

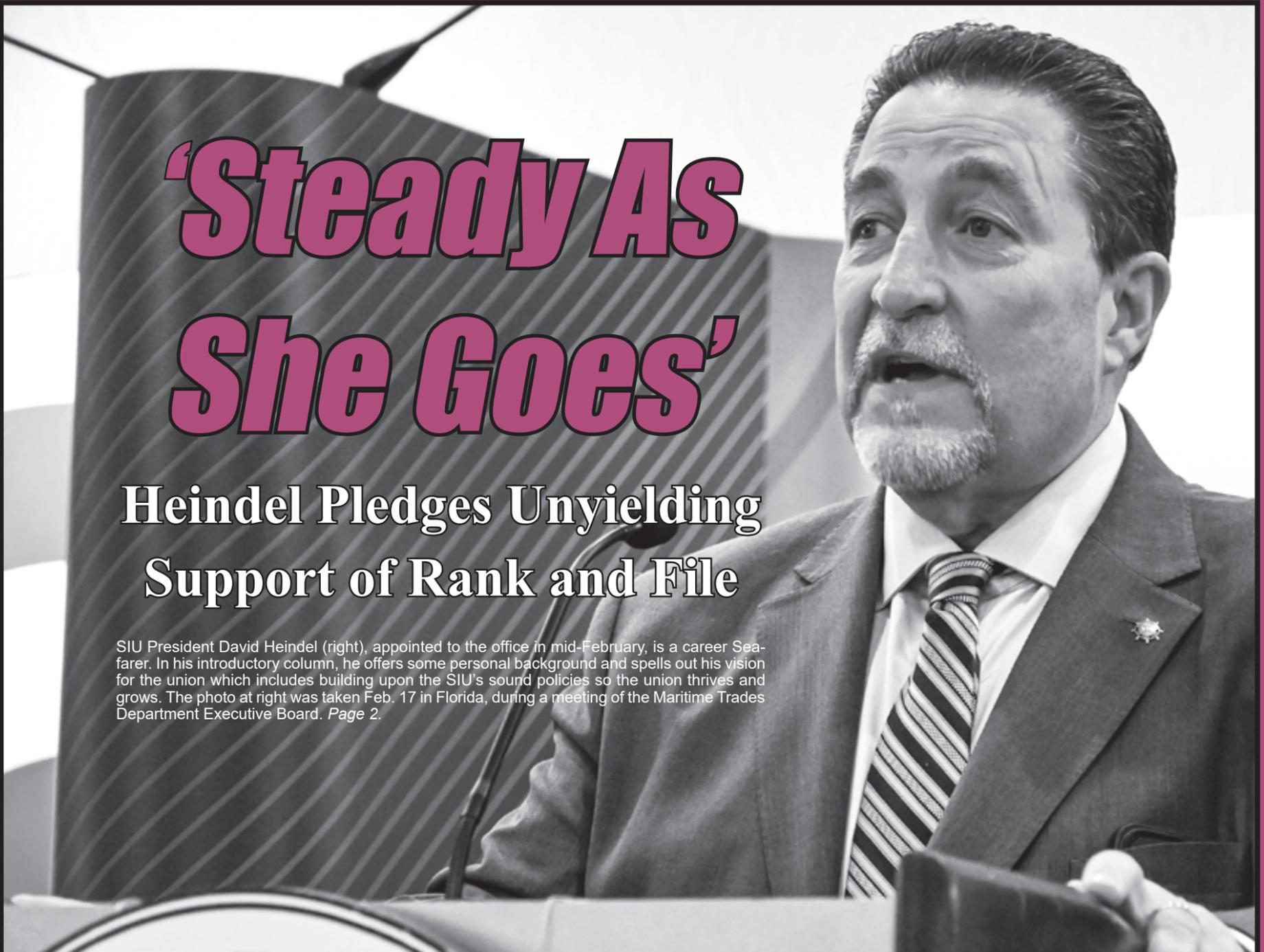
# SEAFARERS LOG

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

## 'Steady As She Goes'

### Heindel Pledges Unyielding Support of Rank and File

SIU President David Heindel (right), appointed to the office in mid-February, is a career Seafarer. In his introductory column, he offers some personal background and spells out his vision for the union which includes building upon the SIU's sound policies so the union thrives and grows. The photo at right was taken Feb. 17 in Florida, during a meeting of the Maritime Trades Department Executive Board. *Page 2.*



## SIU Crew Rescues 8 Migrants

Seafarers aboard the *ATB Legacy* (Crowley) recently saved eight Cuban migrants who'd been stranded at sea for nearly a month. The photos at right show the migrants' raft under a searchlight provided by a U.S. Coast Guard aircraft, and a closer view of the makeshift watercraft as it neared the ATB after dawn. *Page 4.*



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**Remembering Chet Wheeler**  
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# President's Report

## A Winning Team

Although I am new to the office of president, the SIU – along with my family – has been the focal point of my entire adult life, as many of you know. I started sailing as a teenager, eventually came ashore to work for the union, and am grateful to have enjoyed the membership's support which allowed me to remain part of this great organization for nearly 50 years.



David Heindel

Following in the footsteps of Mike Sacco is no easy task. However many accolades Mike receives for his 35 years at the helm as our president and his lifetime of service, he deserves all of those and more. He's truly one of a kind and he did a fantastic job.

Longtime Seafarers know what Mike has meant not just to us but to the broader U.S.-flag industry. In particular for those of you who are new to the SIU, be sure to take the time to read the tributes about Mike in this issue of the *LOG* and in last month's edition. They're worth your time and they'll help give you some appreciation for his work.

It's no overstatement to say that Mike stabilized the industry. He came in at a difficult time and began turning things around right away, even though it wasn't easy. Those of us who worked for Mike know that he was tough but fair. He demanded results, but he was reasonable.

Mike's charisma and energy are readily apparent to anyone who's met him. He always made himself available to talk with Seafarers. Something else that has always stood out to me is his foresight. His vision and determination were the foundations of so many key developments for the SIU, from being the industry's spokesperson for the Maritime Security Program to updating our hiring halls to merging with the NMU to constantly modernizing Piney Point and so much more.

While Mike and I have different styles, his policies will continue in my administration. Mike designed a winning model and put together a winning team. I'm not about to fix something that isn't broken. At the same time, I of course will bring my own vision and my own approach to the office. And don't think for a minute that I'm too proud to call Mike if I need advice. He is the ultimate lifeline, and I'm grateful to know he's available.

Throughout my entire time with the SIU, I've always believed that the first priority of every official should be supporting the rank-and-file members. You have my pledge that I will continue doing so to the best of my ability – and we will get the job done. We will stay on our toes and we'll win the battles so that Seafarers can continue working on American-flag vessels.

Many of you know about our current challenges. Manpower is at the top of that list, and of course that's not just for our union or our industry but for so many different occupations around the world. We are formally recruiting all over the country, but word of mouth is still effective. Please keep an eye out for the next generation of prospective members. Bring them to the halls and show them what we're all about.

Something else we've been working on is new job opportunities in the wind-energy sector. This may sound like a far-off development but it's actually here now. I think this sector will be vital for us moving forward, and that's why we've been involved and we'll remain involved.

Brothers and sisters, I am grateful for the opportunity to lead our union, but I also know that it'll continue to be a team effort. We are, as always, stronger together, and at the same time I will work day and night to keep the SIU strong.

# Mendonca Delivery Highlights U.S.-Flag Sealift Capabilities

A recent mission involving the SIU-crewed *USNS Mendonca* demonstrated the solid reliability and vital capability of U.S.-flag sealift operations.

The *Mendonca* – a large, medium-speed, roll-on/roll-off vessel (LMSR) operated by Ocean Duchess for the U.S. Military Sealift Command (MSC) – delivered more than 1,200 vehicles and pieces of equipment, including M1 Abrams main battle tanks, Bradley infantry fighting vehicles and a range of wheeled vehicles belonging to the 2nd Armored Brigade Combat Team, 1st Calvary Division deployed to Europe, at the port in Vlissingen, Netherlands. The delivery was part of an ongoing mission known as Atlantic Resolve.

AB **Jeremy Smoot** told the *LOG*, "It was a long trip, essentially a 60-day trip. We went from the U.S. to Europe, then across to the Middle East, back to Europe and then headed back home to the U.S. We were able to visit ports not normally visited by commercial U.S.-flag ships, such as Riga, Latvia and Vlissingen, Netherlands. We were met with some adversities, including the Wi-Fi being controlled and only a few members having access at all times. Despite the communication issues, all of the crew members were proud to do our part in supporting our military, as well as allied military missions."

SIU members sailing aboard the *Mendonca* during the operation included: Recertified Bosun **Christopher Janics**; Bosun **Hector Cumba Concepcion**; ABs **Ibrahim Abubaker**, **Antonio Donald**, **Shawana Mills** and **Smoot**; QE4s **Vincent Freeman**, **Tommy McGahe** and **Randy Pearson**; QEE **Nakesha Miller**; GUDEs **Ashanty Castillo**, **Joseph Hendricks** and **Jamil Wright**; Oilers **Emmanuel Adeoti**, **Tracy Mitchell** and **Emmanuel Nuez**; Wipers **Richard Gould** and **Donnell Marsh**; OS **Ronnie Brickhouse**, **Leroy Chatman** and **Tito Mallory**; Chief Cook



U.S. soldiers in the Netherlands scan military vehicles that were part of a cargo of more than 1,250 items safely transported by the SIU-crewed *Mendonca*. (U.S. Army Photo by Staff Sgt. Daniel Yeadon)

**Korey Jackson**; Steward/Baker **Eileen Mendiola**; Storekeeper **Lally Manalo**; SAs **Makesa Jones** and **Lavon White**; and ACU **John Reid**.

"We appreciate the Netherlands' strong dedication to enhancing military mobility," said 21st Theater Sustainment Command Commanding General Maj. Gen. James Smith. "A strong NATO ally with excellent port facilities and infrastructure, today's operation once again demonstrates our ability, with host nation support, to rapidly deploy equipment and personnel into and across the European continent."

According to MSC, "Soldiers from 21st TSC's 260th Movement Control Team, in coordination with the 598th Transportation Brigade (Surface Deployment and Distribution Command), hosted nation support and commercial organizations, discharged the vehicles and equipment, efficiently executing its reception, staging and onward movement (RSOM).

Additionally, according to 260th MCT Commander Capt. Karl Bliven, Vlissingen's facilities and the Netherlands' infrastructure make it possible to rapidly offload an entire brigade's worth of equipment and quickly stage it for transport through-

out the European theater.

"Once the vehicle gets offloaded from the ship, we as an MCT use what is called a DRAM (Distribution Retrograde Adaptive Planning and Execution Management) tablet to scan the military shipping labels on these vehicles," said Bliven. "This will ensure that we know all the information relating to the vehicle and that it gets on the correct truck, barge or train to get to the final location. It's important that we do this smoothly and safely to allow for the equipment to arrive ready, in terms of maintenance, and in the most efficient way possible."

Dutch Sea Port of Debarkation Commander, Lt. Col. Peter van Dorst, said experience working with the U.S. Army at Vlissingen is paying dividends, as this is the fourth time the port has supported an Atlantic Resolve rotation.

"As a representative of the 13th Light Brigade from the Netherlands, we enjoy working together," said van Dorst. "Cooperation with [598th] SDDC, 21st TSC and members of the 2nd Armored Combat Brigade is going very well. The Dutch military are already showing their experience in an operation like this, and it is going better each time."

## Union Leaders Meet with Lula



The AFL-CIO on Feb. 10 hosted President Luiz Inácio Lula da Silva of Brazil (left) for a discussion with officials from the federation and its affiliates, including the SIU. He's pictured with then-SIU Secretary-Treasurer David Heindel (who has since been appointed as the union's president). Following the meeting, AFL-CIO President Liz Shuler stated, "Lula has spent his entire life fighting for the working class as both a union and political leader.... The significance of today's meeting is heightened as a momentous step forward in the longstanding bond between our two movements. Four years ago, while Lula was wrongfully imprisoned, the late AFL-CIO President Richard Trumka traveled to the country's federal police building to demand justice and organize for Lula's release. We stood by him then and we will continue to stand alongside Lula, his Workers' Party and the Brazilian labor movement in their fight to defend democracy and build a better world for working people."

