

# SEAFARERS LOG

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



*Happy  
Holidays*

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# President's Report

## Positive Initial Steps

The American maritime industry is taking appropriate steps to help ensure that our workplaces are free from sexual assault and sexual harassment (SASH). I'm sure many readers know that SASH has been a primary topic since September, but regardless of your individual level of awareness, I encourage you to read the related articles in this issue of the *LOG*. Keep an eye on our website for updates, too, in between publications.



Michael Sacco

Although the recent allegations by former Kings Point students do not involve SIU members, we are not sitting back and brushing aside any part of our shared responsibility to protect all of our shipmates. We are working with other unions, government officials, schools and businesses to improve shipboard life for everyone.

It's an ongoing process and we take it seriously. I believe the initial, industry-wide response has been useful, and that this collective effort truly will lead to improvements. If you've spent any time in the SIU, you've probably heard me say that we're more like a family than a union. In that spirit, continue treating your fellow members like sisters and brothers. Look out for one another, maintain your professionalism, and if you think something is wrong, use the proper channels to make it known.

The American maritime industry is vital to U.S. national, economic and homeland security. We've got our share of problems, like any other industry, but I believe that the overwhelming majority of U.S. Merchant Mariners are good people who work hard to make a living. We'll continue teaming up to protect our crews and to correct any shortcomings.

### Path to Success

Our affiliated school in Piney Point, Maryland, remains a huge key to our success. And, the latest improvements there are nothing short of incredible.

The school's new Media Center – utilized for various classes – is absolutely cutting-edge. Student reaction to the massive upgrades has been quite positive, and the instructors also are embracing the latest technology. Be sure to check out our coverage elsewhere in this edition.

One reason the school is so important is that it enables the SIU to provide well-qualified mariners to our contracted vessel operators. But, to the individual members, Piney Point is critical because it signifies opportunity. Opportunity to upgrade. Opportunity to earn more money. Opportunity to make the most of this unique career.

You can go as far as you want in this industry, from apprentice all the way to captain. You have a chance to write your own success story, make good money, take care of your family and take advantage of top-of-the-line benefits.

The school is there for you, as is the SIU.

### Happy Holidays

Although we're all still dealing with the COVID-19 pandemic, we've at least been able to take some steps toward normalcy during the past year. It hasn't been easy, and I appreciate the sacrifices and efforts of everyone throughout our organization, starting with the rank-and-file members and most definitely including our staff and our officials.

As we head into the winter holidays, I wish everyone safety and happiness. If you're at sea during the holidays, thank you for helping fulfill our commitments. If you're home, enjoy time with your family and friends.

No matter what, guard your health and we'll continue making progress in the New Year.

# Gen. Van Ovost Takes Helm At Transportation Command

U.S. Air Force Gen. Jacqueline Van Ovost on Oct. 15 became the first woman to lead the U.S. Transportation Command (TRANSCOM), officially taking the reigns during a change of command ceremony at Scott Air Force Base, Illinois. The components of TRANSCOM include the Army's Surface Deployment and Distribution Command, the Navy's Military Sealift Command and the Air Force's Air Mobility Command.

During the ceremony, Secretary of Defense Lloyd J. Austin III said, "I'm not the world's most experienced logistician, but I am one of the world's most experienced consumers. So, I know that I'm looking right now at the people who make the American military move. On any given day, some 115 TRANSCOM railcars are moving DOD equipment, 33 ships are getting underway and 1,500 trucks are delivering cargo. And about every two minutes, a TRANSCOM plane is taking off or landing somewhere around the world – hauling supplies, refueling aircraft or moving patients."

Army Gen. Mark A. Milley, the chairman of the Joint Chiefs of Staff, commended the professionalism and capabilities inherent in the command. He said TRANSCOM is the key to American military successes going back to World War II, and noted the Red Ball Express (a convoy system) that kept Allied forces supplied over the beaches of Normandy in 1944 after the U.S. Merchant Marine delivered the cargo. That same spirit still permeates today's U.S. Transportation Command, the chairman said.

