.”

Paul Hall Center Receives County Food Safety Award

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) recently received accolades from the St. Mary’s County, Maryland, Health Department.

School personnel were on hand April 3 for a local ceremony honoring the PHC and other recipients of the county’s Gold Star Awards. Those honors are given annually “to food service facilities that achieve superior food safety standards,” according to the county.

PHC Executive Chef John Hetmanski, who attended the ceremony in Leonardtown, stated, “It’s always a team effort with the upgraders, trainees and crew (staff), coordinating a daily sanitation checklist along with observations that are addressed immediately.”

He added that the school, located in Piney Point, sees no shortage of meals or diners.

“The level of activity that we have here is amazing,” Hetmanski noted. “We do three meals a day and we have hundreds of people

we feed for each meal. With the continuous rotation of upgraders and apprentices, for us to always get that job done is a tribute to the staff and students.”

The award recipients make up approximately 20% of St. Mary’s County’s licensed food service facilities.

According to the county, “The Gold Star Program has recognized food establishments for superior food safety practices since the program’s inception in 2007. Environmental health specialists at the health department regularly inspect more than 500 food service facilities in St. Mary’s County to ensure food safety is being adequately addressed. During 2022, more than 1,400 inspections were conducted.”

“These food establishments deserve recognition for achieving such high standards for their attention to food safety and sanitation,” stated Dr. Meena Brewster, St. Mary’s County health officer. “We appreciate their extra dedication to ensure our community members can not only enjoy their food, but also have confidence in its safe preparation.”

The food establishments that achieve this high level of compliance receive a certificate and a window sticker designating them as Gold Star establishments. The requirements

to earn a Gold Star include: no critical violations (based on the Code of Maryland Regulations), no temperature violations cited during a monitoring inspection; all violations noted by an inspector must be corrected by a 30-day

follow-up inspection, no confirmed unsafe food handling complaints, at least one food service worker completed a recognized and approved Food Service Sanitation and Safety Class within the last two years.



Pictured at the awards ceremony are (from left) St. Mary’s County Health Officer Dr. Meena Brewster and Paul Hall Center personnel Executive Chef John Hetmanski, Chef Robert Johnson, upgrader Hyeyoung Choi Forrer, and apprentices Cameron McNeil and Gregg Lamar Gethers.

Michigan Lawmakers Deliver Legislative Victories for U.S. Unions, Working Families

Michigan Governor Gretchen Whitmer (D) on March 24 delivered a huge win for labor unions – and for all working families – across the United States when she signed legislation (Senate Bill 34 Restoring Workers Rights) that repealed the state’s so-called “right to work” law (RTW).

In addition to this main bill, Whitmer also signed a pair of companion pieces of legislation. The first, House Bill 4004, erased the state’s RTW law for public-sector workers as well. That bill’s sponsors acknowledged public-sector unions will still be blocked from requiring government employees to join or pay dues under the U.S. Supreme Court’s 2018 decision in *Janus v. AFSCME*.

Finally, the governor signed a third bill (House Bill 4007) as part of Democrats’ pro-labor package, restoring Michigan’s prevailing wage law to set minimum pay requirements for workers involved in state-funded construction and infrastructure projects.

“Michigan workers are the most talented and hard-working in the world and deserve to be treated with dignity and respect,” Whitmer said in a statement released by her office. “These bills will protect health and safety, ensuring health-care workers can put patient care ahead of profit, construction workers can speak up when there’s a safety issue, and employees can call attention to food safety threats and other problems.

“Today, we are coming together to restore workers’ rights, protect Michiganders on the job and grow Michigan’s middle class,” the governor

concluded after she signed the legislation.

Reaction to the Michigan RTW law’s demise was swift, especially from those who supported the governor’s action. “Unions made Michigan a hub of American business, and an engine of America’s middle class,” tweeted President Joe Biden. “A strong middle class benefits everybody. Michigan is leading as a great place to be a worker and a great place to do business.”

“Today, we are coming together to restore workers’ rights, protect Michiganders on the job and grow Michigan’s middle class,”

- Michigan Governor Gretchen Whitmer

Liz Shuler, president of the AFL-CIO, the largest federation of unions in the U.S., also chimed in. “This is what happens when we elect union members to halls of power,” she said. “We fight and we WIN for working people. Right to work, hit the curb!”

Michigan AFL-CIO President Ron Bieber issued a statement outlining his stance shortly after the RTW law met its demise. In part, that statement read: “After decades of anti-worker attacks, Michigan has restored the balance of power for working people by passing laws to protect their freedom to bargain for the good wages, good benefits, and

safe workplaces they deserve. Ten years ago, Governor Whitmer was standing side by side with well over 10,000 working people who showed up in Lansing to protest the devastating attack on their rights. Today, she has demonstrated yet again her unwavering commitment to putting working families first. After decades of attacks on working people, it’s a new day in Michigan, and the future is bright.”

Passed more than decade ago, the Michigan RTW statute allowed people in unionized workplaces to opt out of paying union dues and fees as a condition of employment, even if the union represented them in negotiations. According to several sources, Michigan State Democrats had long viewed the law as contentious, arguing that it allowed for “free riders,” or people receiving union representation without having to pay fees or dues for it. With the law now abolished, unions can require all workers in all unionized workplaces to pay fees for the cost of representation in bargaining.

Michigan, when the RTW law was enacted in 2012, enjoyed the nation’s seventh-highest percentage of unionized workers, but that plummeted to 11th in 2022. Union membership over the last decade in Michigan has decreased by 2.6 percentage points; U.S. union membership overall has been falling steadily for decades, reaching an all-time low last year of 10.1%.

Michigan became the first state in 58 years to repeal a RTW law, with Indiana repealing its in 1965 before Republicans



Michigan Gov. Gretchen Whitmer (D)

there restored it in 2012. In 2017, Missouri’s Republican Legislature approved a RTW law, but it was blocked from going into effect before voters overwhelmingly rejected it the next year.

In total, 26 states now have so-called RTW laws in place.



The Washington State Capitol, located in Olympia

Washington State Senate: Jones Act ‘Critical’ to Prosperity and Security

The Washington State Senate in early February passed a resolution that recognizes the vital role of the Jones Act in the state’s economy and national security. The Jones Act, which was authored by then-U.S. Senator for Washington State Wesley Jones, requires that vessels transporting cargo between U.S. locations be American-built, American-owned and American-crewed – a boon for U.S. national and economic security.

The bipartisan resolution, sponsored by Senator Karen Keiser (D) and co-sponsored by Senator Mark Schoesler (R), emphasizes the critical role of the Jones Act in cultivating a robust American maritime industry that is essential to the state and country. The resolution also notes that Washington is home to an estimated 22,500 jobs supported by the Jones Act, and the American maritime fleet supports approximately 650,000 family-wage jobs nationwide.

“It was an honor to have so many members of the maritime community join us in Olympia as we celebrated the legacy of the Jones Act and recognized the importance and history of the maritime industries to our state’s economy and culture,” said Senator Keiser of Washington’s 33rd Legislative District, during her floor speech celebrating the bill’s passage.

The Jones Act fleet contributes more than \$154 billion in economic output nationally and \$6.1 billion to Washington’s economy, according to the latest statistics by the American Maritime Partnership. The impact goes beyond the men and women who work aboard vessels in the area, as it also includes shipbuilding and ship repair industries as well as America’s equipment manufacturers and vendors, dredgers and marine construction contractors.

The resolution also noted that the pandemic

has raised the “critical importance of maintaining resilient domestic industries and transportation services to the citizens and workforce of Washington state.”

Peter Schrappen, vice president – Pacific Region of the American Waterways Operators, commented, “The Jones Act is the foundational law that makes it possible for American maritime to make these and many other contributions to Washington’s economy, security, environment and quality of life.” He added that U.S.-flag industry, including the tugboat, towboat and barge components, is a “critical economic engine and a committed leader in environmental sustainability” in Washington State and across the United States.

In addition, the Jones Act helps to ensure the nation’s security by maintaining a domestic maritime industry capable of providing support to the military in times of conflict or national emergency. This is particularly important for a state like Washington, which is home to major naval bases, including Naval Base Kitsap, Naval Station Everett and Naval Air Station Whidbey Island, to name a few, all of which provide important support to the Pacific Fleet and the services both in peace and war.

As one industry group put it, “Given the current tensions with China after the U.S. military took down a Chinese spy balloon, maintaining a strong Pacific Northwest keeps the United States ready in the event of a conflict.”

The Washington State resolution is the latest of several state resolutions that have passed in recent months recognizing the Jones Act for its role as a crucial pillar of the nation’s economic and national security. Supporters say the resolution is also a testament to its enduring importance to Washington State and an affirmation of Sen. Jones’ legacy.

ITF Pushes Governments to Heed Pandemic Supply-Chain Lessons

The International Transport Workers' Federation (ITF) is urging governments to apply lessons from the COVID-19 pandemic and its aftermath to secure reliable maritime supply chains for their citizens and the climate.

In a new report from the federation – titled “Opportunities for Seafarers and National Maritime Policies: Navigating Beyond the Chaos of the Pandemic” – industry experts identify specific examples and propose practical solutions for bolstering supply chains.

The SIU is an affiliate of the London-based ITF.

“During the pandemic, in many countries, consumers and businesses experienced shortages, including of critical goods like medicines and fuel supplies,” said Chris Given, secretary-treasurer of the Seafarers International Union of Canada and one of the report’s authors. “But what we see is that in other countries, specifically those with robust national maritime policies, governments were able to harness well-laid policy levers to get their people fed, fueled and on a quicker path back to economic and health recovery.”