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

# PRO Act Introduced in Congress Again

## Legislation Aims to Boost Workers' Rights

A bipartisan group of legislators on Feb. 28 introduced a comprehensive proposal to protect workers' right to come together and bargain for higher wages, better benefits, and safer workplaces.

The bill, dubbed the Richard L. Trumka Protecting the Right to Organize (PRO) Act of 2023 (H.R. 20), was introduced in the House of Representatives by U.S. Rep. Bobby Scott (D-Virginia), ranking member on the Committee on Education and the Workforce. Scott was joined by U.S. Rep. Brian Fitzpatrick, (R-Pennsylvania). The Senate companion bill was proposed by Sen. Bernie Sanders (I-Vermont), who serves as chair, Committee on Health, Education, Labor, and Pensions.

"Congress has an urgent responsibility to ensure that workers can join a union and negotiate for higher pay, better benefits, and safer workplaces," said Scott.

"Passing the PRO Act is the most critical step we can take this Congress to achieve that goal," he continued. "I urge my House and Senate colleagues on both sides of the aisle to join me in advancing the most significant update for workers' labor organizing rights in more than eight decades."

"At a time of massive income and wealth inequality, when too many workers are falling further and further behind, we need to make it easier for workers to exercise their constitutional right to form a union and collectively bargain for better wages, benefits, and working conditions," said Sanders.

"We need to hold CEOs accountable for flagrantly violating labor laws, illegally firing pro-union workers, and closing down pro-union shops," the Vermont senator continued. "If we are going to reverse the 40-year decline of the middle class, reduce the widening gap between the billionaire class and everyone else, and take on the unprecedented level of corporate greed in America, we have got to rebuild the trade union movement. That is what the PRO Act is all about and I am proud to be introducing this bill in the Senate."

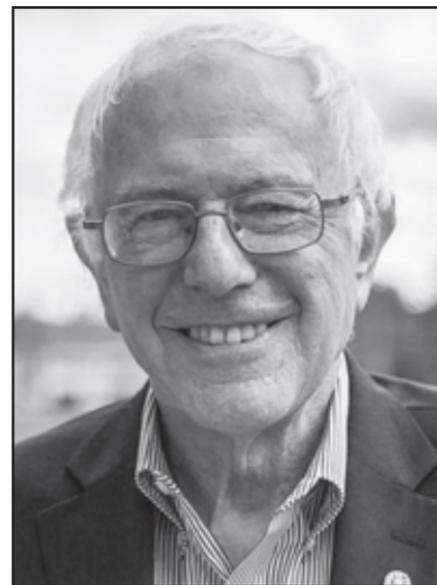
"The PRO Act is how we level the playing field," AFL-CIO President Liz Shuler said in a statement. "It is how



U.S. Rep. Bobby Scott  
(D-Virginia)



U.S. Rep. Brian Fitzpatrick  
(R-Pennsylvania)



Sen. Bernie Sanders  
(I-Vermont)

we stop the intimidation, the lies. This is how we let workers, not wealthy corporations, decide for themselves if they want the power of a union."

Named after the late labor leader and longtime friend of the SIU, the Richard L. Trumka PRO Act, would protect the basic right to join union. According to the Economic Policy Institute (EPI), the bill, if passed into law, would:

#### Give workers more control

Under the PRO Act, workers and the National Labor Relations Board, not employers, control the timing of union elections and employers can't force employees to attend anti-union meetings.

#### Impose real penalties when employers break the law

According to the proposed legislation, employers and corporate executives would be penalized for illegally retaliating against workers trying to organize, and workers would get monetary damages or other remedies if they are illegally fired or harmed; fired workers must also be reinstated while their cases are pending.

#### Create a roadmap to a first contract

Terms of the new bill state that employers and workers have a set process to follow to negotiate a first union contract, and if they can't reach an agreement, they go to binding arbitration.

#### Strengthen the right of workers to strike

Under the PRO Act, employers are prohibited from permanently replacing workers when they strike, and workers are no longer banned from engaging in so-called "secondary" activity, such as boycotts, seeking leverage in negotiations.

#### Crack down on worker misclassification

Details of the new bill specify that workers can't be wrongly deprived of their organizing and bargaining rights by being misclassified as supervisors or independent contractors.

The move to pass the PRO Act comes on the heels of a year that was characterized by an unprecedented spike in strike activity by organized labor and historic public support for unions. A recent Gallup poll showed that more than 70% of Americans approve of labor unions and many workers want to have them in their

workplaces. Yet, overall union membership has waned in recent decades.

The decline is due in part to the decades-long, systematic attack on foundational labor laws that has created a hostile environment for workers seeking to organize. An EPI analysis found that employers were charged with violating federal law in 41.5% of union election campaigns, by firing, threatening, or otherwise retaliating against workers who dared to come together in their workplaces to bargain collectively. The penalties for violating current labor law are not sufficient to deter employers from infringing on workers' rights under the National Labor Relations Act. The PRO Act is needed to restore the basic rights of workers to organize their workplaces and bargain collectively for better pay, benefits, and working conditions, advocates say.

The PRO Act passed the House in both 2020 and 2021 but never reached the floor for a vote in the Senate. In that chamber, the legislative filibuster requires at least 60 votes to pass most bills. Last year, Sens. Kyrsten Sinema (I-Arizona), Mark Kelly (D-Arizona), and Senate Republicans refused to back the bill.

## ITF Reinforces Support For Ukrainian Mariners

The International Transport Workers' Federation (ITF) Seafarers' Trust has awarded another humanitarian grant to Mortrans, part of the Marine Transport Workers' Union of Ukraine (MTWTU), "for financial support for seafarers and their families in need during the ongoing conflict."

The ITF Seafarers' Trust made the announcement in late February.

"When Russia invaded Ukraine on Feb. 24, 2022, the Trust was swift to send an emergency grant for essential medical support for seafarers and their families caught up in the conflict," the organization noted in a news release. "We followed up with a transportation project to enable families to make the hard decision to escape from danger and have some breathing space to decide on their future plans. The collaboration with MTWTU and V-ships allowed around 500 family members to travel to Romania and stay for a week in hotel accommodation with meals and advice provided. The Canada Steamship Line also contributed funds to this initiative."

The release added, "Today the conflict continues creating untold misery for the Ukrainian people as a whole and specific challenges for seafarers inside the

country, unable to pursue their maritime careers and earn an income for their families."

SIU President David Heindel, who also serves as chair of the ITF Seafarers' Trust, said, "It is vital to recognize the sustained economic and psychological damage caused by the acts of aggression against civilians and the country's infrastructure. We must do all possible to support the fortitude and morale of the Ukrainian people. The Trust is on standby to support MTWTU in its tireless work to protect the livelihoods and wellbeing of the seafarers and their families."

MTWTU Chairman Oleg Grygoriuk said, "We are proud to be part of an international family that trusts in us to deliver for our members and for all Ukrainian maritime workers. We are convinced that we will succeed in the end and emerge in a stronger position than ever before. We could not imagine that we would be at war in the 21st century but the world has seen the resilience of the Ukrainian people and we are counting on our friends to go the distance with us."

The ITF Seafarers' Trust is a UK charity established in 1981.

## SIUNA Announces New Appointments

The Seafarers International Union of North America (SIUNA) Executive Board on March 7 unanimously approved several new appointments.

During an online meeting, the board named David Heindel as the SIUNA's new president; Tom Orzechowski as secretary-treasurer; and Todd Brdak, Mike Given and Jeff Richards as vice presidents. Brdak fills Orzechowski's old position, while Given replaces the recently retired Jim Given. Richards succeeds the recently deceased Joe Gremelsbacker. There are four-and-a-half years left on their respective terms.

The SIUNA's autonomous affiliates include the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Wa-

ters; the American Maritime Officers; the Marine Firemen's Union; the Sailors' Union of the Pacific; the Seafarers Entertainment and Allied Trades Union; the Seafarers International Union of Canada; the United Industrial Workers; the Sugar Workers Union; the Industrial, Professional, Technical Workers International Union; and others.

In addition to the aforementioned officers, the SIUNA board includes the following vice presidents: Paul Doell, Nicole Walsh, Anthony Poplawski, Dave Connolly, Nicholas Celona, Dean Corgey, Nick Marrone, Joseph Soresi, Augie Tellez, George Tricker, Pat Vandegrift, Marcus Woodring, Monte Burgett, Karen Horton-Gennette and Laura Lopez.



A few crew members are pictured with most of the men they helped rescue. AB Thomas Tramutola is at front left, Chief Mate James Steltzlen at far right, and AB Jarred Moylan in the back, fourth from left among those standing.

## ATB Legacy Crew Rescues 8 Migrants in Gulf Of Mexico

Rescues at sea are nothing new for long-time SIU member AB **Donnie Collins**, but that doesn't mean he takes them lightly.

That point was reinforced March 1 when Collins and his fellow Seafarers aboard the Crowley-operated *ATB Legacy* saved eight Cuban migrants who'd been stranded at sea aboard a makeshift raft for nearly a month. The rescue took place in the Gulf of Mexico, approximately 145 miles south of Southwest Pass, one of the channels at the mouth of the Mississippi River.

"They said they had left Cuba on Feb. 2, supposedly to go to Mexico," recalled Collins, a 33-year SIU member who'd previously assisted in three other rescues. "They figured it would take them five days. When we found them, they thought they had been at sea for 18 days. We told them, no, it's March 1."

Taking part in the rescue were Capt. **Gus Cramer**, Chief Mate **James Steltzlen**, Second Mate **Brett Stepanski**, Third Mate **Devon Haffner**, AB/Tankermen Collins, **Thomas Tramutola**, **Jarred Moylan** and **Dominique Calvy**, Chief Engineer **Cle Popperwill**, First Assistant Engineer **William Ziadeh**, Second Assistant Engineer **Andrew Burns**, Third Assistant Engineer **Joseph Krajnik**, and Cook **America Cacho**.

"The crew did an excellent job," Cramer said. Collins and Stepanski were on watch at approximately 1:30 a.m. when they spotted a flashing light.

"I went outside and could hear someone screaming," said Collins. "I yelled to them that we'd be coming back."

The *Legacy* approached the raft while contacting the U.S. Coast Guard; the agency then dispatched an aircraft. Cramer later determined



The SIU-crewed *ATB Legacy* nears a makeshift raft carrying eight migrants.



Some of the rescued individuals rest and eat aboard the *ATB*.

that the most prudent means of bringing the migrants aboard was to deploy a pilot ladder on the vessel's barge.

"The seas were getting bigger, and [the migrants] weren't going to make it to the next night, the way we saw it," Collins recalled. "You could tell they were grateful when they came aboard. They said they'd originally had an engine on the raft, but lost it."

"When we got really close to them, we were going to hand them supplies and food, but it was obvious to me that the raft was in pretty bad shape," Cramer said. "We weren't going to leave them out there; we were going to get them on board."

Cramer noted that the original estimated time of arrival for the Coast Guard cutter that had been dispatched was upwards of 14 hours.

The eight males told the *Legacy* crew that they had survived largely by grabbing food scraps from the water (available perhaps because of the large number of cruise ships in those waters). With Cacho and Ziadeh serving as interpreters, they mentioned that numerous vessels had passed them.

"They were in pretty bad shape," Collins added. "We weren't sure if they'd have the strength to climb up the ladder. Once they were aboard, we fed them, gave them liquids, and mustered up some old coveralls and rubber boots. They didn't have shoes."

As a safety matter, the *Legacy* personnel also searched the migrants for contraband (and found none).

"You always have to double-check people," Collins said. "You don't know who you're dealing with, so you have to be safe."

Roughly 10 hours after the migrants boarded the *Legacy*, they were transferred to a Coast Guard vessel. The transfer only took about 45 minutes, Cramer said.

Reflecting on the experience, Collins stated, "We all felt great about helping. A lot of us were probably emotional about it, because people don't understand that others are desperate to leave that country and its totalitarian system.... If the one migrant didn't have an LED flashlight, he'd have never been seen."



Tom Donahue speaks at a Maritime Trades Department gathering in 1995.