"I assure you, TRANSCOM will defend our nation through

rapid power projection and sustainment, while continuing to build a unity of effort through the strong bonds of our industry partners and our allies and partners," Van Ovost said. "We will also remain committed to our most critical asset – our people."

Van Ovost is a career mobility airman who graduated from the U.S. Air Force Academy in 1988 and has since commanded the 384th Air Refueling Squadron at McConnell Air Force Base, Kansas; the 12th Flying Training Wing at Joint Base San Antonio-Randolph, Texas; and the 89th Airlift Wing, or Presidential Airlift Wing, at Joint Base Andrews, Maryland.

A pilot with more than 4,200 hours in 30-plus aircraft, Van Ovost led Air Mobility Command at Scott Air Force Base since August 2020, overseeing 100,000 military and civilian personnel and 1,100 aircraft spanning aerial refueling tankers, massive cargo transport planes and VIP jets. She's also served as the Joint Staff's vice director; the Air Force's staff director; U.S. Central Command's head of mobility forces; and vice commander of the U.S. Air Force Expeditionary Center, a school focused on rapid-response and combat mobility operations.

Austin said that Van Ovost is the perfect person to follow outgoing Commander Army Gen. Stephen Lyons and to continue the development of the command. "She's a legend of a leader, and the American military is lucky to have her on the job," the secretary said. "I know that she'll continue to push the envelope and exceed all expectations, because that's what she's always done."



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

"When people ask me 'How does TRANSCOM do it? What is the secret to success?' I tell them the truth. We are blessed with incredible people from around the globe," Lyons said. "To the men and women of TRANSCOM, it has been my greatest honor to serve as your 13th commander."

Van Ovost expressed her appreciation, and thanked Lyons for his leadership and service: "We are all grateful to have been under your command and to have taken part in your legacy," she said. "It is an honor of a lifetime to be selected to lead the United States Transportation Command as we prepare to meet the challenges of tomorrow, today. Together, we will deliver."

# White House Nominates Rear Admiral Phillips for Maritime Administrator

President Biden on Oct. 14 announced the nomination of Rear Adm. Ann Phillips (USN ret.) to be the next U.S. Maritime Administrator.

According to the press release from the White House, "Ann Phillips is a leader in the field of coastal resilience and climate impact on national security at

the regional, national and international level. In her current appointment as the first Special Assistant to the Governor of Virginia for Coastal Adaptation and Protection, she is building a collaborative, whole of government and community approach to address the impact of coastal flooding across the Commonwealth, including the development of Virginia's first Coastal Resilience Master Plan. In particular, she coordinates across Federal, State, local and other partners to create equitable strategies to address rising waters and climate impact to federal, maritime, and other critical coastal infrastructure assets in Virginia."

Phillips served nearly 31 years on active duty prior to her current appointment. She received her commission through the Naval Reserve Officers Training Corps upon graduation from the University of North Carolina in 1983. She served aboard two vessels – the *USS Cape Cod* and the *USS San Jose* – during Operations Desert Shield/Desert Storm. She was the first commanding officer aboard the *USS Mustin*.

As the executive assistant to the 6th Fleet Commander, Phillips was involved in the deploy-

ment of goods in support of the Pakistani earthquake relief efforts. Prior to her retirement, she was commander of Expeditionary Strike Group Two, which included 14 vessels and 10 subordinate commands – all part of the Amphibious Expeditionary Forces along the U.S. East Coast. Phillips retired from the Navy in 2014.

"The American Maritime Partnership congratulates Adm. Phillips on her nomination to lead the Maritime Administration, which plays a critical role in supporting our defense readiness, the domestic maritime fleet and hard-working American mariners throughout the world," Mike Roberts, president, American Maritime Partnership, said in a statement. "We look forward to a swift Senate confirmation process, so we can begin working with Admiral Phillips to strengthen American maritime in support of our homeland and national security."

Phillips' nomination will go before the U.S. Senate for approval. Lucinda Lessley is the acting administrator following RAdm. Mark Buzby (USN ret.), who served during the Trump administration.



Rear Adm. Ann Phillips  
Nominee for Maritime  
Administrator Post

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

# Maritime Industry Focuses Efforts On Helping Ensure Safe Workplaces

The American maritime industry is ramping up efforts to promote workplace environments that are safe for everyone.