Throughout the pandemic, many of the world’s shipping containers had been scattered – found in locations far from their intended destinations, the federation reported. The disarray resulted in record-high shipping prices and persistent port congestion,

which quickly led to mass shortages of finished goods and left consumers at the mercy of overstretched supply chains, according to the ITF.

At the same time, upwards of 400,000 mariners were essentially trapped aboard vessels due to pandemic restrictions, unable to return home and be relieved by a fresh crew. Tired and weary, some seafarers were stuck on board for more than a year at the crew change crisis’ peak, the report stated.

“Amidst the chaos, some countries were able to use national flag fleets to shift critical cargo and get supply chains moving again. We have to remember that these are supply chains that remained logjammed elsewhere,” Given said. “In writing this report, we asked ‘Why?’ What was different about some countries that saw them come through faster and stronger, while others were very negatively exposed by these crises?”

The report also identifies governments whom the federation describes as “struggling to navigate the turbulent waters of the crises due to poor planning and policy.”

For instance, according to the ITF, Australia’s federal government “could only look on as its lack of a strategic fleet caused the country’s businesses and consumers to become hostage to an incredibly volatile global market for shipping services. Firms, households and the public sector were at

the mercy of the markets and their record-high prices, even for cargo critical to the nation’s economic or physical health.”

“COVID-19 and the supply chain shocks which followed laid bare just how fragile our global supply chains are,” said SIU President David Heindel, who also heads the ITF Seafarers’ Section. “Sensible national maritime policies are an important insurance to safeguard a country’s economic, health, security, and environmental interests. After what the world has been through, what kind of government wouldn’t want that insurance for their people?”

He added, “In the absence of sensible national maritime policies, governments put their economies and their communities at extreme – and unnecessary – risk. There is another way.”

Heindel said some countries have already shown they had taken note of the pitfalls of an unprepared national maritime sector. The ITF’s report highlights recent moves by Brazil, Canada, New Zealand, Norway, Panama, South Africa, the UK and the United States to strengthen support for cabotage and other sensible national maritime policies in their domestic legislation and planning.

“The standout performance of our domestic shipping sectors, not only in the U.S. but elsewhere too, throughout these crises shows that when you invest in your people ... and your industry, you are better prepared to provide for your citizens come what may in the global headwinds,” Heindel concluded.

Given added, “Ours is a success story. But there is more we can do, with more governments supporting our critical sector all over the world.”

ITF Maritime Coordinator Jacqueline Smith agreed. “If the world is to step up to the collective challenge of cutting carbon emissions to a safe level, then shipping needs to do our part,” she said. “We can’t do that, however, if there aren’t seafarers coming through with the right skills to handle the fuels and ships of the future.”

Smith said that up to 800,000 seafarers would require some form of retraining or familiarization by 2030 as the industry rapidly decarbonizes.

“Now is the time for governments to invest in a secure future by putting in place sensible national maritime policies. They should do this not only for people but also

for the planet,” Smith said.

The ITF has more than 700 affiliated trade unions from 153 countries. Collectively, they represent millions of workers.



International Maritime Officials Tour PHC Campus, Facilities

The SIU-affiliated Paul Hall Center for Maritime Training and Education in late March hosted guests from the Marine Transport Workers’ Trade Union of Ukraine, the International Transport Workers’ Federation (ITF), and Nautilus International. Pictured during a tour of the school in Piney Point, Maryland, are (from left in photo above) SIU President David Heindel and Oleg Grigoryuk, president of the Ukrainian maritime union; and, from left in photo below, Maya Schwiengershausen-Güth and Anne Lindsay of the ITF along with Danny McGowan of Nautilus. Tomas Abrahamsson of the ITF Seafarers’ Trust also visited as part of the same group.



INTERNATIONAL TRANSPORT WORKERS' FEDERATION

announcement has since spurred a series of spin-off activities including the construction of Jones Act compliant vessels for use in the numerous offshore projects and creation of thousands of jobs, including jobs on board U.S.-flag vessels for U.S. mariners.

Canada – In 2020, the government of Canada extended the application of the “maritime sector special measures policy” under the Temporary Foreign Worker Program to the Canadian-flag vessel operators. The policy requires employers seeking to use foreign mariners on Canadian vessels engaged in trade between Canadian ports to first offer employment to a Canadian national, and only if no qualified Canadian citizen or permanent resident is available for the position. As part of the announcement, the Canadian government also announced a new program to allow foreign mariners to work on Canadian-flag ships, in addition to the existing program. The policy is applicable to most vessels, including those engaged in international trade.

Panama – In December 2021, the government of Panama passed a new cabotage law. Some of the highlights of the law include: 50% of Panamanian nationals with limited exceptions operating licenses for cabotage will be granted only to Panamanian nationals or companies of which 70% of shareholders are Panamanian. The law seeks to establish control of the cabotage market to benefit Panamanian citizens and bring stability to the national workforce. The law includes new provisions on protection of the marine environment to address wrecked and abandoned vessels and future considerations for bunkering of new fuels.

New Zealand – In 2022, the government of New Zealand announced a sweeping trade

NMC Issues Notice About Credentials Lost in the Mail

Editor’s note: The following news release was issued by the National Maritime Center on March 20. It’s available on the SIU website.

Credentials Lost in the Mail

The National Maritime Center (NMC) mails completed credentials via standard USPS mail, which does not include a means of tracking, and delivery can take up to 21 days. In some cases, the credential may be returned or irreparably lost in the mail for a variety of reasons. Following are some important things you can do to reduce the chances of this happening:

- **Validate your address.** When applying for a credential, make sure the address on your application form is accurate and legible. If you change your address after the applica-

tion has been submitted, notify us as soon as possible before your credential is processed and mailed by contacting our Customer Service Center at 1-888-IASKNMC (427-5662). Note, after the credential has been processed and mailed, we cannot change the method used for mailing.

- **Consider using an expedited mailing option.** We strongly recommend you use an expedited mailing option. Please note, the cost incurred for expedited mailing is the responsibility of the mariner.

Think your credential is lost in the mail?

A replacement credential will be issued, free of charge, to mariners whose credentials were lost in the mail prior to receipt through no fault of their own. Affected mariners should follow the steps below to obtain an expedited replacement credential:

1. Confirm that we mailed out your credential. You can use the Credential Application Status tool.

2. If you have not received your credential by 21 days after it was mailed, provide a CG-719B application for a Merchant Mariner

Credential and affidavit of loss to the NMC within 60 days of mailing of the original credential in person or via e-mail to your servicing Regional Examination Center. The affidavit should contain the following:

- a. Mariner’s full name
- b. Mariner’s date of birth
- c. Mariner’s reference number
- d. The mailing address the replacement credential should be sent to
- e. Current phone number and/or e-mail address that the NMC can use to contact the mariner with questions, if necessary
- f. Description of the circumstances surrounding the loss, i.e., never received the initial credential.

We will make every effort to have replacement credentials mailed out as soon as possible. If your original credential is subsequently received, you must immediately return the credential to the NMC.

PLEASE NOTE: E-mailing your application is the preferred method. While the Coast Guard can accommodate e-mails with attachments up to 35 MB in size, verify any size restrictions your e-mail provider may have prior to sending. Miss-

ing information will cause applications to be delayed or rejected.

If you have questions regarding duplicate or replacement credentials, please contact the NMC Customer Service Center via our online chat system (scan the QR code below to open the chat website) or by calling 1-888-IASKNMC (427-5662).





One of the doomed craft, filling with water after the migrants had been safely brought aboard the *National Glory*



Some of the migrants are pictured aboard the SIU-crewed *National Glory* following their rescue on March 4.

National Glory Crew Saves Lives – Twice

The *M/V National Glory*, operated by SIU-contracted Intrepid Personnel and Provisioning, was called upon to rescue two vessels full of migrants within a month.

On March 4, the *National Glory* saved 15 Cuban migrants, adrift aboard a powerless raft near the Straits of Florida; and, just a month prior, the Seafarers-crewed vessel rescued 21 people from a doomed makeshift sailboat in the same region.

SIU members sailing aboard the *National Glory* during the rescues included: Recertified Bosun **Joseph White**, ABs **Kerry Boddien**, **Delroy Jose Fernandez Fernandez** and **Carlos Lasso**, STOSs **Dexter Arriola Arzu**, **Jet Delfin** and

Carlos Jones, QMED **Linarys Castillo Ortiz**, Oilers **Reinaldo Timbal Fostanes**, **Mohammed Alam Gir** and **Benjamin Scott**, Steward/Baker **Cole Briggs** and Chief Cook **Yoaquin Antonio Gonzalez Dejesus**.

In the early hours of March 4, watchstanders noticed a flickering light among the waves. Once it was determined to be a signal for help, the crew was alerted and rushed into action as the *National Glory* created a lee to shield the raft from the waves. The stranded boaters were then brought aboard to safety, as the crew provided medical aid to one of the rescued migrants, who was having difficulty breathing.

According to White, the bosun, “Our training is just what we do. We’re professional seamen, and I’ve been involved in maybe 20 rescues in my life. We just automatically kick into gear, and my crews have a system down at this point. It’s second nature.”

The third mate, who was fluent in Spanish, served as a translator between the crew and the rescued migrants. He was told by the migrants that their craft’s engine had died and they had been drifting powerless for five days, and had run out of food and water.