## Labor Movement Mourns Passing of Tom Donahue

AFL-CIO President Emeritus Thomas R. Donahue, one of the most influential leaders of the postwar labor movement, died Feb. 18 in a Washington, D.C., hospital at the age of 94.

Donahue served as secretary-treasurer of the AFL-CIO under Lane Kirkland, who led the national labor federation for 16 years. He was AFL-CIO president from August to October 1995.

"Tom Donahue was a good man and a strong fighter for all working people," stated SIU President Emeritus Michael Sacco. "Tom was someone you could count on. You always knew where he stood and that was on the side of workers."

The Bronx, New York-born Donahue began his labor career as a part-time organizer with the Retail Clerks International Union in New York City. He joined the Building Service Employees International Union in 1960. From 1967 to 1969, he was Assistant U.S. Labor Secretary.

In 1973, then AFL-CIO President George Meany tapped Donahue to be his executive assistant. When Meany retired in 1979, Donahue said, "My hopes for the labor movement are growth, dynamism, militancy."

One of his most often quoted remarks was "The only effective answer to organized greed is organized labor."

AFL-CIO President Liz Shuler and Secretary-Treasurer Fred Redmond released the following joint statement on Donahue's passing:

"We are deeply saddened by the loss of former AFL-CIO president Tom Donahue and extend our condolences to his family, friends and loved ones.

"Tom was an innovator, intellectual and a visionary labor leader who was ahead of his time. Long before the future of work and the impact of technology on workers became a robust policy debate, Donahue was creating a blueprint for unions that encouraged experimentation with new approaches and technology to expand worker organizing and increase the labor movement's influence.

"That blueprint served as a guide that still influences union innovation today. He was a brilliant strategist who had the keen insight to foreshadow challenges and opportunities workers would face well into the future, and our movement is much better for it today.

"In a career that spanned six decades starting as a part-time organizer with the Retail Clerks International Union in New

York City and rising to secretary-treasurer and president of the AFL-CIO, Donahue put every ounce of his being into the labor movement he loved from the moment he joined it. A tireless champion of organizing, he helped create the AFL-CIO Organizing Institute which opened doors for a new generation of organizers. Throughout his distinguished career as an organizer and labor leader, Donahue always pushed the labor movement to embrace innovation and change to keep propelling workers forward.

"Donahue's influence extended well beyond our nation's borders. He served as chairman of an advisory group on labor and diplomacy with Secretaries of State Madeline Albright and Colin Powell, powerfully advancing the cause of democracy and ensuring the link between anti-democratic movements and worker oppression was clear to leaders here and abroad. He helped lead the labor movement's support for the independent Polish trade union Solidarnosc in the 1980s and was a vocal critic of oppression in any form, leading a call for unions to boycott apartheid-era South Africa.

"Throughout his legendary career, he never forgot his roots in the Bronx. His father was a union deckhand with the Staten Island Ferry, giving him an early education in the movement that would shape his life. He believed deeply in the collective power workers wield when we have a union on the job. Everyone in the labor movement who knew Donahue respected both his absolute commitment to working people and his formidable intellect. All of us in the labor movement today in a new age of organizing and technological change stand on his shoulders. "Our thoughts are with his wife Rachelle, daughter and grandchildren during this difficult time."

Donahue leaves behind his wife of nearly 44 years, Rachelle Horowitz; his daughter, Nancy Donahue (Tom Fogarty), and six grandchildren: Matt Fogarty, Kerry Fogarty (Kevin Carrig), Kate Fogarty, Erin Donahue, Megan Donahue, and Mary Clare Donahue, and their mother, Emily Donahue. He was preceded in death by his son, Thomas Reilly Donahue III, in 2018.

Donahue's funeral mass was held March 2 at Our Lady Queen of Peace Catholic Church in Arlington, Virginia. He was interred March 4 at Gate of Heaven Cemetery, Hawthorne, New York.

# President Joe Biden Nominates Julie Su To Become Next U.S. Secretary of Labor

President Biden in early March nominated another pro-union individual to head up the U.S. Department of Labor (DOL).

Following the news that Labor Secretary Marty Walsh (a lifelong trade unionist) is leaving his post for the top job at the National Hockey League Players Association, Biden nominated Deputy Secretary Julie Su to succeed him.

During a press conference announcing the nomination, Biden stated, "Julie knows in her bones [that] the people who get up

every morning and go to work and bust their necks just to make an honest living deserve someone to fight on their side to give them an even shot.... Julie has spent her life fighting for that vision, her entire professional career.

He added that at the DOL, Su has "led the effort to ensure jobs of high-growth industries like semiconductor manufacturing, broadband, healthcare, and so much more – making sure they're good-paying jobs, high-quality jobs, and union jobs. Union jobs."

Biden stressed that using union labor ultimately saves employers money by having well-qualified workers and less turnover. He also pointed out that Su, like Walsh, comes from a union family.

At the same news conference, Su stated, "I believe in the transformative power of America, and I know the transformative power of a good job. I know because it was the kind of job that my mom got that had predictable hours, paid sick leave, health benefits, a secure income, and a pension when she retired. A union job that gave my parents a path to the middle class and gave our family the kind of breathing room that the president talks about."

She continued, "We have never had a president who has made workers, worker wellbeing, and worker power so central to his vision of a strong nation and a strong economy. Mr. President, when you said you wanted to be the most pro-worker, pro-union president in history and restore decency and build the middle class, I said, 'Sign me up for that.' I want to help do that, and it has been my honor to be the Deputy Secretary. Those shared values are what I will work to make real every day."

At press time, the Senate had not set a date for Su's confirmation hearing.

Senate Labor Committee Chairman Bernie Sanders (I-Vermont) noted, "I'm confident Julie Su will be an excellent Sec-



President Biden (left) introduces Deputy Secretary of Labor Julie Su at a White House news conference. (Photo courtesy White House)

retary of Labor. I look forward to working with her to protect workers' rights and build the trade union movement in this country."

AFL-CIO President Liz Shuler said, "From her beginnings protecting immigrants and other vulnerable workers, to fiercely combatting wage theft and abuse of low-wage workers in California, to her leadership [at DOL], Su distinguished herself as a principled fighter for the basic rights of every worker, no matter where we're from or what kind of work we do. At this pivotal moment in history, that's precisely the leadership America's working people need in their next Secretary of Labor."

Walsh issued the following statement before Su's nomination became official: "I am grateful to President Biden for announcing his intent to nominate my dear friend and colleague, Deputy Secretary

Julie Su, to succeed me as U.S. Secretary of Labor. Julie has been a true partner in leading the Department of Labor, and her drive and vision have been central to everything we have achieved over the past two years.

"As Deputy Secretary, Julie's achievements – prioritizing rights and protections for the most vulnerable workers; driving our equity work; attracting diverse, world-class talent into public service; modernizing workforce development and unemployment insurance systems; and deepening our engagement with state and local governments – have been broad and deep.

"She is a lifelong champion of America's workers, and I have the utmost confidence in her ability to sustain the work of the department and advance the President's vision of an economy that puts workers first and leaves no one behind."



SIU Assistant VP Mike Russo (center) is pictured earlier this year with U.S. Secretary of Labor Marty Walsh (right) and Deputy Secretary Julie Su during a gathering at a Houston-area union hall.

## State Department Provides Passport Update for Mariners

The following communication has been issued by the U.S. Department of State. It also is available on the SIU website.

### Updated Notice to Mariners With International Voyages

To ensure timely service for mariners, Passport Services provides the following streamlined passport renewal provisions. These provisions are subject to change.

#### Qualifications

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at <https://travel.state.gov/content/travel/en/passports/have-passport/renew.html>); and
- Have a current passport that is expired or expiring in 7 months or less.

#### Application and Mailing Instructions

1. Applicants must submit the following:
  - DS-82 application completed, signed, and dated. Please use the online form filler tool to fill out and print your form: <https://pptform.state.gov>. This tool produces a barcode to help us process your application faster;
  - Passport photograph taken within the past six months;
  - Current passport;
  - Copy of Merchant Mariner Credential (MCC), front and back.
- A check or money order in the amount of \$209.53

made payable to U.S. Department of State if applying for a passport book only. If applying for both the passport book and card, the total fee is \$239.53. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit [travel.state.gov](https://travel.state.gov)).

- Letter from supervisor on company letterhead or your U.S. mariner's union.
2. The supervisor letter should include the following details:
    - Applicant's full name;
    - Printed name and title of applicant's supervisor or mariners' union representative;
    - Supervisor's or union representative's signature; and
    - Date the letter was issued.
  3. Applications must be sent by traceable overnight delivery service to:
 

El Paso Passport Agency (PPT/EP)  
44132 Mercure Circle, PO Box 1073  
Sterling, Virginia 20166 – 1073  
Attention: Mariner Program

#### Service Expectations

Completed passports will be mailed using a 1-2 day delivery service. Please be sure the application includes a physical U.S. mailing address and not a P.O. Box. Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

#### Requesting a Second Passport

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: <https://travel.state.gov/content/travel/en/passports/have-passport/second-passport-book.html>

Following are the two options for applying for a second passport.

#### Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must also include:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special procedures); and
- Include payment for both applications in a single check totaling \$419.06 (\$209.53 per application).

#### Option 2: Requesting a Second Passport without Submitting a Current Valid Passport

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at [travel.state.gov](https://travel.state.gov). To apply at a passport acceptance facility, applicants need:

- Completed (not signed) DS-11 application;
- Passport photograph;
- Photocopy of their 10-year passport data page;
- Signed statement of need for a second passport as outlined on our website;
- Payment of \$209.53 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$19.53 for 1-2-day return delivery; and
- Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see <https://iafdb.travel.state.gov>. Please note that many passport acceptance facilities require customers to schedule an appointment ahead of their visit.

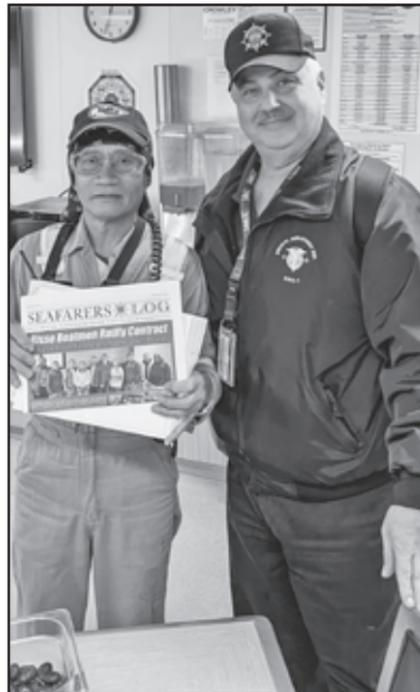


**ABOARD USNS BUTTON** – Seafarers aboard the Crowley-operated vessel gathered for this shipboard photo in Guam, and they also extended thanks and congratulations to recently retired SIU President Michael Sacco “for all he’s done with the SIU. We wish him all the best. We would also like to congratulate new SIU President David Heindel.” Pictured are (front, from left) SA Abdulhamed Musa, SA Lashay Creekmore, Bosun Franz Eder and SIU Port Agent Victor Sahagon. In the back are (from left) AB Noel Gemo, Recertified Steward Edwin Bonefont, AB Nicholas Selle, AB Rhiannon Buttrum, AB Douglas Vaughn, OS Kaylah Hill, AB Montavis Harold and OS Charles Catunao.

## At Sea and Ashore with the SIU



**ABOARD TANKER LOUISIANA** – Pictured above in the galley of the Intrepid Personnel and Provisioning vessel are (photo at left, from left) Chief Steward Matthew Conyac and Chief Cook Yolanda Martinez. The photo at right includes Bosun Pablo Borja (left) and SIU Tacoma Safety Director Duane Akers.



**AT THE SAN JUAN HALL** – Chief Cook Eliezer Estremera (right) receives his B-seniority book at the hiring hall. He is pictured with SIU Asst. VP Amancio Crespo.