Those joint endeavors involve the U.S. Department of Transportation (DOT) and its Maritime Administration, U.S.-flag vessel operators, public and private maritime schools, maritime unions and others.

As previously reported, in late September 2021, an anonymous member of the class of 2022 at the U.S. Merchant Marine Academy (USMMA) at King's Point, New York, submitted an account detailing her alleged sexual assault during her Sea Year. According to her writing, she was raped by the first engineer aboard her vessel (who was her supervisor as a member of the engine department).

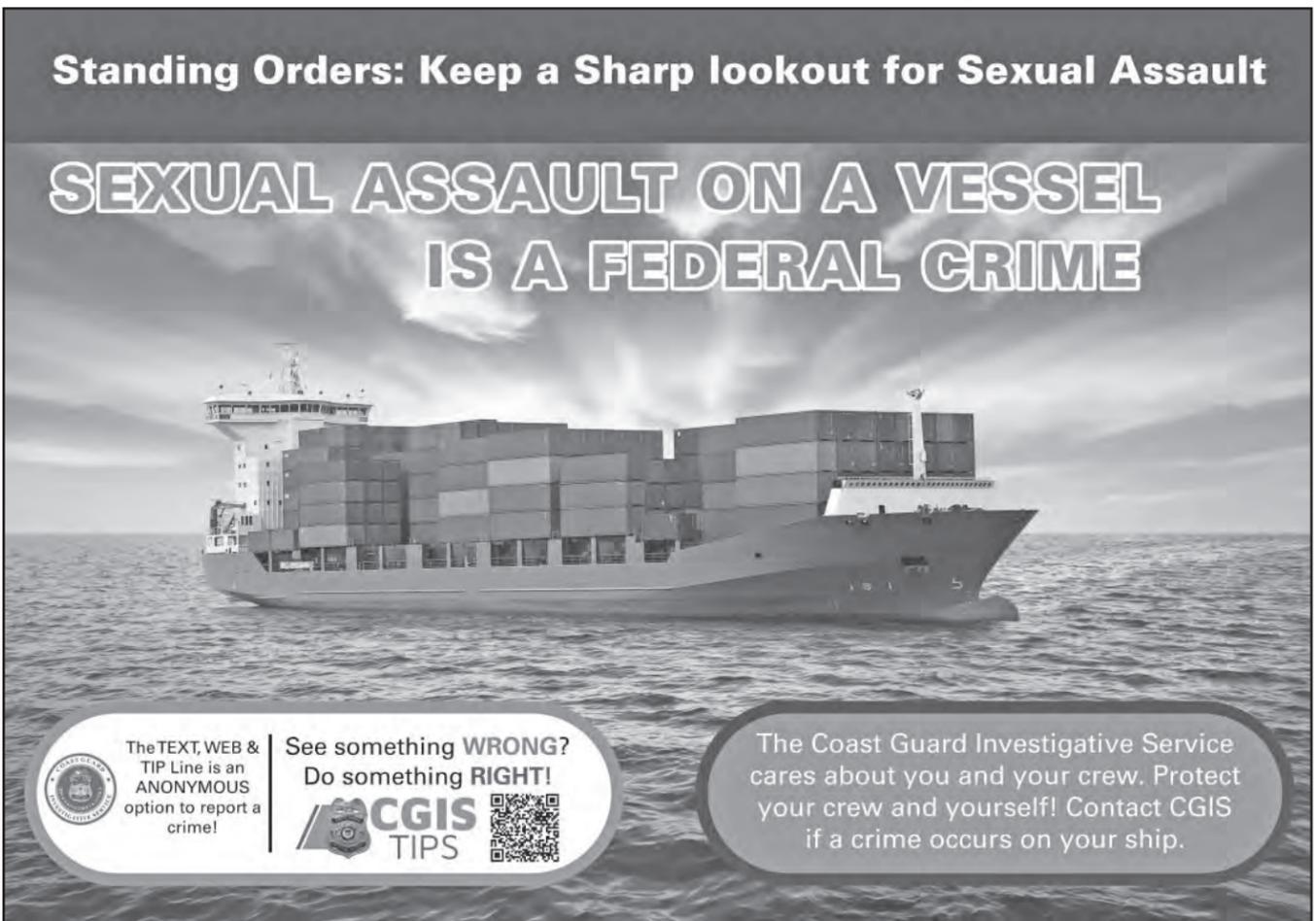
The anonymous victim's report is posted online on the website of the organization Maritime Legal Aid and Advocacy. She describes sexual harassment as a common occurrence among the female students at King's Point. A second alleged victim posted a similar account a few weeks after the initial one appeared online.