“They always say they’re sinking, and so we treat every rescue as if it’s life and death,” White explained. “One group was pretty far

away from shore, and I don’t know if they would have made it without us.”

He added that the Cuban Coast Guard personnel (to whom the migrants were transferred) were friendly and helpful, as usual.

In both recent instances, the migrants were provided with food and dry clothing as the crew awaited the arrival of a Coast Guard vessel to transport the rescued boaters into Cuban custody.

“You look at their boats, just plywood stuck together with no fiberglass on the outside, and it’s pretty clear that boat wasn’t going to make it,” White added. “But an American seaman is never going to leave anyone stranded in the water, not in a million years.”



These snapshots, submitted by Bosun German Nunez, show the rescue operation involving the *Overseas Long Beach*.



Overseas Long Beach Crew Rescues 12

On March 30, the crew of the OSG-operated *Overseas Long Beach* diverted course to rescue 12 individuals stranded on an adrift vessel approximately 185 nautical miles south of Louisiana.

The SIU crew aboard the *Overseas Long Beach* included: Bosun **German Nunez**, ABs **Kar Lee Arrington Jr.**, **Kevin Chan** and **Elben Sandoval**; OSs **Samuel Lambert** and **LaMario McGhee**; QMED **Gilbert Johnson**; GUDE **Ahmed Ali** and **Allan Castillo**; Chief Steward **Jose Norales**; Chief Cook **Edgardo Padagdag**; SA **Tony Washington**; and Apprentices **Coleman Brewer** and **Anthony Harrell**.

According to OSG: “The *Overseas Long Beach* was on a voyage from Corpus Christi, Texas, to Jacksonville, Florida, when at 1645 LT, the 4x8 lookout watch on the bridge spotted a small craft approximately 1.5 miles away with

occupants waving their arms. The officer on watch took immediate action notifying the Master and diverted from course to render assistance as necessary while the Master mustered the crew. The Master of the *Overseas Long Beach* maneuvered the ship close to the distressed craft to establish communications. U.S. Coast Guard Sector New Orleans was immediately notified, and the craft with 12 persons aboard was brought alongside to assess the situation and to transfer food, water, first-aid supplies, blankets, flashlights, emergency signals and life jackets while awaiting further guidance from Sector New Orleans.”

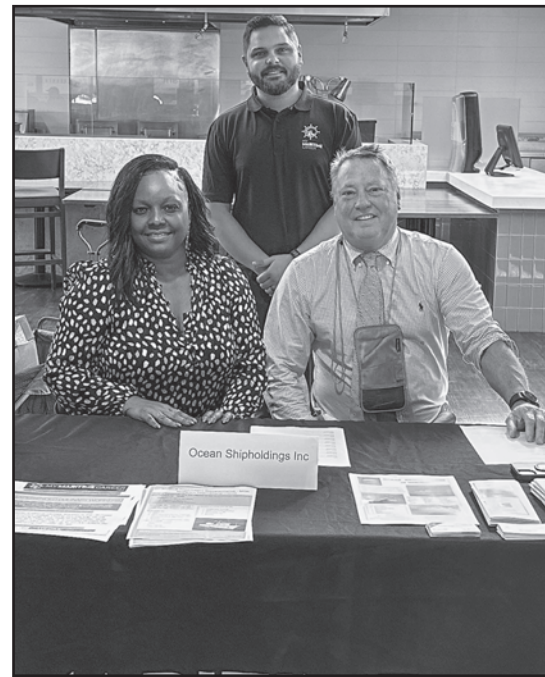
After consulting with the Coast Guard, the crew worked to bring all 12 migrants aboard. Then, following a security and medical evaluation, the rescued boaters were provided food, water, blankets and mattresses in the crew lounge. The rescued individuals relayed through a bilingual crew

member that the doomed craft had been at sea for 12 days, and that they had run out of food a week prior to being saved. After 36 hours on board, the migrants were transferred to a Coast Guard Cutter off Key West, at which time the vessel returned to its original route.

OSG CEO Sam Norton congratulated the crew, stating: “Universal human rights are protected in international law, but their effective enforcement is not universal. In similar circumstances, some may have chosen the easy way out of a potentially complex situation by turning a blind eye to the existence of a vessel in distress. The *Overseas Long Beach* did not choose this path. Rather, all on board chose to act with honest concern and empathy for those in need in a manner which affirms, in the most visible way possible, the standards of ethics and transparency that lie at the core of OSG’s culture. Thanks to the individuals involved for a job well done, for the care and attention that were offered those in distress, and for the level of professionalism exhibited by all in handling this matter effectively.”



SPREADING THE WORD IN LONE STAR STATE – Houston-based members of Team SIU are on the recruiting trail, as reflected in these recent photos. Pictured at the conference table in photo above are (from left) SIU Asst. VP Mike Russo, Houston City Councilwoman Tiffany Thomas, SIU VP Gulf Coast Dean Corgey, SIU Safety Director Kevin Sykes and SIU Port Agent Joe Zavala. They discussed recruiting opportunities in District F. The snapshot at right includes SIU Patrolman Kelly Krick (standing) along with Bob Silva of AMO and Evangeline Broome of OSI.



At Sea and Ashore with the SIU



RECRUITING IN LAST FRONTIER – SIU Tacoma Port Agent Warren Asp (left) welcomes a prospective member to a career fair in Anchorage, Alaska.



ABOARD GEM STATE – SIU VP West Coast Nick Marrone (seated at center) meets with SIU members March 20 aboard the Pacific-Gulf Marine vessel. Marrone thanked the Seafarers for their dedication in answering the call when MARAD activated the ship.



WELCOME ASHORE IN NEW ORLEANS – Dave “Hoss” Henson (right) is pictured at the hiring hall as he picks up his first pension check. He retired from Crescent Towing as a licensed engineer after 44 years of service. SIU Port Agent Chris Westbrook is at left.



REPRESENTING SIU – SIU Jersey City Port Agent Ray Henderson recently served on a NY/NJ Port Authority Workforce panel. He’s at the front table, far right (nearest the podium), with Capt. Jeffrey Spillane of SUNY Maritime and Sean Kerwick of Hudson County College. Stephen Lyman of the Maritime Association of the Port of NY and NJ served as moderator. Panelists and other attendees discussed various aspects of local transportation jobs, including retention and how different sectors can more effectively work together.

ABOARD USNS CAPELLA – Pictured in late March aboard the Ocean Duchess vessel in San Francisco are (from left) SIU Port Agent J.B. Niday, GUDE Rolando Dinong, SIU Safety Director Dylan Rivera, Recertified Bosun Artis Williams, GUDE Rodolfo Ludovice, Electrician Salah Saleh, Recertified Steward Dante Cruz and Electrician Alex Canada.





FULL BOOKS IN JACKSONVILLE – Three Seafarers received their respective B-books at the March membership meeting. They are (from left in photo at left) AB Jamison Pierce, Chief Cook Maurice Henry and (left in photo above) AB Kenneth Townsend. SIU Port Agent Ashley Nelson is at right in both photos.



AT THE FORT LAUDERDALE HALL – AB Rossitza Zahariev (right) receives her A-seniority book. She's pictured with SIU Asst. VP Kris Hopkins.



MILESTONE IN TACOMA – Chief Cook Gervacio Antonio Simon (left) receives his A-seniority book from SIU Port Agent Warren Asp.



WELCOME ABOARD – Chief Cook Elizebeth Chavez (second from left) receives her full book at the hall in Oakland, California. A graduate of the Paul Hall Center's CCAP program, she's pictured with (from left) SIU Patrolman Kathy Chester, SIU Port Agent J.B. Niday and SIU Safety Director Dylan Rivera.



BOOKS RECEIVED IN GARDEN STATE – AB Yoland Legaspi (left in photo at left) picks up his A-seniority book at the hiring hall in Jersey City, New Jersey, while Chief Cook Khalid Mohamed (left in photo directly above) receives his B-book. SIU Port Agent Ray Henderson is at right in both photos.



AT THE SAN JUAN HALL – Newly certified Chief Cook Ramon Hilerio (left) receives his B-book in late March. He's pictured with SIU Asst. VP Amancio Crespo.



BOOKS GALORE IN WILMINGTON – Three Seafarers recently secured their respective full B-seniority books at the hiring hall. They are: AB Carlomagno Surigao (left in photo at left, with SIU Port Agent Gerret Jarman), QMED Jorge Valencia Bon (center photo) and Chief Cook Shadonna Jones (right in photo at right, also with Jarman).



SEAFARERS TEAM UP – The SIU-crewed, Pasha-operated *Jean Anne* (above) gets an assist from the SIU-crewed Crowley tug *Scout* in San Diego.





Pictured left to right: SUNY Maritime Chief of Staff Mark Wooley, SIU Secretary-Treasurer Tom Orzechowski, U.S. Rep. Marc Molinaro (R-New York), MEBA Secretary-Treasurer Roland Rexha and SIU Executive VP Augustin Tellez.



Gathering for a photo in between meetings, from left to right: USMMA Alumni Brian Foy, Hapag Lloyd USA Senior Sales Manager Gina Rivera and SIU VP Contracts George Tricker.



In the photo above: SIU VP West Coast Nick Marrone (third from right), SIU Political and Legislative Director Brian Schoeneman (right), U.S. Rep. Nikki Budzinski (D-Illinois), Schuyler Lines CEO Dion Nicely, APL President Tony Padilla and MEBA President Adam Vokac.