**PROMOTING WORKERS' RIGHTS** – SIU Port Agent Mario Torrey (left) is pictured with AFL-CIO Secretary-Treasurer Fred Redmond at a Department of Labor (DOL) event in the nation's capital. Titled “Making Equity Real: Black Workers and Good Jobs,” the event took place Feb. 21. According to the DOL, “Black labor leaders and workers engaged in discussion with U.S. Secretary of Labor Marty Walsh and Deputy Secretary Julie Su about the importance of centering equity and job quality in the implementation of historic federal investments in infrastructure, clean energy, manufacturing, and technology. Panelists also discussed the potential of these investments to expand economic opportunity and equity, and the historic role of unions and worker organizing in strengthening and expanding a Black middle class.”



**AT THE HONOLULU HALL** – AB Ronaldo Ramos (left in photo at left, with SIU Port Agent Hazel Galbiso) receives his A-seniority book while GUDE Theodore Cash (left in photo above, with SIU Safety Director Amber Akana) picks up his full B-book.



**ON THE JOB AT WATCO** – Crane Operator Saleh Mothana explains the operation to a guest.

# At Sea and Ashore with the SIU



**WELCOME ASHORE IN NEW ORLEANS** – Two longtime Seafarers recently picked up their respective first pension checks at the hiring hall. Steward/Baker Leslie Davis (right in photo at left) sailed with the SIU for 40 years, while Bret Mattei (right in photo above) sailed with Crescent Towing for 42 years, almost exclusively as a captain. Both members are pictured with SIU Safety Director James Brown.



**B-BOOK IN HOUSTON** – SA Eric Trinemeyer (left) receives his full book. He's pictured at the hiring hall with SIU Patrolman Kelly Krick.



**TAKING THE OATH IN OAKLAND** – AB Jody Owens (left) receives his full book at the hiring hall in Oakland, California. He's pictured with SIU Port Agent J.B. Niday.



**WITH MEMBERS IN WILMINGTON** – QMED Steven Benavides (right in photo at immediate left) picks up his A-seniority book at the hiring hall, while AB Noel Engo (left in photo above) receives his full B-book. Both members are pictured with SIU Port Agent Gerret Jarman.



**ABOARD MAERSK MICHIGAN** – Many thanks to Chief Mate Cullen Bozza for this snapshot of SIU and AMO members aboard the ship. The Seafarers (below, from left) are Recertified Boson Gregorio Cudal, ABs Tomas Robinson, Fernando Haber and Andres Martinez, Chief Steward Marcelino Pabito, Pumpman Walden Galacgac, QMEDs Josh Bonita and Arvin Heras, AB Vener Pelayo, Chief Cook Cody Younghans and GVA Abdulrahman Omar. Behind the name board (also from left) are Second Assistant Engineer Tim Cook, Third Assistant Engineer Mahlon Glidden, First Assistant Engineer Graham Monohan, Chief Engineer Chris Gill, Captain Wayne Archer, Bozza, Second Mate Aaron Lamb and Third Mate John Dufrene.



## Norfolk Hall Taking Shape

Progress continues with the months-long refurbishment of the hiring hall in Norfolk, Virginia, as reflected by these photos from early March. The hall tentatively is scheduled to reopen this summer (the union has been operating in temporary quarters in nearby Chesapeake, Virginia, while construction is happening).



Chet Wheeler

## Retired Government Services Official 'Chet' Wheeler Dies at 77

The union is mourning the loss of retired SIU Assistant Vice President Chester "Chet" Wheeler, who passed away March 10 in California at age 77. He had been battling cancer.

Wheeler retired in 2019, following 22 years of service as an official. Previously, he sailed with the union for 32 years, beginning in the mid-1960s, mostly as a civil service mariner with MSC.

SIU Vice President Government Services Nicholas Celona stated, "Chet was absolutely tireless in his work on behalf of the membership. He set a high standard and consistently did a great job handling issues in an often-complex sector of the industry. He will be missed."

SIU Assistant Vice President Government Services Joe Vincenzo said Wheeler "was a friend who made a real difference in the lives of CIVMARS. Whether in the everyday routine of handling premium pay disputes or sorting through pending disciplinary matters to make life a little easier for our mariners, his impact can hardly be overstated. It was a privilege to observe him up close and personal and to accompany him servicing ships up at the Navy base in Bremerton, Washington, and to work with him on issues of consequence both abroad and right here at home."

Wheeler came ashore to work for the union in 1997, first as a representative and soon thereafter as an assistant vice president. Prior to the SIU's merger with the National Maritime Union in 2001, he handled all West Coast representational efforts for MSC and the Suisun Bay reserve fleet. In fact, since 1997, Wheeler was involved in every MSC and Suisun Bay contract negotiation and "instruction and policy" negotiation until he retired.

Colleagues described him as instrumental in ensuring the safety and health of mariners by negotiating afloat and ashore habitability agreements, watch hours, standards for shipboard water potability and air quality, and shipyard working conditions. He was a guiding force in the three-year negotiation of Civilian Mariner Personnel Instruction (CMPPI) 610, a key document covering hours of work and overtime pay. Wheeler also played leading roles in representing mariners aboard joint high-speed vessels, and in securing significant compensatory time for travel for many CIVMARS.

Retired SIU Counsel Deborah Kleinberg, who was a close friend and worked with Wheeler day-to-day for 22 years, noted, "Chet was a beloved husband, father and grandfather. Chet's life was filled with purpose and the desire to be of service. He was a natural teacher and shared his vast knowledge freely. In his personal life, and over the course of his career, he helped many thousands of people. His legacy will be how he aided people through their most difficult times, his incredible generosity, integrity, and most of all, loyalty to his family, friends, and the mariners he represented throughout his lifetime and the SIU."

Upon his retirement, Wheeler offered the following advice for those entering the industry: "Get as much out of it as you can. It's an adventure; make this your adventure. The other thing is, learn everything you can. We have a great school (the union-affiliated Paul Hall Center for Maritime Training and Education). Look out for your fellow shipmates. It's a wonderful occupation and I'm really glad I did it."

Donations in Wheeler's memory may be made to: Hospice Services of Lake County, 1862 Parallel Drive, Lakeport, California 95453, Phone (707) 263-6222.

# Maritime Community Reacts to Sacco Retirement

## Accolades Attest Accomplishments of SIU President Emeritus

You were there all 50 years I sailed. Brother, it's been a great ride. Enjoy your retirement.

**- Retired Bosun John Wells**

It was a pleasure meeting you. Your guidance to help seamen in our future gave us confidence and was much appreciated. Thank you for allowing us to be part of the Brotherhood of the Sea. You are appreciated and never will be forgotten.

**- Cleavern Brown, former FOWT**

Allow me to be on board the ship to send President Sacco my wishes for a happy retirement. Smooth sailing, sir.

**- Antoinette Saucier, former Cook and Baker**

I first met Mr. Sacco at a union meeting in Houston in 1982. Mike and his brother Joey chaired a meeting. The union was knee-deep in a strike with Dixie Carriers. Mike had a way of speaking to the membership and has had that gift my whole career. Even in the early 80s when shipping was tight, Mike pushed members to fill jobs. And how important it was to keep the SIU on top of all the contracts under our umbrella.

As a longstanding member (42 years) I've always made it a point to make union meetings at Piney Point to hear Mike's and Augie's reports. I have a permanent job but still make meetings when I'm off. Even at the last meeting I saw Mike, he was pushing the membership to fill the jobs. And like every meeting, Mike let the membership know the importance of the Jones Act.

Mr. Sacco has been the driving force behind the SIU. I personally thank Mike for all the years of looking out for us.

**- Recertified Bosun James K. Walker**

I have been a member of the SIU for 44 years. I have seen the best and worst of economic times. Mike led us through the roughest times when others faltered. Mike was steadfast with keeping the last piece of the puzzle intact, the Jones Act. I wish Mike well going into retirement.

**- John Bilich, Master, M/V Rocketship**

From my early days as a trainee until the day Mike retired, he was a constant inspiration and motivational force in my development as a Seafarer and eventual official of our great organization. Everyone needs to be uplifted and encouraged to become successful, and Mike's steady hand brought that not only to me but hundreds, if not thousands of young Seafarers. Thank you for the years and best wishes for a long and healthy retirement!

**- SIU President David Heindel**

As a young man entering a phase in my life where I was looking for a new career or simply a career, I entered the trainee program in Piney Point. Back then it was known as the trainee program and it had not yet graduated to the term or structure we use today, known as the apprentice program. Upon arrival there were the normal formalities of haircuts and uniforms, etc. But the charge really hit me when I attended my first SIU union meeting. It was then, listening to Mike, that I knew I had found my home and calling.

After going to sea, I had come ashore to work as a patrolman and organizer. Over the years, Mike had always given me great latitude to make decisions and learn. He is a great communicator with a vision to constantly grow our organization through hard work and influence. After many years of working for him and many years of "talks" and conversations we have had over a cup of coffee (and maybe a beer or two), he had become my mentor and friend. Accountability and responsibility were always part of his daily lesson. His passion and energetic outlook on the day's task at hand will continue through those of us he has trained and mentored.

Mike's contribution to labor, maritime labor and the SIU are unsurpassed. In short, his career has been iconic.

**- Tom Orzechowski, SIU Secretary-Treasurer**

I've known Mike Sacco 46 years. He was my union teacher in 1977 when I was in Piney Point as a trainee, and again when I came ashore in 1983 and worked as a young patrolman in



New Orleans – working with his brother Joey, who was the vice president of the Gulf region.

Mike inspired me and gave me insight and knowledge of the maritime industry as a whole. He was a mentor, and his leadership was from the heart. One of his favorite sayings – and I use it all the time – is, "Money, marbles and chalk!" Godspeed, Mike.

**- SIU VP Government Services Nicholas Celona**

Mike Sacco is the only president that has been at the helm since I came to work for the Seafarers 30-plus years ago. From the beginning, he always inspired me to work hard on behalf of the mariners. His passion for the industry and the men and women that work in it has always been something I have admired.

When he spoke at membership meetings or conventions, I was always willing to be part of the mission, whatever it might be! You couldn't help but be moved into action. Mike has taught me so many lessons over the years, whether it was to "keep my eye on the bouncing ball" or letting him or others know when I needed help.

Every time I saw Mike, the first question was, "How's it going, kid"? And I felt like he genuinely wanted to know. It might sound corny but he was a great leader with vision for the future and he provided me an appreciation for an industry that I didn't know about when I first came aboard.

**- Maggie Bowen, Seafarers Plans Administrator**

I have known Mike and have worked closely with him for the last 48 years. My introduction to Mike was at Piney Point when I was a trainee in 1975 and he was vice president of the school. What impressed me most about Mike at that time was his aptitude for public speaking. It was amazing to watch him engage the audience and hold their attention while he spoke, and I realized then that this was a special talent.

Mike gave me my first opportunity to come work ashore for the school as a union ed teacher in 1979. My confidence in teaching that class came from the skills I learned from Mike. Over the years, I was fortunate to witness many of Mike's public speaking engagements in which he was able to captivate the audience, engage them at their level, and produce the results he was aiming for. One of the most memorable moments (and there have been many) was back in 1990 when I was a lobbyist for the SIU. Mike had only been president for two years, and the congressional budget process had done away with the operating differential subsidy program. This was a real threat to the U.S.-flag fleet in the international trades. Through Mike's dynamic leadership and relationship skills, he spearheaded an effort with the American-flag shipping companies, the Maritime Administration and the newly created U.S. Transportation Command to create a new program to maintain the U.S.-flag presence in the international trades, and to provide the Department of Defense with sealift assets that they desperately needed.

After many meetings with DOD officials, our congressional representatives, and our shipping company CEOs and never giving up on our objectives, we all were successful in the birth of our current Maritime Security Program, which has stood the test of time.

Being with Mike during this time and watching him (along with others) orchestrate this objective was one of the proudest memories I have of Mike's leadership abilities. I wish him all the best of health and fair, following seas in his retirement years.

**- Nick Marrone, SIU VP West Coast**

My first day with the LOG coincided with the June 1991 membership meeting in Piney Point. When Mike spoke at the end, I had no idea what he was talking about – but I knew I was ready to run through the proverbial brick wall for him.

I spent a lot of time with Mike behind the scenes, and always came away impressed. He was totally dedicated to the membership, and as I observed his tireless commitment year after year, I couldn't bear the thought of ever letting him down. It was a blessing to work for him, and if there were a hall of fame for bosses, Mike would be a first-ballot inductee.