Subsequent, ongoing investigations by the DOT and USMMA (and others) are aimed at pinpointing the scope and specifics of the problem and taking corrective action. In the interim, the USMMA "Sea Year" program has been suspended indefinitely.

The SIU and its affiliated Paul Hall Center for Maritime Training and Education (PHC) have not been implicated in any of the accusations or investigations, but both the union and the school are actively working to shore up safety for everyone. Their joint efforts include conducting an anonymous, electronic sexual assault/sexual harassment (SASH) survey at the school; circulating a SASH flyer from the U.S. Coast Guard's Investigative Service; developing a new SASH brochure; participating in industry-wide meetings (some of which have included DOT Secretary Pete Buttigieg and DOT Deputy Secretary Polly Trottenberg); and reviewing the school's SASH policy.

The SIU also teamed up with other unions in issuing a letter to their respective members in late October. Signing the communication were SIU President Michael Sacco, American Maritime Officers President Paul Doell, MEBA President Adam Vokac, MM&P President Don Marcus, SUP President Dave Connolly, MFOW President Anthony Poplawski and ARA President Kelly Anderson.

The letter reads: "As you know, our industry recently made unwanted headlines due to allegations of sexual assault and alcohol consumption aboard an American-flag vessel. We take the incident with utmost seriousness, but, regardless of how that particular case plays out, the undersigned unions – who represent the majority of deep-sea U.S. mariners – are taking this opportunity to reinforce our collective commitment to helping ensure that all seafarers have a safe workplace free of fear, harassment, bullying and any kind of assault. We are in the process of thoroughly but quickly re-examining and, where warranted, updating policies and practices that will facilitate educa-



The SIU has helped circulate this flyer from the Coast Guard in an effort to promote safety.

tion, protection and mutual respect within the ranks of our memberships and throughout the industry.

"Turning a blind eye is not acceptable. All seafarers must be committed to active opposition to any type of harassment, bullying or discriminatory behavior. It is our collective duty to protect and respect our shipmates. As maritime professionals and decent human beings, we must look out for one another.

"When a mariner experiences or observes harassment, bullying or discriminatory behavior, the alarm must go off. Such conduct must immediately be stopped and/or reported. The hierarchy aboard ship, the power relationship inherent in that structure and the closed shipboard environment can become coercive. Mariners must not be compelled to endure an unsafe workplace for the sake of their paychecks, careers, or reputations.

"Each of our organizations is committed to ensuring the safety and fair treatment of every member. Realizing we are dealing with a social problem that can be magnified aboard ship, every member must share the commitment to speak out and act when they observe shipboard bullying, harass-

ment, discrimination, or assault.

"We know that our members are professionals, and that the overwhelming majority of U.S. Merchant Mariners are decent folks who work hard to make a living in a unique industry. We are often in leadership positions aboard ship. Our personal example and insistence on the safety and respectful treatment of our shipmates is the essence of leadership. Whatever the rating, experience, or qualifications, a good shipmate protects their co-workers and does not tolerate any forms of abuse."

During the November SIU membership meeting in Piney Point, Sacco and SIU Executive Vice President Augie Tellez encouraged Seafarers to treat each other with respect and protect one another like family, whether aboard ship, at the hiring halls, at the PHC or elsewhere ashore.

The Sea Year program in particular has gotten the attention of Congress. On Oct. 29, six members (all Democrats) wrote to Buttigieg calling for remediation. Signing the letter were Reps. Peter DeFazio, Adam Smith, Joe Courtney, Maria Cantwell, Jackie Speier, and Salud Carbajal.