Among those pictured: SIU Port Agent Chris Westbrook (second from left), International Propeller Club Executive VP Adm. Joel Whitehead, Maersk General Counsel Pat McCaffery, USMMA Alumni Senior VP Marilyn Livi, Seacor's Chris Johnsen, and a member of Rep. Andrew Clyde's (R-Georgia) legislative staff.

The SIU strongly contributed to a record turnout as maritime industry leaders met with members of Congress and their respective staffs on March 30, in a return to the annual Maritime Congressional Sail-In event which had been on hiatus since the onset of the pandemic. In total, 138 members of the maritime community – including 28 SIU executives and representatives – sat down with 139 senators, congressional representatives or their staffs, making this iteration of the event the largest in its 11-year history.

Representing the SIU at the day-long outreach: President David Heindel; Executive Vice President Augustin Tellez; Secretary-Treasurer Tom Orzechowski; Vice

Presidents George Tricker, Nick Marrone, Dean Corgey, Joseph Soresi, Nicholas Celona and Bryan Powell; Political and Legislative Director Brian Schoeneman; Assistant Vice Presidents Amancio Crespo, Michael Russo and Joe Vincenzo; Political Consultants Terry Turner and Lanier Avant; Port Agents Joe Baselice, James Bast, Todd Brdak, DeCarlo Harris, Ray Henderson, John Hoskins, Gerret Jarman, Ashley Nelson, J.B. Niday, Mario Torrey, Chris Westbrook and Jimmy White; and Representative Shane Sterry.

The Sail-In allows the maritime community to come together and speak to lawmakers on the issues that matter most to the industry. Each group typically features at least

one member from a different component of the maritime industry, including labor, management, retired Naval officers, and educators.

This year, participants discussed (among other topics) the Maritime Security Program, and that it should be fully funded at the congressionally authorized level of \$318 million; the Tanker Security Program being fully funded at the congressionally authorized level of \$120 million; and increasing funding for international food aid programs, such as PL-480. They also touched on the numerous benefits of the Jones Act, America's freight cabotage law, which protects U.S. national, economic and homeland security.



From left to right: SIU Asst. VP Joe Vincenzo, SIU Port Agent James Bast, SIU Port Agent Ray Henderson and SIU Port Agent John Hoskins.



In the photo above: SIU Vice President Atlantic Region Joe Soresi (second from right), SIU Port Agent Joe Baselice (third from left), Rep. Mary Gay Scanlon (D-Pennsylvania) (third from right), Great Lakes Dredge and Dock Senior Vice President Bill Hanson, MM&P Rep Keith Poissant and USMMA Alumni Mark Remijan.



Pictured above: SIU Port Agent Jimmy White (second from right), American Maritime Congress President Fair Kim, Schuyler Lines Counsel Emily Jones, Liberty Maritime Corporation VP Operations William Campbell and a member of Rep. Rick Crawford's (R-Arkansas) staff.



Pictured above: SIU Port Agent Mario Torrey (second from left), Rep. David Valadao (R-California) (middle), K&L Gates Government Affairs Counselor Jim Sartucci, Great Lakes Pilot Captain Jon Olney and Great Lakes Maritime Academy's Captain Michael Surgalski.



Pictured above: SIU Representative Shane Sterry (second from right), U.S. Rep. Scott DesJarlais (R-Tennessee) (middle), AMO's Captain Kevin Stith, Winston & Strawn's Bryant Gardner and Cottrell Contracting VP Government Relations Devon Carlock.



Above: SIU Asst. VP Michael Russo (third from right), MEBA VP Gulf Adam Smith, MM&P VP Jeremy Hope, Texas A&M Maritime's RADM Mike Fossum and two legislative assistants from Rep. Lizzie Fletcher's (D-Texas) staff.



Pictured above: SIU Asst. Vice President Amancio Crespo (second from left), Crowley VP Caribbean Logistics Sal Menoyo, TOTE Maritime VP Caribbean Services Eduardo Pagan, AFL-CIO Metal Trades Department's Dale Troll and a member of Rep. Jennifer Gonzalez-Colon's (R-Puerto Rico) staff.



Pictured are SIU Port Agent Ashley Nelson (second from right), Crowley VP Maritime Solutions Gavin Hughes, USMMA Alumni Braddock Parks, DC Propeller Club President Jeff Vogel, and a member of Rep. David Rouzer's (R-North Carolina) staff.



From left to right: MEBA Secretary-Treasurer Roland Rexha, SUNY Maritime Chief of Staff Mark Wooley, U.S. Rep. Rob Menendez Jr. (D-New Jersey) and SIU Executive VP Augustin Tellez.



Above: SIU Port Agent Todd Brdak (second from right), MM&P Pilot Capt. Nate Lammers, International Ship Masters' Association Chairman of Legislative Communications Scott Skrzypczak, USMMA's Jeff Surrell, Lake Carriers' Association President James Weakley and a member of Rep. Derrick Van Orden's (R-Minnesota) staff.



In the photo above: SIU VP Government Services Nicholas Celona (second from left), Euro-America Shipping President Obaid Ahmad, Transportation Institute's John Flynn and APL Trade Support Specialist Hannah Hass.



In the photo above: SIU Port Agent Gerret Jarman (second from left), U.S. Rep. Kevin Kiley (R-California) (middle), ARC's Charles Diorio, USMMA Alumni Walter Egee IV and Federal Pilots' Hank Webster.



Pictured above: SIU Port Agent James Bast (left), U.S. Rep. Jeff Jackson (D-North Carolina) (third from right), OSG VP and General Counsel Susan Allen, K&L Gates' Brody Garland, Liberty Global Logistics Executive VP Paul "Chip" Jaenichen and Patriot Contract Services CEO Ryan Pereyda.

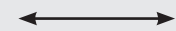


From left to right: Transportation Institute VP Pacific Coast Operations Sarah Scherer, SIU Port Agent J.B. Niday, U.S. Rep. Marie Perez (D-Washington), MM&P's Dan Twohig and SIU Assistant VP Joe Vincenzo.

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



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PINEY POINT
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PORT EVERGLADES
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(954) 522-7984

SAN JUAN
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San Juan, PR 00920
(787) 721-4033

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

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

Inquiring Seafarer

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

Question: Why did you apply for the apprentice program, and how's the training going so far?



Robert O'Neal
Apprentice

I have family in the industry. The program is going great. At times, it feels tough, but it's a good career and the SIU takes care of their people. It's a good opportunity making amazing money.



Jesus Fernandez
Apprentice

I signed up because I knew I needed a change in my life. It's going great so far. We take our tests Friday and some people have ships (lined up) as soon as they head out. It's been life-changing.



Frances Mendez
Apprentice

I have family that works in the industry, and they told me it's worthwhile. I think I'll like the lifestyle. The training is really good. They prepare you for everything you'll do on the ship.



Wade Henry
Apprentice

I was in banking for five years before this. I signed up because that wasn't my passion. So far, it's better than I expected. I'm getting a lot of value and I feel more knowledgeable. It's paying off for me.



Darlenzo Hines
Apprentice

I really have a passion for the sea. I grew up fishing in the panhandle, and it's second-nature to me. It's more like a home than a job. I love the training – I'm learning a lot and doing a lot. The SIU is definitely delivering.



Randall Cox
Apprentice

The apprenticeship is going really good. I signed up to further my education in a mechanical trade. I was an electrician before coming here, and just want to work my way up in the union.

Pic From The Past



In this 1954 snapshot, SIU members on the *Western Trader* listen as the delegate (with envelope) presents a U.S. Army chaplain in Korea with donations from the crew for a new chapel.

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

Supporting Our Troops



These photos of the Seafarers-crewed *USNS Pomeroy* (Patriot) were taken March 22 at Joint Base Charleston, South Carolina (vessel is in the background in photo at right). The ship was preparing to load materiel as part of the U.S. Army's Prepositioned Stocks Programs. (Photos by Airman 1st Class Caleb Parker)



Important Notice to Seafarers: Make Sure Your Flu Vaccines Are Approved by the U.S. FDA

The U.S. Military Sealift Command (MSC) requires an annual flu vaccine for all mariners who sail aboard MSC-contracted ships. Specifically, the flu vaccine must be approved by the U.S. Food and Drug Administration (FDA). This is due to other countries using different flu strains in their respective vaccines which may not be as effective against the types of flu seen in the U.S.

If you are getting a flu shot in order to sail on MSC-contracted vessels, it is best to receive it in the U.S. (states or terri-

tories). That is the only way to be certain that the vaccine is U.S. FDA-approved.

Veterans who can access care on overseas U.S. military medical facilities may be able to obtain an FDA-approved vaccine, but in that case, be sure to verify its status.

Flu vaccines administered in other countries are unlikely to be U.S. FDA-approved.

Questions may be directed to the Seafarers Health and Benefits Plan Medical Department at (301) 994-0010 or shbp-medical@seafarers.org

May & June Membership Meetings

Piney Point.....	Monday: May 8, June 5
Algonac.....	Friday: May 12, June 9
Baltimore.....	Thursday: May 11, June 8
Guam.....	Thursday: May 25, June 22
Honolulu.....	Friday: May 19, June 16
Houston.....	Monday: May 15, June 12
Jacksonville.....	Thursday: May 11, June 8
Joliet.....	Thursday: May 18, June 15
Mobile.....	Wednesday: May 17, June 14
New Orleans.....	Tuesday: May 16, June 13
Jersey City.....	Tuesday: May 9, June 6
Norfolk.....	Friday: May 12, June 9
Oakland.....	Thursday: May 18, June 15
Philadelphia.....	Wednesday: May 10, June 7
Port Everglades.....	Thursday: May 18, June 15
San Juan.....	Thursday: May 11, June 8
St. Louis.....	Friday: May 19, June 16
Tacoma.....	Friday: May 26, June 23
Wilmington.....	Monday: May 22, *Tuesday: June 20

*Wilmington change in June created by Juneteenth Observance.