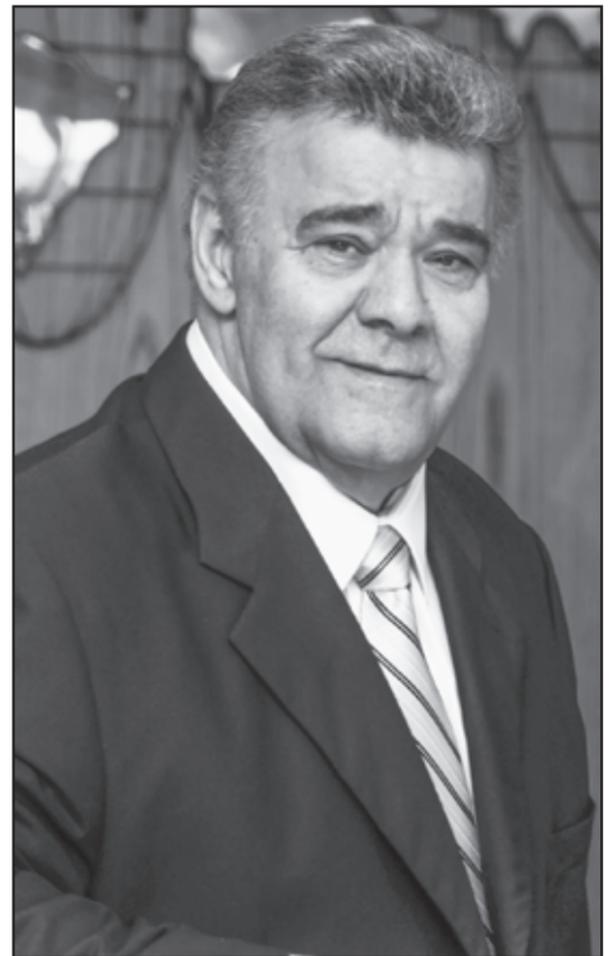
**- Jordan Biscardo, SIU Communications Director**

June 1979 was the first time I heard Mike Sacco speak. It was at my first membership meeting; I was an 18-year-old trainee in Piney Point. His passion had a way of making me believe not only in the greatness of the SIU, but the potential within myself.

Throughout the next 44 years, I spent a lot of time around Mike, first as a member, then ultimately serving as part of his executive board. His lifetime devotion to the SIU and dedication to the men and women has paved the way for so many of us to live a prosperous life, filled with dignity and purpose. Thanks to your example we all show up with passion and devotion every day to make our members' lives better, but no one will ever measure up to you, sir. Thank you.

**- George Tricker, SIU VP Contracts**

I have been with the SIU for more than 36 years, almost all of it with Mike Sacco at the helm. Over the years, I have heard three sayings that sum up



SIU President Emeritus Michael Sacco

Mike.

"Jobs, Jobs, Jobs!" He never forgot what the union is all about, and he made sure none of us ever did – making sure our members are working, with good, safe jobs, and their families are taken care of. I remember how proud he was in 1990 when new general agreements were ratified with the first raises for members in years. Under his leadership, the union was able to expand its benefits to members and gradually extend benefits to families. The difference between what members had in 1988 to today is amazing.

"Money, Marbles and Chalk!" Mike made sure that members and friends knew where the SIU stood. When he gave this declaration, our friends and allies knew the Seafarers would be solid. From white caps marching on a picket line to financial help to members and families hurt by a natural disaster to solidarity for a worthy cause, Mike made sure the SIU cared for its members and all workers.

"Brawn to Brains." Like the previous saying, this one has years of history behind it. Mike came to the union at a time when muscle settled many beefs. Under his leadership, he realized the times had changed. To survive, the SIU needed brainpower, and he was not afraid to have people around him who would give him the information needed to win at the negotiation table. Sure, there were plenty of headaches with this approach, but aspirin is a lot cheaper than setting broken arms and legs.

Personally, I was lucky enough to travel with him over the years when he would visit crews aboard ships. His whole attitude would lighten up as he climbed the gangways to visit with the members. He loves being around the members, whether on a vessel or at Piney Point. Mike, smooth seas and following winds to you, Sophie, and your entire family.

**- Daniel Duncan, Retired MTD Exec. Secretary-Treasurer, former SIU Communications Director**

I worked with Mike Sacco for over 40 years. I have always been inspired by his dedication to the union and its membership. I also appreciated his leadership approach, which was always collaborative in nature. In addition, he never shot the messenger when I had to indicate that we could not do something legally that people were proposing and I certainly appreciated that. He believed in me and my ability to be general counsel at a time when very few unions were elevating women into that role

**- Leslie Tarantola, SIU General Counsel**

We owe a huge debt of gratitude to Michael for his great leadership of the SIU and his work at the forefront of protection for seafarers all over the world. His advocacy and determination to defend the Jones Act and constant support in helping us establish cabotage in Australia and around the world has never waned.

**- Paddy Crumlin, President, ITF**

# Q&A With SIU President Emeritus Michael Sacco

*Editor's note: Following his retirement, SIU President Emeritus Michael Sacco on Feb. 14 did an interview with the LOG in Florida. Excerpts from the discussion follow. Additional coverage of his career is available in the March edition of the LOG. Sacco served as SIU president from 1988-2023.*

**Q:** Why did you decide to retire?

**A:** I'm 86 years old and I believe it's time for me to retire. I'm leaving the union in good hands, that's the main thing. The people who have been elected are going to do a great job in growing this union and maintaining its policies.

**Q:** How did you get involved with the SIU back in the late 1950s? (Sacco served in the U.S. Air Force from 1954-58.)

**A:** I really didn't know what I wanted to do when I was younger. Paul Hall (who was the union's president) was the one who actually recruited me. I was one of these kids in Brooklyn that used to hang around the hall. One day, I ran into him. He said, "Why don't you go inside and talk to some of the boys? See if you can get your documents, and you can go to work on a ship." I talked to one of the patrolmen, and they gave me a letter. I went down to the Coast Guard and got my papers. Before you know it, I was washing dishes and pots and pans on a ship running from New York to Puerto Rico.

I really didn't have any intention of staying, until I got my first pay. Once I got that first paycheck, I said, "Hey, this is not a bad deal. Let me think about it."

As time went on, Paul took a special liking to me. He put me on an organizing campaign.... Finally, after I don't know how many campaigns, he calls me in the office and says, "Why don't you come to work for us?" But even then, I really didn't know how long I was going to stay.

**Q:** You served as the vice president of the Lundeberg School in Piney Point during its formative years. What do you remember about those days, and why do you think the school is still important for the SIU's future?

**A:** In order for us to meet our contractual obligations, and with the way the industry changes, we have to have a training facility to meet the needs of the (vessel-operating) companies. Piney Point is the future of the SIU. As new technology comes into the industry and the job requirements change, we have to have the courses ready and available to teach our people to meet those needs.

What Piney Point really did for me is, it opened my eyes to what the industry is all about. When you work in a port and that's all you see, that's all you understand.... That's when I realized that if we didn't help keep the industry strong and profitable, in time, we'd all be out of a job. I grew up in Piney Point.

**Q:** Paul Hall recruited you, but what other officials influenced you?

**A:** E.B. MacAuley. He was my main man. He was our headquarters representative in Brooklyn. I used to go on payoffs with him. He used to tell me, write down all the questions you couldn't answer. After we get done with the payoff, you and I will sit down and review them. Same thing with the beefs – write it all down. He made sure I read the constitution and knew it from A to Z. He used to say, after six months, the questions all repeat, and he was right. Suddenly it comes easy, and you know the answers.

**Q:** You have no shortage of accomplishments as president. What's one you're especially proud of?

**A:** When I was invited to the White House to meet the Queen of England (Elizabeth II, in 2007). That was a highlight of my whole life. My wife (Sophie) and I get there, and we're waiting in line to get in. (Congresswoman) Nancy Pelosi sees me, and I know what she's thinking: "What the heck are you doing here?" I was the only labor guy. You could see it on her face. (Senator) Trent Lott yells, "Your mother is going to be proud of you."

But there have been so many experiences. It's hard for me to believe I did all those things.

**Q:** What is something you enjoyed about being president?

**A:** How people looked to me for leadership. I provided hope for a lot of people at that time (when first taking office). There was a lot of insecurity (years ago). Paul Hall would fire you in a minute, ship you out. Even E.B. MacAuley had to go to sea for six months because we couldn't make payroll. We needed security and stability. I felt it all the time – my job was in jeopardy every day when I was a patrolman.

**Q:** What are your plans for retirement?

**A:** I really don't know. After a couple of months, I'm thinking of going to my church and seeing how I can help and volunteer – on a very limited basis. I don't want to put myself in a position where it's going to be a work day, but I'd like to help as much as I can. Whatever I could do to help.

But at first, I want at least two or three months to calm down. I'm going to miss everybody. I don't know anything but this work.

**Q:** Looking back on when the NMU merged into the SIU in 2001, what comes to mind?

**A:** The NMU merger was a turning point. It eliminated the competition on bids for government contracts. Before the merger, the NMU would bid, we would bid lower, then they would come back and bid lower. It was crazy. But every promise that I made to the NMU, I kept.

The fact that it worked out so well is an example of timing being on our side – maybe it's fate, maybe it's luck. Maybe because we always try to do the right thing, and

we were so transparent with everybody.

**Q:** You said you weren't sure how long you'd stick with the SIU, and that you sailed but also did other jobs after serving in the Air Force. Ultimately, what made you stay during those initial years?

**A:** The money (from sailing) was good, but it wasn't only the money, it was the people. No one ever asked where you came from or who you were. As long as you did your job, nobody bothered you, and that was good enough for me.



Prior to signing on with the Seafarers, Michael Sacco (left) served in the U.S. Air Force from 1954-58.



Michael Sacco (above) calls the most recent Maritime Trades Department Executive Board meeting to order, earlier this year. Among those pictured in this lifeboat class photo from 1965 (below) are Michael Sacco (second from right in the second row) and his brother, Joey (far left, second row).



In 2007, SIU President Michael Sacco (left in photo above) and his wife, Sophie (far right), were among the guests invited to the White House to meet Her Majesty Queen Elizabeth II (third from right) and Prince Philip, the Duke of Edinburgh (second from left). President George W. Bush is second from right, while First Lady Laura Bush is third from left. In photo below, AFL-CIO President Lane Kirkland (standing) addresses Seafarers in Piney Point, Maryland, as newly appointed SIU President Michael Sacco (left) listens.



Elaine L. Chao (center), who served as a cabinet secretary in two different administrations, always stood up for the U.S. Merchant Marine. She is pictured with SIU President Michael Sacco (left) and his wife, Sophie, at the SIUNA convention in Piney Point, Maryland, in 2017.



## Seafarers International Union Directory

David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

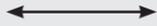
Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Nicholas Celona, Vice President Government Services

Bryan Powell,  
Vice President Lakes and Inland Waters



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN JUAN

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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

## Inquiring Seafarer

This month's question was answered by members at the Jacksonville hall. And for anyone wondering, the Slues are father (Randy) and son (Donald).

### Question: What is your favorite port and why?



**Duane Washington**  
*Chief Cook*

Tampa, especially Ybor City. We would be in port for a day and a half. You could run around the city and walk to Ybor City.



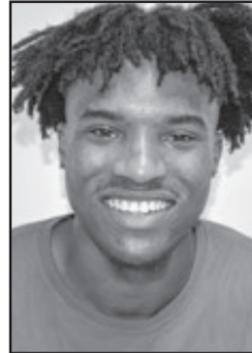
**Dominic Jones**  
*Wiper*

Germany and Belgium because of the love they show. They are respectful – once you show respect, they give it back.



**James Blitch**  
*Recertified Bosun*

Puerto Rico because I was able to surf and dive on my off time. And I would be home within a week to see my family.



**Donald Slue**  
*Wiper*

Germany. There are multiple things to do there and a lot of fun activities. You get to go out with your shipmates.



**Anthony Newbill**  
*Bosun*

Australia. It's nice, fun and enjoyable. I had a great time.