The letter in part said: "We are very con-

cerned with the recent allegations of sexual assault by a female cadet at the United States Merchant Marine Academy (USMMA) during her Sea Year experience in 2019. This brave female cadet not only shared her story on the terrible circumstance she endured while at sea, but also detailed alarming statistics regarding the number of other female cadets within her class who have also been harassed and assaulted.... In 2016, the Department of Transportation stood down the Sea Year program to implement changes to better protect students. But those changes clearly did not work, and we are concerned that the cadets remain in danger."

They recommended suspending the Sea Year program for the current term and added, "Prior to the resumption of Sea Year, we request the USMMA develop a public written action plan that includes detailed steps that will be taken to ensure the safety of cadets at sea. While we understand the importance of a timely graduation for USMMA cadets, the safety of those same cadets should be your top concern. We stand ready to assist the Department in ensuring a complete educational experience and a timely graduation."

## ITF: Maritime Must Be Safe for Women

The International Transport Workers' Federation (ITF), to which the SIU is affiliated, recently weighed in on the maritime industry's increased efforts to ensure safe workplaces.

In early November, the federation issued a statement that read in part: "A brave female cadet recently published the horrific experiences of sexual assault she endured on board a vessel while attending the U.S. Merchant Marine Academy. The incident and response she details brings shame on the shipping industry and underlines the urgent need for action to elimi-

nate violence in the workplace.

"Eliminating violence in the workplace requires action from employers, employees, and governments, since it is everyone's responsibility to ensure the safety and security of seafarers, including women seafarers.

"In her online post the cadet revealed the full horror of the incident that occurred on board a Maersk Line vessel while she was serving her year at sea in 2019. Going public prompted an independent inquiry from A.P. Møller-Maersk, and investigations by the Maritime Administration of the

U.S. federal Department of Transportation. "But we cannot leave it there. Policies need action."

Lena Dyring, women's representative from the ITF Seafarers' Section, stated, "Sadly, this is not an isolated incident, but a reality for many seafarers, both male and female, regardless of flag or company. We know that women's experiences in the shipping industry, ashore and at sea often do not match the best intentions laid out in policies. Although many women seafarer trainees have great support during their education ashore, including as part of mentoring programs, it is an all-too-common experience that too many women seafarers suffer from harassment and bullying. Too many encounter discrimination in the workplace, and in the worst cases, assault."

Dyring said everyone in maritime has a responsibility to change the male-dominated culture and remove obstacles and barriers faced by women in the industry. Dyring also revealed that following a recent

publication of an ITF statement condemning an assault on a female ITF inspector, she received a letter from a woman seafarer that contained a strong message to the industry "that is worth amplifying."

In the letter, the seafarer argues that "violence is NOT the only reason why the maritime industry cannot retain more women." She suggests that it can be more difficult for women to advance their careers.

Dyring said, "She is absolutely right that positive contribution of women at sea need to be celebrated and profiled. Together, we can make a career at sea safe. We can make it a secure place for everyone, including women, so that all seafarers can progress and achieve their full potential."

In 2020, women made up 1.28% of the overall global seafaring workforce.

The ITF will soon be publishing its own support materials for women seafarers, and will be specifically including guidance on seafarers' rights to safe, healthy and violence-free workplaces.

# Union Membership Meeting Dates for 2022

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	3	7	7	4	2	6	<b>5</b>	8	<b>6</b>	3	7	5
Jersey City	Tuesday after first Sunday	4	8	8	5	3	7	5	9	6	4	8	6
Philadelphia	Wednesday after first Sunday	5	9	9	6	4	8	6	10	7	5	9	7
Baltimore	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
Jacksonville	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
San Juan	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
Algonac	Friday after first Sunday	7	11	11	8	6	10	8	12	9	7	<b>14</b>	9
Norfolk	Friday after first Sunday	7	11	11	8	6	10	8	12	9	7	<b>14</b>	9
Houston	Monday after second Sunday	10	14	14	11	9	13	11	15	12	<b>11</b>	14	12
New Orleans	Tuesday after second Sunday	11	15	15	12	10	14	12	16	13	11	15	13
Mobile	Wednesday after second Sunday	12	16	16	13	11	15	13	17	14	12	16	14
Oakland	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
Port Everglades	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
Joliet	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
St. Louis	Friday after second Sunday	14	18	18	15	13	17	15	19	16	14	18	16
Honolulu	Friday after second Sunday	14	18	18	15	13	17	15	19	16	14	18	16
Wilmington	Monday after third Sunday	<b>18</b>	<b>22</b>	21	18	16	<b>21</b>	18	22	19	17	21	19
Guam	Thursday after third Sunday	20	24	24	21	19	23	21	25	22	20	<b>25</b>	22
Tacoma	Friday after third Sunday	21	25	25	22	20	24	22	26	23	21	25	23