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from March 16 - April 16, 2023. "Registered on the Beach" data is as of March 15, 2023.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups			All Groups				All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	14	4	4	8	2	2	1	34	9	3
Anchorage	2	2	0	3	2	0	1	3	2	0
Baltimore	2	1	0	2	1	0	2	2	2	0
Fort Lauderdale	11	14	3	7	6	3	2	24	23	3
Guam	3	0	1	2	0	0	0	4	0	1
Harvey	7	6	1	9	4	2	4	12	7	2
Honolulu	5	2	0	6	2	0	3	9	4	0
Houston	23	16	6	17	7	2	12	43	22	8
Jacksonville	22	22	5	28	16	2	15	36	30	7
Jersey City	18	7	1	17	4	1	8	38	12	1
Joliet	4	2	0	2	2	0	0	4	0	0
Mobile	6	2	2	6	4	1	4	10	2	3
Norfolk	20	8	9	13	5	4	6	27	9	6
Oakland	5	1	0	5	2	0	1	14	2	0
Philadelphia	5	0	0	1	2	0	1	7	1	0
Piney Point	3	5	1	1	4	1	2	3	1	1
Puerto Rico	4	1	2	3	1	0	1	13	5	1
Tacoma	19	8	6	19	7	2	6	28	11	6
St. Louis	1	0	1	1	0	1	0	1	2	0
Wilmington	20	9	1	11	6	0	10	52	16	6
TOTALS	194	110	43	161	77	21	79	364	160	48

Engine Department										
Algonac	4	1	1	2	1	0	2	7	3	1
Anchorage	1	0	0	1	0	0	0	3	0	0
Baltimore	3	1	2	1	1	0	0	1	2	2
Fort Lauderdale	6	2	1	9	3	0	4	10	10	1
Guam	1	0	0	0	0	0	0	2	0	0
Harvey	2	3	0	2	4	1	2	2	5	0
Honolulu	2	2	1	4	0	0	1	6	5	1
Houston	15	7	1	8	3	1	5	15	16	0
Jacksonville	17	12	2	12	10	0	8	20	13	3
Jersey City	8	2	3	9	1	1	6	13	4	4
Joliet	1	3	0	1	1	1	2	3	2	0
Mobile	0	1	1	5	1	0	1	3	2	2
Norfolk	12	10	6	6	4	7	2	13	16	7
Oakland	11	3	2	4	1	1	1	11	3	2
Philadelphia	1	0	0	0	0	0	0	3	1	0
Piney Point	2	3	1	2	1	0	1	2	4	1
Puerto Rico	5	0	0	2	1	0	0	5	2	0
Tacoma	12	7	2	4	4	0	2	16	12	3
St. Louis	1	2	0	1	0	0	1	3	3	0
Wilmington	11	3	2	6	3	4	2	18	2	3
TOTALS	115	62	25	79	39	16	40	156	105	30

Steward Department										
Algonac	3	3	0	2	2	0	0	5	2	0
Anchorage	0	0	1	0	1	1	2	0	0	0
Baltimore	0	0	3	0	0	1	0	0	1	1
Fort Lauderdale	7	5	2	7	4	2	6	10	7	2
Guam	1	1	0	0	0	1	0	1	1	0
Harvey	3	0	0	5	0	0	0	3	1	0
Honolulu	3	2	1	3	0	1	1	7	3	0
Houston	11	4	2	8	5	1	3	20	4	1
Jacksonville	16	13	1	10	14	1	7	29	23	1
Jersey City	10	5	0	7	4	1	5	14	5	1
Joliet	1	1	0	1	0	0	0	2	1	0
Mobile	1	1	0	2	1	0	2	2	2	0
Norfolk	13	9	4	11	11	0	3	20	15	5
Oakland	13	7	1	9	2	1	1	18	9	3
Philadelphia	1	1	0	0	0	0	0	2	1	0
Piney Point	2	8	1	4	3	1	1	3	5	3
Puerto Rico	4	7	1	1	3	1	1	6	8	1
Tacoma	6	5	1	6	3	2	4	14	6	1
St. Louis	0	1	0	1	1	0	1	1	1	0
Wilmington	15	5	1	6	6	0	4	29	7	4
TOTALS	110	78	19	83	60	14	41	186	102	23

Entry Department										
Algonac	3	5	6	0	3	3	0	2	15	15
Anchorage	0	2	0	0	1	0	0	1	2	1
Baltimore	0	0	1	0	0	2	1	0	0	2
Fort Lauderdale	0	3	8	0	5	2	1	0	3	10
Guam	0	1	3	0	1	1	0	0	0	2
Harvey	0	2	2	0	1	3	0	3	2	2
Honolulu	0	2	1	0	1	1	0	1	6	1
Houston	1	8	13	1	7	7	6	3	18	26
Jacksonville	3	22	64	0	10	39	10	4	47	110
Jersey City	2	6	14	1	5	12	1	1	13	20
Joliet	0	0	1	0	2	0	1	0	0	3
Mobile	1	0	0	0	0	2	1	1	0	1
Norfolk	0	10	22	0	8	13	0	0	17	31
Oakland	1	4	5	0	1	0	0	1	8	10
Philadelphia	0	1	1	0	1	0	1	0	0	2
Piney Point	0	4	17	1	7	10	2	0	2	11
Puerto Rico	0	0	0	0	0	0	0	1	1	3
Tacoma	4	9	6	2	4	1	0	5	15	10
St. Louis	0	1	1	0	0	0	0	0	2	2
Wilmington	1	10	4	0	5	3	0	2	20	10
TOTALS	16	90	169	5	62	99	24	25	171	272

GRAND TOTAL:	435	340	256	328	238	150	184	731	538	373
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Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

ALASKAN NAVIGATOR (Alaska Tanker Company), February 8 – Chairman **Adel Ahmed**, Educational Director **Imran Khan**, Engine Delegate **Saddam Yahia**, Steward Delegate **Roberto Coronado**. Crew requested upgraded Wi-Fi to better maintain internet connection. Members applauded the new changes to medical benefits. Chairman reminded crew to be mindful of rules at the halls and on vessels. Educational director advised crew to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, and reviewed the requirements to sign up for courses. No beefs or disputed OT reported. Crew displeased with delays in medical reports from CHS. Members are reportedly having a hard time receiving communications and have not been receiving their “FFD” status on time to join vessels. Crew also discussed penalty pay.

MAERSK HARTFORD (Maersk Line, Limited), February 11 – Chairman **Hanapiah Ismail**, Secretary **Ali Matari**, Educational Director **Kelly Percy**, Engine Delegate **Troy Hubbard**, Steward Delegate **Christopher Coston**. Chairman thanked crew for working safely and reminded everyone to leave clean rooms for members who will be signing on. Secretary thanked everyone for separating garbage. Educational director encouraged crew to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Members requested increases in vacation time and a 10G data plan.

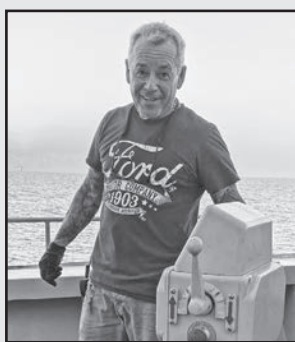
USNS BRUCE HEEZEN (Ocean Shipholdings, Inc.), February 18 – Chairman **Robert Natividad**, Educational Director **Terry Taylor**, Deck Delegate **Richard Flores**,

Steward Delegate **Charles Crawford**. Educational director urged crew to upgrade at the Paul Hall Center for Maritime Training and Education, which is affiliated with the SIU. Beef reported between bosun and OSI about bonus check requirements. No OT disputes reported. Members wished SIU President Emeritus Mike Sacco a wonderful retirement and gave a warm welcome to the SIU's new president, David Heindel. Crew reviewed repairs needed for galley. Vote of thanks given to chief cook for a job well done. If members take flights to ship that exceed twelve hours, rest is needed before signing on.

AMERICAN PHOENIX (Phoenix Crew Management) February 26 – Chairman **Charles Hill**, Secretary **Gamal Asaad**, Educational Director **Kevin Carraby**, Deck Delegate **Edward Gavagan**, Engine Delegate **Michael Garcia**. Crew discussed various concerns pertaining to getting timely reliefs. No beefs or disputed OT reported. Members very pleased with food provided by steward department. Crew requested faster internet service.