**Randy Slue**  
*Electrician*

Cape Canaveral. It's close to home and surrounded by water. Everywhere you travel, you see water, and – now and then – you see a launch.



**Jose Norales**  
*Chief Steward*

I have a couple – the ports of Jacksonville, Tampa, Port Everglades and Long Beach because they are all easy to go ashore and get personal items.



## Pic From The Past

The SIU-crewed *Vantage Horizon* is shown in 1974, following a shipyard period in Newport News, Virginia. The vessel had recently become the first U.S. ship to load wheat in Australia since World War II. It also had carried grain from the Gulf of Mexico to Germany, India and Iran, among other ports. According to the July 1974 edition of the *Seafarers LOG*, "The fully air-conditioned ship is one of the 50 American ships which carry grain to the Soviet Union as part of the trade agreement between the U.S. and Russia signed in 1972."



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](mailto:webmaster@seafarers.org)



The Lilac is pictured in 1969. (Photo courtesy U.S. Coast Guard)

## Lilac Preservation Project Execs Solicit Memorabilia For Historical Exhibition

*Editor's note: The following communication was submitted by the Lilac Preservation Project.*

This is for SIU members who trained at the Harry Lundeberg School of Seamanship between 1972 and 1984.

The ex-Coast Guard Cutter Lilac is celebrating her 90th year in 2023 with an exhibit about the ship's history. After her decommissioning in 1972, she was donated to the Lundeberg school and used as a dormitory. Little was changed on this steamship during her tenure there since training in her reciprocating steam propulsion system was no longer necessary. She was sold by the school on Oct. 24, 1984 to Atlantic Towing.

We are seeking photos, reminiscences and other memorabilia from SIU members who were familiar with the Lilac during her days at Piney Point. We have very little information about this period in her history

and hope that you can help fill the blank. If you have material to share, please contact Museum Director Mary Habstritt at [mary@lilacpreservationproject.org](mailto:mary@lilacpreservationproject.org).

The Lilac is the last surviving steam-powered lighthouse tender in America and the oldest Coast Guard black hull afloat. Her significance has been recognized by her enrollment in the National Register of Historic Places.

The Lilac served as a lighthouse and buoy tender from 1933 to 1972 and is now owned and operated by the non-profit Lilac Preservation Project. The ship is currently being restored for maritime education and community activities and is berthed from May to October at Hudson River Park's Pier 25 in New York City, where she is open to the public for tours and other events. To learn more and view our schedule of events for 2023, see [www.lilacpreservationproject.org](http://www.lilacpreservationproject.org)

### April & May Membership Meetings

Piney Point.....	Monday: April 3, May 8
Algonac.....	Friday: April 7, May 12
Baltimore.....	Thursday: April 6, May 11
Guam.....	Thursday: April 20, May 25
Honolulu.....	Friday: April 14, May 19
Houston.....	Monday: April 10, May 15
Jacksonville.....	Thursday: April 6, May 11
Joliet.....	Thursday: April 13, May 18
Mobile.....	Wednesday: April 12, May 17
New Orleans.....	Tuesday: April 11, May 16
Jersey City.....	Tuesday: April 4, May 9
Norfolk.....	Friday: April 7, May 12
Oakland.....	Thursday: April 13, May 18
Philadelphia.....	Wednesday: April 5, May 10
Port Everglades.....	Thursday: April 13, May 18
San Juan.....	Thursday: April 6, May 11
St. Louis.....	Friday: April 14, May 19
Tacoma.....	Friday: April 21, May 26
Wilmington.....	Monday: April 17, May 22

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

## Dispatchers' Report for Deep Sea

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

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	23	4	2	15	5	0	3	35	6	1
Anchorage	1	0	0	0	1	1	1	6	2	0
Baltimore	2	3	0	1	2	0	2	2	1	1
Fort Lauderdale	16	7	1	20	4	1	11	21	15	5
Guam	2	0	0	3	1	0	1	4	0	0
Harvey	8	2	2	6	4	2	4	13	5	1
Honolulu	3	3	0	4	2	0	3	14	6	0
Houston	28	14	5	20	11	3	8	42	17	5
Jacksonville	27	18	3	23	17	4	12	46	27	5
Jersey City	23	7	1	15	2	0	4	46	10	4
Joliet	2	0	0	0	0	0	0	3	1	0
Mobile	3	3	3	1	1	0	1	10	5	2
Norfolk	14	9	5	12	10	6	5	26	9	2
Oakland	8	0	1	7	1	1	0	13	2	0
Philadelphia	2	1	0	1	1	0	1	5	3	0
Piney Point	2	4	3	0	6	2	2	2	1	2
Puerto Rico	6	4	2	7	3	1	3	14	5	1
Tacoma	17	2	1	17	4	4	12	33	11	4
St. Louis	0	1	0	0	0	1	1	3	2	0
Wilmington	25	8	3	24	4	3	9	40	10	8
<b>TOTALS</b>	<b>212</b>	<b>90</b>	<b>32</b>	<b>176</b>	<b>79</b>	<b>29</b>	<b>83</b>	<b>378</b>	<b>138</b>	<b>41</b>

<b>Engine Department</b>										
Algonac	5	0	0	5	1	0	1	6	3	0
Anchorage	1	0	0	0	0	0	0	2	0	0
Baltimore	1	1	0	1	0	2	1	0	2	0
Fort Lauderdale	5	7	1	7	2	2	7	14	10	1
Guam	2	0	0	2	0	0	0	2	0	0
Harvey	3	2	1	3	1	0	0	3	0	1
Honolulu	5	2	0	5	1	1	2	6	4	0
Houston	5	7	0	5	7	1	5	12	12	1
Jacksonville	9	7	1	12	7	1	6	20	15	3
Jersey City	8	3	1	2	4	1	1	19	4	1
Joliet	1	0	0	0	0	0	0	3	0	1
Mobile	5	2	1	0	2	0	0	8	4	1
Norfolk	6	8	6	9	10	2	0	10	11	7
Oakland	4	3	0	3	2	1	0	5	3	2
Philadelphia	1	0	0	1	0	0	0	2	1	0
Piney Point	1	2	0	0	2	0	0	2	3	0
Puerto Rico	2	0	0	4	1	0	2	4	3	0
Tacoma	7	5	0	5	3	2	2	10	9	5
St. Louis	2	1	0	1	1	0	0	2	1	0
Wilmington	14	3	4	12	6	2	6	14	2	5
<b>TOTALS</b>	<b>87</b>	<b>53</b>	<b>15</b>	<b>77</b>	<b>50</b>	<b>15</b>	<b>33</b>	<b>144</b>	<b>87</b>	<b>28</b>

<b>Steward Department</b>										
Algonac	3	1	0	3	0	0	0	5	2	0
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	0	2	0	1	1	0	0	0	1	0
Fort Lauderdale	5	3	0	3	2	0	1	14	6	2
Guam	1	1	1	1	1	0	0	0	0	2
Harvey	5	1	0	3	1	0	0	6	1	0
Honolulu	6	1	0	3	3	0	1	8	2	1
Houston	14	4	0	13	3	0	3	20	9	0
Jacksonville	12	23	5	16	9	2	8	28	24	3
Jersey City	8	2	2	6	4	0	1	11	5	2
Joliet	1	0	1	1	0	1	0	2	0	0
Mobile	1	2	0	1	5	0	1	3	3	0
Norfolk	10	16	1	8	10	0	4	19	18	2
Oakland	6	2	5	3	2	2	3	21	6	3
Philadelphia	3	0	0	2	0	0	2	1	0	0
Piney Point	4	4	2	1	3	0	3	6	2	3
Puerto Rico	2	3	1	2	4	0	0	1	5	2
Tacoma	11	1	1	5	3	0	5	15	6	2
St. Louis	1	1	0	0	0	0	0	3	1	0
Wilmington	20	10	1	14	5	2	8	34	9	3
<b>TOTALS</b>	<b>113</b>	<b>78</b>	<b>20</b>	<b>86</b>	<b>56</b>	<b>7</b>	<b>40</b>	<b>197</b>	<b>101</b>	<b>25</b>

<b>Entry Department</b>										
Algonac	0	6	4	0	1	1	0	1	14	13
Anchorage	1	1	1	0	0	1	0	1	1	1
Baltimore	0	0	6	0	0	2	1	0	0	3
Fort Lauderdale	0	1	1	0	2	1	1	0	7	6
Guam	0	0	0	0	0	0	0	0	0	1
Harvey	1	0	1	1	0	0	0	3	2	6
Honolulu	1	2	1	0	1	3	0	1	5	5
Houston	2	12	14	1	5	10	2	3	18	29
Jacksonville	2	19	54	1	11	31	9	1	38	99
Jersey City	0	6	12	0	8	8	1	1	15	24
Joliet	0	2	1	0	2	0	0	0	3	2
Mobile	0	0	3	0	0	0	0	0	0	5
Norfolk	0	10	16	0	7	15	3	0	19	29
Oakland	0	4	5	1	2	4	0	1	5	8
Philadelphia	0	0	1	0	1	0	0	0	1	1
Piney Point	0	10	4	0	10	7	2	1	4	6
Puerto Rico	0	0	0	0	0	0	0	1	1	3
Tacoma	1	10	5	2	3	4	3	3	12	7
St. Louis	0	1	0	0	0	0	0	0	1	1
Wilmington	1	16	5	0	8	2	2	2	19	9
<b>TOTALS</b>	<b>9</b>	<b>100</b>	<b>134</b>	<b>6</b>	<b>61</b>	<b>89</b>	<b>24</b>	<b>19</b>	<b>165</b>	<b>258</b>

**GRAND TOTAL: 421 321 201 345 246 140 180 738 491 352**

# 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.

**OCEAN GRAND** (Intrepid Personnel & Provisioning), September 18 – Chairman **Lech Jankowski**, Secretary **George Egbert**, Educational Director **Christopher Eason**. Educational director reminded crew to take Coast Guard physical before taking any classes at Piney Point. No beefs or disputed OT reported. Crew change to take place in Tampa. Members requested better Wi-Fi and free calls. Crew suggested overtime pay rates for apprentices.

**LIBERTY PRIDE** (Liberty Maritime), November 20 – Chairman **Victor Eligio**, Secretary **Gregory Melvin**, Deck Delegate **Dwayne Harris**. Chairman advised members to keep upgrading. Payoff date scheduled for November 27. Crew is working on finishing engine repairs. Secretary reminded members to keep documents up to date. No beefs or disputed OT reported. Crew requested new mattresses, new shower curtains, new refrigerators, new TV for crew lounge, new lamps and new power supply for state rooms. Members discussed possibly modifying requirements for pension qualification.

**MAERSK ATLANTA** (Maersk Line, Limited), January 22 – Chairman **Ferdinand Gongora**, Secretary **Glenn Williams**, Educational Director **Derek Chestnut**, Steward Delegate **Steven Laubach**. Chairman reminded crew to keep rooms clean. Members were instructed to place dirty linen in bags on B and C deck when departing ship. Educational director reviewed credential expiration dates and

upgrading opportunities. No beefs or disputed OT reported. Crew requested increases to vacation and pension benefits. Steward department was thanked for doing an excellent job during the holidays.

**MAERSK CHICAGO** (Maersk Line, Limited) January 29 – Chairman **Linnell Coleman**, Secretary **Norma West**, Educational Director **Charles Packer**, Deck Delegate **Muafa Musad**, Engine Delegate **Lateef Sanusi**, Steward Delegate **Carl Royster**. Chairman urged crew to check their documents and to take advantage of the upgrading courses held at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Not all crew quarters have heat. New linen and various PPE items needed on ship. Members requested a change in rider gang pay and vacation time. Crew asked for increases in pension payout and increases in vacation days. Vote of thanks given to the steward department for providing good food. Next port: Newark, New Jersey.

**LIBERTY PRIDE** (Liberty Maritime), February 12 – Chairman **Victor Eligio**, Deck Delegate **Dwayne Harris**, Engine Delegate **Travis Houston**, Steward Delegate **Delphine Simmons**. Chairman recommended members upgrade at the Paul Hall Center for Maritime Training and Education, the union-affiliated school located in Piney Point, Maryland. No beefs or disputed OT reported. Several

items to be ordered including mattresses, washing machines, new pillows, shower curtains and towels. Four refrigerators also to be ordered. Crew reviewed and discussed retirement benefits.

**MISSOURI EXPRESS** (Marine Personnel & Provisioning), February 12 – Chairman **Nathaniel Sherrill**, Secretary **Vincent Chavez**, Educational Director **Jimmie Williams**, Deck Delegate **Michael Brisco**, Engine Delegate **Yves Nsuami**. Educational director encouraged crew to take advantage of the upgrading opportunities at the Piney Point school. No beefs or disputed OT reported. Members are unhappy about paydays being moved from the end of the month to the seventh of the following month. Crew needs better Wi-Fi for a stronger signal.

**OVERSEAS MARTINEZ** (Overseas Ship Management), February 24 – Chairman **Anton Sulic**, Secretary **James Cameron**, Educational Director **George Mardones**, Deck Delegate **David Brady**, Engine Delegate **Julio Zapata**, Steward Delegate **Maurice Henry**. Crew reviewed subjects under "old business," including orders for new pillows, new comforters and a new refrigerator in crew mess hall. Chairman reminded everyone to leave clean rooms for oncoming members and to know when documents expire. He encouraged crew to go out and vote for people that are going to support unions. Secretary also advised members to stay on top of documents and to keep ship clean. Educational

## Aboard Kaimana Hila



Pictured aboard the Matson vessel are Recertified Steward Alan Hollinger (right) and SIU Guam Port Agent Victor Sahagon.

director urged members to advance their careers by upgrading at the SIU-affiliated Paul Hall Center, which offers upgrading courses for mariners in all three shipboard departments. No beefs or disputed OT reported. Crew discussed importance of fulfilling contractual obligations. They encouraged fellow members to donate to the Seafarers Political Activities Donation (SPAD), the union's voluntary political action fund, and to the Maritime Defense League. Crew requests DVD players in rooms with USB drives, along with fitted sheets

for bigger beds. Vote of thanks given to steward department. Next port: Long Beach, California.

**MAERSK PITTSBURGH** (Maersk Line, Limited), January 17 – Chairman **John O'Shaughnessy**, Secretary **Memo Elfeky**, Educational Director **Jan Morawski**. Crew reported smooth trip. They discussed upgrading opportunities available at SIU-affiliated Paul Hall Center for Maritime Training and Education. No beefs or disputed OT reported.

## 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

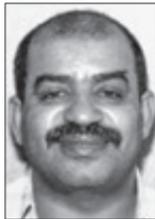
### FERNANDO ABUAN

Brother Fernando Abuan, 66, signed on with the SIU in 2007 when he sailed aboard the *Baldomero Lopez*. He worked in the steward department and upgraded often at the Paul Hall Center. Brother Abuan last shipped on the *John Paul Bobo* and lives in Woodland, California.



### MOHAMED ALSINAI

Brother Mohamed Alsinai, 65, embarked on his career with the union in 1990, first sailing on the *Independence*. He shipped in the engine department and upgraded at the Piney Point school on several occasions. Brother Alsinai concluded his career aboard the *Horizon Kodiak*. He makes his home in Dearborn, Michigan.



### MARIO BATIZ

Brother Mario Batiz, 60, started sailing with the SIU in 1988 when he shipped aboard the *Economy*. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Batiz last sailed on the *Pennsylvania*. He is a Houston resident.



### HENRYNILO BECODO

Brother Henrynilo Becodo, 65, joined the Seafarers in 2002, initially sailing on the *Global Link*. Working primarily in the deck department, he upgraded at the union-affiliated Piney Point school on several occasions. Brother Becodo most recently shipped on the *Maersk Atlanta*. He calls Severn, Maryland, home.



### EVAN BRADLEY

Brother Evan Bradley, 68, joined the union in 1975. He shipped in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Bradley's first vessel was the *Erna Elizabeth*; his last, the *Alliance Fairfax*. He makes his



home in Summerfield, Florida.

### LESLIE DAVIS

Brother Leslie Davis, 66, donned the SIU colors in 1983 and first shipped on the *Boston*. He was a steward department member and most recently sailed on the *American Liberty*. Brother Davis upgraded his skills often at the Piney Point school. He is a New Orleans resident.



### CHRISTOPHER FENNEL

Brother Christopher Fennell, 65, joined the union in 1976. A deck department member, he first sailed aboard the *Boston*. Brother Fennell upgraded at the Paul Hall Center on multiple occasions. He last shipped on the *Long Lines* and resides in Pilot, Virginia.



### MICHAEL HINTON

Brother Michael Hinton, 66, became an SIU member in 1975 when he sailed on the *Venture*. He upgraded on multiple occasions at the Piney Point school and worked in both the deck and engine departments. Brother Hinton was last employed by Moran Towing of Texas. He is a resident of Jacksonville, Florida.

### JOSEPH JONES

Brother Joseph Jones, 58, signed on with the union in 1988. He sailed in the steward department and upgraded often at the Paul Hall Center. Brother Jones' first vessel was the *Bonny*; his last, the *Pacific Reliance*. He makes his home in Fort Worth, Texas.



### MOHAMMAD KHAN

Brother Mohammad Khan, 66, joined the SIU in 1998. He sailed primarily in the steward department and upgraded often at the Paul Hall Center. Brother Khan first shipped on the *Global Mariner*. He most recently sailed on the *Maersk Atlanta* and makes his home in North Brunswick Township, New Jersey.



### TOMAS MARTINEZ

Brother Tomas Martinez, 67, signed on with the union in 1989, sailing first aboard the *Independence*. He

worked in all three departments and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Martinez last shipped on the *Sam Houston* and is a Houston resident.



### CLEOTILDE MARTINEZ MEJIA

Brother Cleotilde Martinez Mejia, 67, joined the SIU in 2001. He initially worked aboard the *Chemical Pioneer* and sailed in the steward department. Brother Martinez Mejia upgraded at the Paul Hall Center on multiple occasions. He last sailed on the *President Truman* and lives in the Bronx, New York.



### STEVEN MCKITTRICK

Brother Steven McKittrick, 66, donned the SIU colors in 1978. He first sailed aboard the *Maryland* and was a member of the deck department. Brother McKittrick upgraded at the Piney Point school on multiple occasions and concluded his career aboard the *Endurance*. He settled in Signal Hill, California.

### GEORGE PINEDA

Brother George Pineda, 65, signed on with the SIU in 1991 and was a deck department member. He upgraded at the Paul Hall Center on multiple occasions. Brother Pineda worked on the *Independence* for the duration of his career. He lives in Honolulu.



### JOSE ROJAS

Brother Jose Rojas, 65, joined the union in 1994 and first sailed aboard the *Independence*. He worked in the steward department and upgraded at the Piney Point school in 2005. Brother Rojas' final vessel was the *Liberty Grace*. He resides in Reading, Pennsylvania.



### LEVI ROLLINS

Brother Levi Rollins, 67, embarked on his career with the Seafarers in 1990 when he shipped on the *Cape Nome*. He primarily sailed in the engine department and upgraded on numerous occasions at the Paul Hall Center. Brother Rollins last shipped



on the *Patriot* and settled in Pembroke Pines, Florida.

### RICHARD SANDERSON

Brother Richard Sanderson, 66, became an SIU member in 1974. He upgraded often at the Paul Hall Center and worked in the steward department. Brother Sanderson's first vessel was the *Keva Ideal*. He most recently sailed on the *North Star* and is a Seattle resident.



### MILTON SIVELLS

Brother Milton Sivells, 66, joined the SIU in 1989. He sailed in the steward department and upgraded often at the union-affiliated Piney Point school. Brother Sivells first shipped on the *USNS Indomitable*. He most recently sailed on the *Resolve* and makes his home in Suffolk, Virginia.



### MARSHALL TURNER

Brother Marshall Turner, 55, signed on with the union in 1993, sailing first aboard the *USNS Denebola*. He worked in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Turner most recently shipped on the *Perla Del Caribe* and is a resident of Jacksonville, Florida.



## GREAT LAKES

### EDWARD DERRY

Brother Edward Derry, 65, began sailing with the Seafarers International Union in 1987. He initially sailed on the *Steel T. Crapo* and was a steward department member. Brother Derry last shipped on the *Alpena*. He resides in Watertown, New York.

### ABDO MASHRAH

Brother Abdo Mashrah, 65, signed on with the SIU in 1978. He first shipped aboard the *Paul Thayer* and worked in the deck department. Brother Mashrah upgraded on multiple occasions at the Piney Point school. He last sailed aboard the *Presque Isle* and makes his home in Dearborn, Michigan.

## INLAND

### DENNIS COMPTON

Brother Dennis Compton, 63, donned

the SIU colors in 1976. An engine department member, he was first employed with McAllister Towing of Virginia. Brother Compton upgraded at the Paul Hall Center in 1997. He concluded his career with Crowley Towing and Transportation and is a resident of Jacksonville, Florida.

### HOWARD HAWREY

Brother Howard Hawrey, 62, embarked on his career with the Seafarers in 1982 when he shipped on the *Manhattan Island*. He was a member of the deck department and upgraded at the Piney Point school on multiple occasions. Brother Hawrey most recently sailed aboard the *Liberty Island*. He lives in Deland, Florida.



### CHARLES MILLS

Brother Charles Mills, 65, became a member of the union in 1995, initially sailing with OSG Ship Management. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Mills most recently shipped aboard the *Innovation* and settled in Baltimore.



### GIL PRUITT

Brother Gil Pruitt, 62, began sailing with the SIU in 1979 when he worked with Steuart Transportation. He was a deck department member and upgraded at the Piney Point school on numerous occasions. Brother Pruitt concluded his career with Express Marine. He lives in Onancock, Virginia.



### CHARLES WILLIAMS

Brother Charles Williams, 56, started his career with the SIU in 1990, initially working with McAllister Towing of Philadelphia. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Williams was last employed with Crowley Towing and Transportation and lives in Jasper, Florida.

### STEPHEN WILLIAMS

Brother Stephen Williams, 64, joined the Seafarers International Union in 1989. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Williams worked with Moran Towing of Texas for his entire career. He resides in Orange, Texas.



# Final Departures



## DEEP SEA

### ABRAHAM ABAS

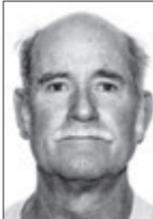
Pensioner Abraham Abas, 90, passed away February 20. He signed on with the Seafarers International Union in 1969, when he sailed aboard the *Transcolumbia*. An engine department member, Brother Abas last shipped on the *Manhattan*. He retired in 1994 and settled in Lacey, Washington.



*Wilkes* and was a member of the deck department. He last sailed aboard the *Horizon Pacific* and retired in 2009. Brother Inskip resided in Reno, Nevada.

### JAMES ALLEN

Pensioner James Allen, 91, died February 21. He started sailing with the union in 1952, initially working for Alcoa Steamship Company. Brother Allen was a deck department member. He concluded his career aboard the *Stonewall Jackson* before going on pension in 1994. Brother Allen was a resident of Baton Rouge, Louisiana.



### LONNIE GAMBLE

Pensioner Lonnie Gamble, 78, died February 8. Signing on with the union in 1967, he first sailed with Bloomfield Steamship. Brother Gamble was a steward department member and last shipped on the *Delta Mariner*. He became a pensioner in 2006 and settled in Mobile, Alabama.



### EPIFANIO HIPOLITO

Pensioner Epifanio Hipolito, 94, passed away December 11. He joined the SIU in 1978 when he sailed on the *Overseas Washington*. Brother Hipolito was a member of the deck department and last shipped on the *Enterprise* in 1993. He became a pensioner the following year and made his home in Daly City, California.

### JAMES INSKEEP

Pensioner James Inskip, 77, died October 5. He began his career with the Seafarers in 1991. Brother Inskip first shipped on the *USNS*

### MARION KAMINSKI

Pensioner Marion Kaminski, 96, passed away February 28. He donned the SIU colors in 1951 when he shipped with Blidberg Rothchild. Working in the steward department, he concluded his career aboard the *Seattle* in 1982. He became a pensioner the following year and settled in Baltimore.