ALASKAN NAVIGATOR (Alaska Tanker Company), March 1 – Chairman **Adel Ahmed**, Secretary **Erwin Renon**, Educational Director **Imran Khan**, Deck Delegate **Nathaniel Rivera**, Engine Delegate **Saddam Yahia**, Steward Delegate **Nasr Almusab**. TVs have been installed in crew state rooms. Bosun talked about new contract. He went over the course schedule at the Paul Hall Center for Maritime Training and Education and advised crew to upgrade. Chairman discussed procedures available to mariners for expedited passport renewals, and thanked the steward department for

Aboard Perla Del Caribe



Many thanks to Chief Mate Doug Voss for these snapshots from the SIU-crewed TOTE vessel. The individual photo (bottom left) shows Re-certified Bosun Victor Nunez running mooring winches. Pictured in the fire fighting drill (top left) are SA Edna Bakhos, Oiler Eric Jackson, AB Julio Perez and AB Mark Smith. The remaining photo (above) includes QMED Ronaldo Quinones, AB Pedro De Jesus, SA Bakhos and Chief Steward Ingrid Ortiz prepping for lifeboat drills.



good meals. Steward department thanked crew for maintaining good housekeeping. Steward delegate reviewed shipping rules with members. If a mariner receives a job assignment and rejects it after 48 hours, their shipping registration card shall be forfeited for the next 60 days. No beefs or disputed OT reported. Crew still waiting for improved Wi-Fi service aboard ship. Members requested 30 for 30 vacation days, better dental and eye

care coverage and for all entry level positions to be at an equal pay scale. Next port: Long Beach, California.

HUDSON EXPRESS (Marine Personnel & Provisioning), March 6 – Chairman **Zeki Karaahmet**, Secretary **Dapiriye Oruamabo**, Educational Director **George Velez**, Deck Delegate **Melvin Smalls**, Engine Delegate **Fidel Pascua**, Steward Delegate **Milton Sivells**. Chairman

extended thanks to all departments and especially thanked the steward department. Crew discussed various shipboard conduct including interactions between officers and unlicensed personnel. Educational director recommended members upgrade at the Piney Point school as soon as possible. No beefs or disputed OT reported. Crew requested TVs in each room, a washer and dryer and coffee machines.

Know Your Rights

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

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

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

Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President 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

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

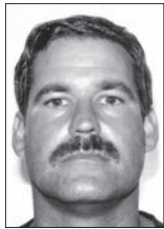
TAWRENCE ABRAMS

Brother Tawrence Abrams, 57, started his career with the union in 2001. He first shipped on the *Global Link* and sailed in the engine department. Brother Abrams upgraded often at the Piney Point school. He most recently sailed on the *Cape May* and makes his home in Baltimore.



STEPHEN ACKLEY

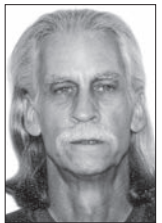
Brother Stephen Ackley, 62, joined the Seafarers International Union in 1978 and initially sailed aboard the *Delta Venezuela*. He upgraded at the Paul Hall Center on multiple occasions. Brother Ackley shipped in the deck department and also worked on shore gangs. He last worked



as the lead bosun on Matson's shore gang in Tacoma, Washington, and is a resident of Olympia, Washington.

ROBERT BOOMER

Brother Robert Boomer, 71, joined the union in 2006, initially sailing aboard the *Coastal Reliance*. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Boomer most recently sailed on the *Resolve*. He calls Mariposa, California, home.



CHARLES BROOKS

Brother Charles Brooks, 58, signed on with the SIU in 1986 when he sailed on the *USNS Desteiguer*. He shipped in the steward department and upgraded at the Paul Hall Center on numerous occasions. Brother Brooks' final vessel was the *Maersk Sentosa*. He resides in Bluefield, West Virginia.



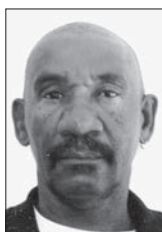
WILLIAM DOWZICKY

Brother William Dowzicky, 65, joined the union in 1978, initially sailing on an Alton Steamship vessel. He worked in the deck department and upgraded at the Piney Point school on several occasions. Brother Dowzicky most recently shipped on the *Cape Wrath* and makes his home in Kunkletown, Pennsylvania.



MICHAEL FUNK

Brother Michael Funk, 65, started sailing with the SIU in 1987 and first worked on the *Charles L. Brown*. He shipped in the deck department and upgraded at the Paul Hall Center in 1990. Brother Funk's final vessel was the *Gus W. Darnell*. He resides in Merrick, New York.



and first sailed aboard the *Cape Clear*. He upgraded at the Piney Point school on multiple occasions and sailed in the deck department. Brother Patterson's final vessel was the *Golden State*. He makes his home in Liberty, Mississippi.

KENNETH MARICH

Brother Kenneth Marich, 65, became a member of the union in 1988. A deck department member, he first sailed aboard the *USNS Assertive*. Brother Marich upgraded at the Piney Point school on numerous occasions. He last sailed on the *USNS Able* and lives in Wamsutter, Wyoming.



ALVIN MARTIN

Brother Alvin Martin, 68, joined the Seafarers in 2001. He initially sailed on the *Kenai* and was a member of the deck department. Brother Martin upgraded at the Paul Hall Center on multiple occasions. He most recently shipped on the *Alaskan Legend* and lives in Prairieville, Louisiana.



DOMINGO MARTINEZ REYES

Brother Domingo Martinez Reyes, 66, donned the SIU colors in 1990 when he sailed aboard the *Sealift Atlantic*. He sailed in all three departments and last shipped on the *Overseas Santorini*. Brother Martinez Reyes is a resident of Naples, Florida.



DIONICIO MEJIA

Brother Dionicio Mejia, 65, joined the union in 2001. A deck department member, he initially shipped on the *Mormacsun*. Brother Mejia concluded his career aboard the *Overseas Houston*. He resides in Cypress, Texas.



ANTHONY OBESEM

Brother Anthony Obesem, 67, signed on with the SIU in 2004. He first sailed aboard the *USNS Heezen* and worked in the deck department. Brother Obesem upgraded at the Paul Hall Center the same year he joined the union. He most recently shipped on the *Liberty Peace* and is a New Orleans resident.



FLOYD PATTERSON

Brother Floyd Patterson, 66, joined the Seafarers in 1991

CONRADO QUILAO

Brother Conrado Quilao, 65, started his career with the union in 2004, initially sailing aboard the *USNS Bowditch*. A steward department member, he last shipped on the *USNS Dahl*. Brother Quilao lives in Murrieta, California.



RANDY SNAY

Brother Randy Snay, 65, became an SIU member in 1982 when he worked with Michigan Interstate Railway. He upgraded at the Piney Point school in 2002 and worked in the engine department. Brother Snay's final vessel was the *Overseas Philadelphia*. He resides in Miami.



STANLEY WILLIAMS

Brother Stanley Williams, 65, began his career with the Seafarers International Union in 1979, initially sailing on the *El Paso Southern*. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Williams last shipped on the *Seabulk Trader* and calls Pearland, Texas, home.



GREAT LAKES

KEVIN HOLLENBECK

Brother Kevin Hollenbeck, 60, signed on with the SIU in 1984. He was employed by Luedtke Engineering for the duration of his career and sailed in the deck department. Brother Hollenbeck upgraded on numerous occasions at the Piney Point school. He settled in Frankfort, Michigan.



DAVE JARVIS

Brother Dave Jarvis, 65, started his career with the Seafarers in 1976 when he shipped on the *J.A.W. Igle-*

hart. He sailed in all three departments and last shipped aboard the *American Mariner*. Brother Jarvis makes his home in Alpena, Michigan.

INLAND

CURTIS CARRABY

Brother Curtis Carraby, 63, donned the SIU colors in 1981. He sailed in the steward department and worked with Delta Queen Steamboat Company for the duration of his career. Brother Carraby is a resident of La Place, Louisiana.

DAVID HENSON

Brother David Henson, 64, signed on with the union in 1979. He sailed in both the deck and engine departments. Brother Henson was employed with Crescent Towing & Salvage for his entire career. He makes his home in Covington, Louisiana.

GEORGE HOFMANN

Brother George Hofmann, 62, began sailing with the Seafarers International Union in 1981. He initially sailed aboard the *Long Lines* and was a deck department member. Brother Hofmann upgraded at the Piney Point school on multiple occasions. He last shipped on the *Dodge Island* and resides in Callahan, Florida.



DAVID JANKOWIAK

Brother David Jankowiak, 69, started his career with the SIU in 1971. He was employed by Moran Towing of Maryland for most of his career and upgraded at the Paul Hall Center on multiple occasions. Brother Jankowiak is a Baltimore resident.



DAVID LYTLE

Brother David Lytle, 67, joined the Seafarers in 2002 when he sailed with Crowley Towing & Transportation. He primarily sailed in the deck department and remained with the same company for the duration of his career. Brother Lytle resides in Gray, Louisiana.



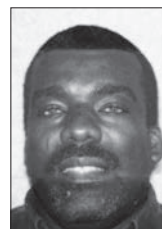
BRET MATTEI

Brother Bret Mattei, 62, became a member of the union in 1981. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Mattei worked for Crescent Towing & Salvage for his entire career. He calls Metairie, Louisiana, home.

RICKY MCCLENTON

Brother Ricky McClenton, 68,

began sailing with the SIU in 1971. He first shipped on the *Rob Trent* and primarily worked in the deck department. Brother McClenton upgraded at the Paul Hall Center on multiple occasions. He concluded his career aboard the *Liberty Island* and settled in Jacksonville, Florida.



CHRIS MCKAY

Brother Chris McKay, 62, signed on with the union in 1989. He first sailed with Stc Little Curtis Company. Brother McKay shipped in the deck department. He last sailed with Penn Maritime and makes his home in Scotland, Maryland.

JAMES MCNEIL

Brother James McNeil, 58, started his career with the SIU in 1984, initially working with Higman Barge Lines. He shipped in the deck department and upgraded at the Piney Point school in 1995. Brother McNeil's final vessel was the *Athena*. He lives in Orange, Texas.



ROBERT SADLER

Brother Robert Sadler, 59, joined the Seafarers International Union in 1991 when he worked for Virginia Pilot Corporation. He sailed in the deck department and continued to work for the same company for his entire career. Brother Sadler resides in Norfolk, Virginia.

LEE WALLACE

Brother Lee Wallace, 69, donned the SIU colors in 1979. A deck department member, he was employed with Crowley Towing and Transportation for the duration of his career. Brother Wallace is a resident of Sulphur, Louisiana.

NMU

PATRICK MCGAUGHEY

Brother Patrick McGaughey, 67, embarked on his SIU career in 1980. He shipped in the engine department and was last employed by Woods Hole Shipping. Brother McGaughey lives in Sandwich, Massachusetts.

TIMOTHY WATKINS

Brother Timothy Watkins, 65, began sailing in 1978. He was a member of the deck department and upgraded at the Paul Hall Center in 1981. Brother Watkins last worked with Boston Towing and Transportation. He resides in North Smithfield, Rhode Island.



Final Departures



DEEP SEA

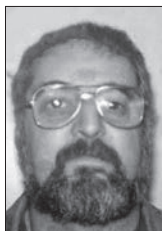
DANA BROOKS

Pensioner Dana Brooks, 64, passed away February 8. She signed on with the Seafarers International Union in 2001. A deck department member, Sister Brooks first sailed aboard the *Lykes Explorer*. She last shipped on the *Ocean Glory* in 2016. Sister Brooks began collecting her pension the following year and settled in New Orleans, her birthplace.



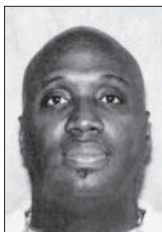
MICHAEL CLAPSHAW

Pensioner Michael Clapshaw, 80, died January 9. He started sailing with the union in 1978, initially working for Anchorage Tankship. Brother Clapshaw primarily sailed in the engine department. He concluded his career with American Service Technology and went on pension in 2007. Brother Clapshaw was a resident of Port Angeles, Washington.



ALPHONSO DIXON

Pensioner Alphonso Dixon, 66, passed away March 14. He joined the SIU in 1986 when he sailed on the *USNS Dutton*. Brother Dixon was a member of the steward department and last shipped on the *Mau*. He became a pensioner in 2016 and made his home in Alpharetta, Georgia.



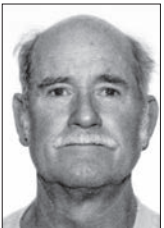
MITCHELL FRENCH

Pensioner Mitchell French, 66, died March 2. He began his career with the Seafarers in 1990. Brother French first shipped on the *Sealift Arctic* and was a member of the deck department. He last sailed aboard the *Horizon Kodiak* and retired in 2021. Brother French resided in Bellingham, Washington.



SALIM IBRAHIM

Pensioner Salim Ibrahim, 75, passed away March 31. A deck department member, he started sailing with the union in 1976. Brother Ibrahim's first vessel was the *Overseas Joyce*; his last, the *Maersk Ohio*. He



went on pension in 2012 and made his home in Kissimmee, Florida.

ABUBAKAR IDRIS

Pensioner Abubakar Idris, 71, died March 24. He signed on with the Seafarers International Union in 1997, initially sailing on the *Overseas Philadelphia*. Brother Idris was a deck department member and last shipped on the *Overseas Key West* in 2019. He began collecting his pension in 2022 and lived in Beaumont, Texas.



KONSTANTINOS KOSTOUROS

Pensioner Konstantinos Kostouros, 88, passed away February 16. Born in Athens, Greece, he donned the SIU colors in 1968. Brother Kostouros first shipped on the *Western Hunter* and worked in the engine department. He concluded his career aboard the *Frances Hammer* in 1999. Brother Kostouros became a pensioner the same year and settled in Fort Myers, Florida.



JOHN MARTH

Pensioner John Marth, 73, died March 8. He became a member of the union in 1968 and worked in the deck department. Brother Marth's first vessel was the *Volusia*; his last, the *Value*. He began collecting his pension in 2014 and lived in Newfoundland, Pennsylvania.



CARLOS PEREZ

Brother Carlos Perez, 57, passed away February 20. Born in Camden, New Jersey, he signed on with the SIU in 1990. Brother Perez was an engine department member and first sailed aboard the *Overseas Valdez*. He concluded his career aboard the *Steven L. Bennet* and was a resident of Crestview, Florida.



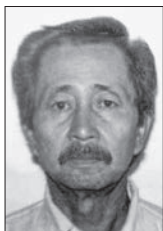
MARK RUHL

Pensioner Mark Ruhl, 68, died February 24. He was born in Washington, D.C., and joined the Seafarers International Union in 1974. Brother Ruhl first shipped on the *Yukon* and sailed in the engine department. He concluded his career on the *Cape Washington* in 1997. Brother Ruhl became a pensioner

in 2020 and made his home in Chevy Chase, Maryland.

MANUEL TAN

Pensioner Manuel Tan, 84, passed away March 17. Sailing first aboard the *Mobile*, he donned the SIU colors in 1980. Brother Tan sailed in the engine department and also worked on shore gangs. He most recently was employed by World Crane Services before going on pension in 2002. Brother Tan resided in Lancaster, California.



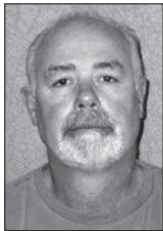
FERDINAND VINIEGRA

Brother Ferdinand Viniegra, 68, died November 18. He joined the union in 1997 when he sailed aboard the *USNS Gilliland*. Brother Viniegra was a member of the deck department. He last shipped on the *Mercury* and lived in Chester, Virginia.



JOHN WILLIAMSON

Pensioner John Williamson, 68, passed away March 17. Born in Boston, he signed on with the Seafarers in 1971. Brother Williamson sailed in the deck department. One of his first vessels was the *Sealand New-ark*. He last sailed on the *Pearl* and became a pensioner in 2017. Brother Williamson resided in Passadumkeag, Maine.



INLAND

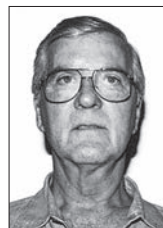
CONNIE PETERS

Pensioner Connie Peters, 82, died March 4. He joined the union in 1963 and initially sailed with Dravo Basic Materials. A deck department member, Brother Peters concluded his career with Higman Barge Lines. He went on pension in 1997 and called Iota, Louisiana, home.



WELDON POTTS

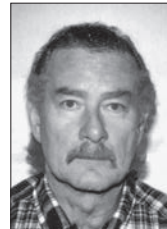
Pensioner Weldon Potts, 84, passed away March 19. He started his career with the SIU in 1966. Brother Potts worked in the deck department and was first employed by Higman Barge Lines. He last worked with Seabulk and became a pen-



sioner in 2000. Brother Potts lived in Orange, Texas.

WILLARD RANSOM

Pensioner Willard Ransom, 79, died March 21. He embarked on his career with the union in 1966 and shipped in the engine department. Brother Ransom worked with G&H Towing for most of his career. He retired in 2021 and resided in Pearland, Texas.



NMU

ROMULO DIAZ

Pensioner Romulo Diaz, 103, passed away February 8. Brother Diaz was born in Venezuela and started sailing in 1942. His first vessel was the *Spidole*; his last, the *Texaco Montana*. Brother Diaz became a pensioner in 1985 and settled in Garland, Texas.



WILLIAM DENNY

Pensioner William Denny, 92, died March 3. Brother Denny was born in Louisville, Kentucky. He joined the union in 1963 and first sailed aboard the *Pioneer Tide*. Brother Denny was a deck department member and concluded his career aboard the *American Hawaii*. He went on pension in 1987 and lived in Cheriton, Virginia.



WILLIAM HEILIG

Pensioner William Heilig, 79, died January 10. Brother Heilig sailed in the deck department, and last shipped aboard the *Greenpoint*. He retired in 2008 and made his home in Boston.

LARRY MANN

Pensioner Larry Mann, 83, passed away March 6. Brother Mann shipped in the steward department. He concluded his career aboard the *Cape Kennedy* before going on pension in 1997. Brother Mann lived in Kissimmee, Florida.

GEORGE MARTIN

Pensioner George Martin, 94, died March 13. A deck department member, Brother Martin last shipped on the *American Resolute* in 1986. He became a pensioner the following year and called Norfolk, Virginia, home.

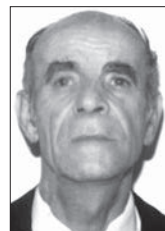
WILLIAM MOODY

Pensioner William Moody, 78, passed away February 10. Brother

Moody last sailed on the *Thompson Lykes*. He went on pension in 1998 and resided in Emporia, Virginia.

CHARLES POLK

Pensioner Charles Polk, 88, died January 11. Sailing in the deck department, he concluded his career aboard the *Adabelle Lykes* in 1988. Brother Polk made his home in New Orleans.



JOHN SLOAN

Pensioner John Sloan, 82, passed away February 14. He was a member of the steward department and concluded his career aboard the *Kittanning*. Brother Sloan became a pensioner in 1996. He was a Philadelphia resident.

ALEXANDRU TOLNACI

Pensioner Alexandru Tolnaci, 81, died February 7. He last shipped on the *Lykes Liberator* and worked in the engine department. Brother Tolnaci retired in 2006 and lived in Romania.