### SHAN MOON

Pensioner Shan Moon, 92, died January 25. He became a member of the union in 1989 and worked in the engine department. Brother Moon worked aboard the *Independence* for the duration of his career. He began collecting his pension in 2001 and lived in Sandy, Utah.



### MAHER OMAR

Pensioner Maher Omar, 76, passed away November 21. He joined the Seafarers International Union in 2001. Brother Omar first shipped on the *Cape Alexander* and sailed in both the deck and engine departments. His final vessel was the *Mercury*. Brother Omar became a pensioner in 2014 and made his home in Jersey City, New Jersey.



### RICARDO QUINONES

Pensioner Ricardo Quinones, 73, died January 21. Sailing first aboard

the *Warrior*, he donned the SIU colors in 1971. Brother Quinones worked in the deck department. He last shipped on the *Horizon Navigator* in 2009 before going on pension the following year. Brother Quinones resided in Puerto Rico.



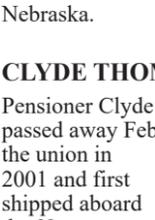
### STUART SCHROEDER

Pensioner Stuart Schroeder, 73, passed away February 7. He signed on with the Seafarers in 1980. A steward department member, he first shipped on the *Oceanic Independence*. Brother Schroeder last sailed on the *Independence* in 1990. He became a pensioner in 2014 and settled in Honolulu.



### LEONARD STEINHARDT

Pensioner Leonard Steinhardt, 79, died January 23. He embarked on his career with the SIU in 1964, initially sailing aboard an Isco Inc. vessel. Brother Steinhardt worked in the engine department and also worked on shore gangs. He concluded his career working with World Crane Services and retired in 2000. Brother Steinhardt made his home in Omaha, Nebraska.



### CLYDE THOMPSON

Pensioner Clyde Thompson, 70, passed away February 22. He joined the union in 2001 and first shipped aboard the *Navigator*. Brother Thompson worked in the steward department. He last sailed aboard the *Freeport* before becoming a pensioner in 2014. Brother Thompson was a New Orleans resident.



### JERRY VAN ETTEN

Pensioner Jerry Van Etten, 66, died December 13. A deck department member, he signed on with the SIU in 1974. Brother Van Etten first worked on the *Chas C. West*. He last shipped aboard the *Developer* in 2002.

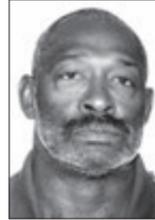


Brother Van Etten went on pension in 2021 and made his home in Las Vegas.

### LEROY WOODS

Pensioner Leroy Woods, 77, passed away January 17. He became a member of the Seafarers International Union in 2001. Brother Woods

first sailed with Marine Personnel and Provisioning. He was a deck department member and last shipped on the *Alliance Norfolk*. Brother Woods went on pension in 2015 and lived in Jacksonville, Florida.



## GREAT LAKES

### DANIEL NATTO

Pensioner Daniel Natto, 74, died January 13. He joined the Seafarers in 1988 and first worked with Dunbar and Sullivan. Brother Natto sailed in the deck department. He became a pensioner in 2011 after concluding his career with Great Lakes Towing. Brother Natto made his home in Cleveland.

### PAUL SHA

Pensioner Paul Sha, 90, passed away March 6. He donned the SIU colors in 1966, initially sailing with Great Lakes Associates. He shipped in the deck department and last sailed aboard the *St. Clair*. He retired in 1997 and resided in Carson City, Nevada.

## INLAND

### RUBY HOWARD

Pensioner Ruby Howard, 79, passed away February 5. She began sailing with the Seafarers in 1994. A steward department member, Sister Howard was employed with Orgulf Transport for the duration of her career. She went on pension in 2014 and called Ledbetter, Kentucky, home.

### LAODIS PRIMEAUX

Pensioner Laodis Primeaux, 93, died February 7. He embarked on his career with the union in 1967 and shipped in the deck department. Brother Primeaux worked with Dixie Carriers for his entire career. He retired in 1994 and resided in Kaplan, Louisiana.



### WESLEY ROSS

Pensioner Wesley Ross, 64, passed away January 13. He joined the SIU in 1988, initially sailing with Mariner Towing. Brother Ross worked in the deck department and concluded his career with Penn Maritime in 1999. He began collecting his pension in 2020 and made his home in Bayboro, North Carolina.



### DALE SEVERS

Pensioner Dale Severs, 64, died January 2. In 1993, he became a member of the Seafarers International

Union. Brother Severs was a deck department member and sailed with OLS Transport for his entire career. He became a pensioner in 2020 and lived in Hawesville, Kentucky.



## NMU

### OLMEDO ALVAREZ

Pensioner Olmedo Alvarez, 92, passed away November 30. Brother Alvarez first sailed aboard the *Amoco Illinois* and worked in the engine department. He concluded his career aboard the *Chelsea Keystone*. Brother Alvarez retired in 1995 and made his home in Coral Springs, Florida.

### JOSE BRITO

Pensioner Jose Brito, 90, died October 30. A steward department member, he first shipped on the *Texaco Maryland*. Brother Brito's final vessel was the *Valley Forge*. He became a pensioner in 1997 and lived in Pawtucket, Rhode Island.



### JACK COLSON

Pensioner Jack Colson, 95, passed away December 26. Brother Colson was born in Los Angeles. He worked in the deck department and initially sailed aboard the *Flying Scud*. Brother Colson concluded his career aboard the *Key Tanker* before going on pension in 1968. He resided in Kill Devil Hills, North Carolina.



### SIDNEY DAVIS

Pensioner Sidney Davis, 82, died December 26. Brother Davis sailed in both the deck and engine departments. He concluded his career aboard the *Cape Knox* and went on pension in 2002. Brother Davis was a New Orleans resident.

### PEDRO DEL CASAL

Pensioner Pedro Del Casal, 99, passed away January 28. Born in Ecuador, he first shipped on the *Great Fall Victory*. Brother Del Casal sailed in the deck department. His final vessel was the *Blue Ridge* and he retired in 1985. Brother Del Casal called Peotone, Illinois, home.



## Final Departures Correction

The February *LOG* included the obituary of the late SIU pensioner Herbert Scypes – but it ran with a photo of his son by the same name, who also sailed with the SIU. The write-up with the correct photo follows. We apologize for the error and sincerely appreciate the younger Scypes being a very good sport about it.



### HERBERT SCYPES

Pensioner Herbert Scypes, 91, died December 18. He donned the SIU colors in 1956 and sailed in the steward department. Brother Scypes first worked with Waterman Steamship Corporation. He last sailed on the *Overseas Harriette* before going on pension in 1996. Brother Scypes resided in Mobile, Alabama.



# Paul Hall Center Classes



Paul Hall Center for Maritime Training and Education  
Lifeboat Class  
891

**Apprentice Water Survival Class #891** – Graduated January 27 (above, in alphabetical order): John Stephano Moris Adarayan, Taher Albaneh, Jacob Burns, Trinity Carter, Jacob Devers, Tevon Edwards, Jesus Fernandez, Chase Greenawalt, Antonio Johnson, Jayline Johnson, Sierjohn Caba Jove, Owen Lehman, Jabar Mohamad, Darriona Noisette, Valerie O'Reilly, Robert O'Neal, Andrew Pecheux, Josh Neilsen Templonuevo Rivera, Nakari Smith-Barnard, Jermal Torney and Eric Willey.



**Junior Engineer** – Graduated January 20 (above, in alphabetical order): Reco Bennefield, Shawn James Diaz Benosa, Kevin Brown, Jarvis Carter, Zachary Ali Cartwright, Ricardo Antonio Escorcia, Dennison Forsman, Joshua Glancy, Malcolm Haynes Jr., Eric Jackson, Anson Johny, Daryl Thomas Jr., and Paul Valiente.

# Paul Hall Center Classes



**Basic Training (First Aid, CPR & AED)** – Graduated January 27 (above, in alphabetical order): Rasheed Groden, Donald Harwerth, Reyna Lee Mendez, Jorge Morales, Perrin Proctor, William Rackley, Jocelyn Ramos, Zachary Rosenthal and Joseph Alvarez Samonte. (Note: Not all are pictured.)



**UA to Able Seaman-Deck** – A pair of apprentices recently completed their requirements in this course. Graduating January 27 (above, from left) were Cordera Deandre Looney and Brandon Coleman.

## Important Notice to All Students

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

**Government Vessels** – Graduated January 20 (photo at right, in alphabetical order): Nassr Hassan Ahmed, Angel Manuel Berrios Jr., Marsheta Brooks, Gionet Dennis, Steven Ellis Jr., Timothy Fogg, Tammy Gammage, Carlos Marcos Gutierrez, Donna Hickman, Sheena Borinaga Jumamil, Michael Knight, Sedell Mitchell-Reynolds, Jesus Alberto Morales Izquierdo, Joseph Alvarez Samonte, Dequan Vanandez Smith Jr., Jayson Velez-Cruz and Kenneth Williams. (Note: Not all are pictured.)



**Certified Chief Cook (Module 5A)** – Graduated January 6 (above, in alphabetical order): Xavier Burgos, Richard Dolan, Tkeyah Elliot and Xander Balian Farris. (Note: Not all are pictured.)



**Certified Chief Cook (Module 5B)** – Graduated January 6 (above, in alphabetical order): Khiry Jamal Bivins, Raymond Gregory Forse, Kenneth Paul Von Kaenel, Ali Mohamed Mossed Yahia and Cody Young-hans.

# 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**



The *Ronald H. Brown*, above, is NOAA's largest vessel, at 274 feet long. (Photo courtesy NOAA). Deck gang members aboard the vessel, photo at right, from left are: Michael Lastinger, Gregory Jackson, Michael Burke, Harrison Bruce, Jared Van Borgen, John Hampton and Jeff Greely.



## Members Team Up Aboard NOAA Ship

When Recertified Bosun **Greg Jackson** earlier this year took a temporary job aboard a National Oceanic and Atmospheric Administration (NOAA) vessel, he didn't know what to expect. It turned out that working side-by-side with members of the SIU Government Services Division aboard the *Ronald H. Brown* agreed with him. "It was a pleasant experience," Jackson stated. "It reinforced that we are all just merchant seamen and never too old to learn new things." The *Brown* is NOAA's largest vessel. Its mis-

sions include collecting and assessing scientific data above and below the ocean surface, "allowing us to simultaneously measure the atmosphere and the ocean and increase our understanding of global climatic changes and other issues," the agency noted. Some of the crew members are represented by the SIU. "The food was great," Jackson added. "Just working alongside the NOAA crew was enjoyable. No matter where we come from or who we work for, we're all seamen and all here for a reason."

AB **John Hampton** – like Jackson a member of the SIU's Atlantic, Gulf, Lakes and Inland Waters – was part of the same voyage and came away with a similar outlook. "The NOAA crew were some of the most generous, fun-loving people I've ever sailed with," he said. "We took the ship from Rhode Island to Brazil and it was a really good experience. We had guys from all walks of life when it comes to sailing. We all shared our experiences and our knowledge with one another. I enjoyed my time and learned a lot."



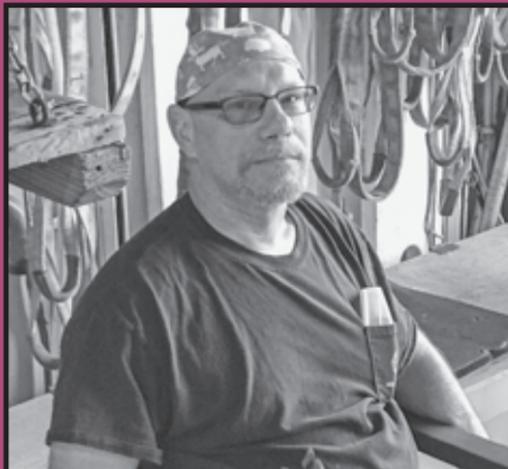
Executive Officer Aaron Maggied, Commanding Officer Marc Moser



Anna McAuliffe, NOAA Scientist



Chief Engineer Alan Currie, Recertified Bosun Greg Jackson



OMU Mark Watson



Chief Cook Deandre Speight, Chief Steward Emir Porter, Second Cook Ashley Pape