FREDERICK WOLFMAN

Pensioner Frederick Wolfman, 97, passed away February 21. He worked in the deck department and shipped on his final vessel, the *Almeria Lykes*, in 1989. Brother Wolfman went on pension the following year and settled in Houston.



GRAHAM WRIGHT

Pensioner Graham Wright, 92, died February 16. He shipped in the deck department and concluded his career aboard the *Cape Diamond*. Brother Wright retired in 1994 and lived in Perry, Florida.

WILLIAM WYLIE

Pensioner William Wylie, 75, passed away February 1. He concluded his career with Woods Hole Shipping and went on pension in 2012. Brother Wylie called Fairhaven, Massachusetts, home.

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

NAME	AGE	DOD
Cormier, Joseph	86	02/07/2023
Davis, Van	95	03/16/2023
Figueroa, Hermene	87	01/17/2023
Kenney, John	78	05/02/2021
Sanchez, Rafael	96	02/28/2023



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	June 5 July 17 August 28 October 23	June 23 August 4 September 15 November 10
Lifeboat/Water Survival	June 5 July 3 July 31	June 16 July 14 August 11
RFPNW	May 15 June 26 August 14	June 2 July 14 September 1
Fast Rescue Boat	July 17 August 28	July 21 September 1
Leadership & Management Skills	June 19	June 23
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 Department Upgrading Courses		
RFPEW	May 15 August 14	June 9 September 8
FOWT	June 12 October 2	July 7 October 27
Junior Engineer Program	June 5 August 21	July 28 October 13
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

Title of Course	Start Date	Date of Completion
Engine Department Upgrading Courses		
Welding	June 5	June 23
Engineroom Resource Management	June 12	June 16
Steward Department Upgrading Courses		
Certified Chief Cook	June 5 July 10 August 21 September 25 October 30 December 4	July 7 August 11 September 22 October 27 December 1 January 5
ServSafe Management	May 29 July 3 August 7 September 18 October 23 November 27	June 2 July 7 August 11 September 22 October 27 December 1
Advanced Galley Operations	May 22 July 31 October 16	June 16 August 25 November 10
Chief Steward	June 26 September 11 November 13	July 21 October 6 December 8
Safety/Open Upgrading Courses		
Combined Basic/Advanced Firefighting	June 5	June 9
Medical Care Provider	June 12	June 16
Basic Training Revalidation	May 22 June 2 June 19 July 14	May 22 June 2 June 19 July 14
Basic Training/Adv. FF Revalidation	May 15	May 19
Government Vessels	May 22 June 5 June 12 June 19 July 17 July 31	May 26 June 9 June 16 June 23 July 21 August 4
Tank Ship DL (PIC)	August 14	August 18
Tank Ship Familiarization DL	May 22 June 12 September 18	May 26 June 16 September 22
Tank Ship Familiarization LG	May 15 June 19 September 25	May 19 June 23 September 29

UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? ☐ Yes ☐ No

If yes, class # and dates attended _____

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

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

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

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #892 – Graduated March 24 (above, in alphabetical order): Abubakar Bockarie, Dayshaun Brown, Marc Joseph Dadich, Ricky Gamble Jr., Gregg Gethers, Dajah Gosha, Jon Kavanagh, Harry McKeever II, Cameron McNeil, Sara Mesa, Tyrone Simms and Danielle Vidal-Garrido.



Able Seaman Deck – Graduated March 17 (above, in alphabetical order): Paul Ackerman III, Spencer Bailey, Laura Bess, William Borders, Padgett Carpenter, Declan Gallagher, Juan Rigor Nogot McCakeren, Justin McClellan, Alexander Reay and Jaime Rios. Course instructor Dominic Hix is at the far right.

Paul Hall Center Classes



Tank Ship Familiarization DL – Graduated March 31 (above, in alphabetical order): Jamel Brown-Faulkner, Theodore Cash Jr., Esperanza Crespo-Guillen, Tyvesha Dixon, Christopher Marsh Emanuel, Torrie Florence, Renato Calditara Govico, Dwight Hunt Sr., Michael Marrero, Julio Cesar Martinez, Juan Rigor Nogot McCakeren and Samuel Tilles.



Combined Basic/Advanced Firefighting – Graduated March 10 (above, in alphabetical order): Patrick Dean, Lamonte McKinnon, Patrick Schoenberger and Edwin Velez. (Note: Not all are pictured.)



Small Arms – 9MM – Graduated March 16 (above, in alphabetical order): Tomas Merel, Deja Lashay Taylor and Robert Lee White III.



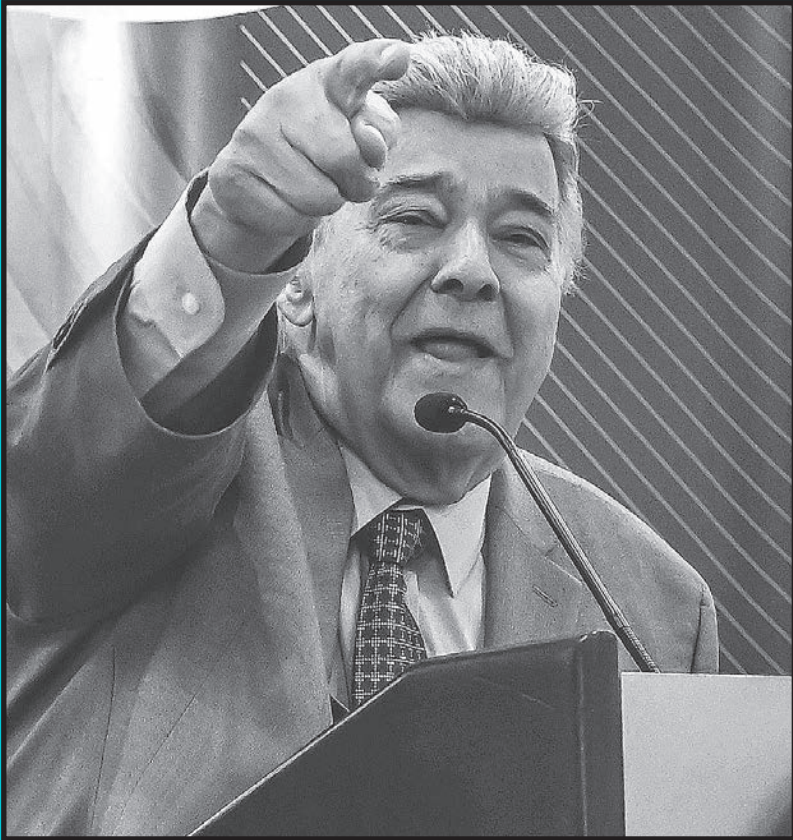
Certified Chief Cook Module 5 – Graduated March 24 (photo at left, in alphabetical order): Cris Arsenio, Kevin Bozis, Ervin Flynn, Ramon Hilerio Rosa, Austin Leamer, Raymond Murphy, Abraham Pena, Lenford Royes, Wilma Lunzaga Smith, Tyler Willette and Arkala Williams.



SEAFARERS LOG

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

**Paul Hall Center
Class Photos
Pages 18-19**



President Joe Biden Congratulates President Emeritus Sacco on Retirement



THE WHITE HOUSE
WASHINGTON

February 14, 2023

Mr. Michael Sacco
Davenport, Florida

Dear Michael,

I extend my warmest congratulations to you on your retirement from the SIU. It is my sincerest hope that you celebrate all the progress that has been made under your decades of leadership.

Throughout your career, you have worked tirelessly to empower unions, protect the rights of hardworking families, and promote an economy that works for all of us—all while creating good-paying union jobs. You have been a powerful voice for working people, and you have helped build a better America.

As you embark on this next chapter in life, I hope you take pride in all that you have accomplished. Please give my best to Sophie and the rest of your family.

Sincerely,



President Sacco is pictured (below) at the union's headquarters building shortly after taking office in 1988, and (above) at a Maritime Trades Department meeting in mid-February in Florida, which took place the week he retired.

Congressman Thompson Honors Retired SIU President Sacco

U.S. Rep. Bennie G. Thompson (D-Mississippi) entered the following remarks into the U.S. Congressional Record on March 22, 2023.

Mr. Speaker, I rise today to include in the Record the following proclamation honoring the career of Michael Sacco, who recently retired after serving for nearly 35 years as president of the Seafarers International Union.

Whereas, Michael Sacco recently retired following nearly 35 years as president of the Seafarers International Union; and

Whereas, Sacco is universally recognized throughout the American maritime industry as one of its most effective leaders; and

Whereas, his long list of noteworthy achievements includes helping secure enactment of the U.S. Maritime Security Program, leading the historic merger of the SIU and the National Maritime Union, powerfully defending the Jones Act, and protecting mariners' rights not only in the United States but also around the globe; and

Whereas, Sacco also had been the

longest-serving member of the AFL-CIO Executive Council, where his guidance proved beneficial to numerous other labor leaders; and

Whereas, Sacco also played a crucial role in helping develop the SIU's affiliated school – the Paul Hall Center for Maritime Training and Education – into one of the world's finest, most modern facilities for new and experienced seafarers alike; and

Whereas, Sacco proficiently promoted the success of his union's contracted companies, though never at the expense of his

own rank-and-file members; and

Whereas, Sacco's immense popularity both within the union and throughout the labor movement and the maritime industry reflected a healthy respect and admiration for his lifetime of service; now, therefore be it

Resolved, That the United States Congress salutes Michael Sacco for his work, his dedication, and his achievements. I appreciate everything he has done on behalf of the U.S. Merchant Marine, and I wish him the best in retirement.