\* Dates in bold indicate that meetings are being held on other than traditional dates because of various holidays. These changes are as follows:

- Wilmington change in January created by Martin Luther King Day Observance
- Wilmington change in February created by President's Day Observance
- Wilmington change in June created by Juneteenth Observance
- Piney Point change in July created by Independence Day Observance
- Piney Point change in September created by Labor Day Observance
- Houston change in October created by Columbus Day Observance
- Algonac change in November created by Veteran's Day Observance
- Norfolk change in November created by Veteran's Day Observance
- Guam change in November created by Thanksgiving Observance

Meetings at all ports start at 10:30 a.m.

## 2022 Health and Benefits Plan Scholarship Program

Scholarships totalling \$132,000 are available under the 2022 Seafarers' Health and Benefits Plan Scholarship Program. The grants are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

### Seafarers Scholarships

Three scholarships designated for active Seafarers:

- One \$20,000 offering for a four-year course of study at an accredited college or university
- Two scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school

To take advantage of these opportunities, clip, complete and mail the form below, or visit [www.seafarers.org](http://www.seafarers.org), go to the About tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet (PDF).

Although the booklet says 2021, all information is still current for the 2022 SHBP Scholarships.

### Dependents Scholarships

Five scholarships designated for dependents:

- A total of five scholarships, each worth \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.

Please send me the 2021 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ( ) .....

This application is for (circle one):                      Self                      Dependent

Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Capital Gateway Drive, Camp Springs, MD 20746

12/21

# Piracy Incidents Plummet to Lowest Levels Since 1990s, but Violence Against Seafarers Continues

The International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) recently released their "Piracy and Armed Robbery Against Ships" report for the period Jan. 1-Sept. 30, 2021. According to the latest IMB statistics, reported incidents are down to their lowest level in decades, but violence against seafarers has continued, with 51 crew kidnapped, eight taken hostage, five threatened, three injured, two assaulted and one killed during the period.

According to the report summary, "IMB's latest global piracy report recorded 97 incidents of piracy and armed robbery for the first nine months of 2021 – the lowest level of reported incidents since 1994. In 2021, IMB's Piracy Reporting Centre reported 85 vessels

boarded, nine attempted attacks, two vessels fired upon and one vessel hijacked."

The Gulf of Guinea region saw 28 incidents of piracy and armed robbery in the first nine months of 2021, in comparison to 46 for the same period in 2020. Additionally, Nigeria only reported four incidents during the first nine months of 2021, compared to 17 in 2020 and 41 in 2018.

"We welcome the decrease of piracy and armed robbery attacks in the Gulf of Guinea and the efforts taken by maritime authorities in the region," said Michael Howlett, director, ICC International Maritime Bureau. "However, there needs to be sustained efforts to ensure the continued safety of seafarers as they transport essential goods throughout the re-

gion. Coastal States must redouble their coordination and security measures to ensure that piracy and armed robbery incidents continue to decline."

There are still pockets of increased activity, as stated in the report: "The Singapore Straits reported 20 incidents of armed robbery – the highest number recorded since 1991. Reported incidents in the Singapore Straits are up from 15 in 2020 and just one incident in 2019. These attacks are low-level and opportunistic in nature, but IMB warns that the perpetrators pose a direct threat to seafarers and vessels underway. In four incidents, crew were either threatened, assaulted, or injured.

"The Callao Anchorage in Peru is another area that has witnessed an increase of piracy

activity with 15 reported incidents in 2021 – the highest number since 1991. As with the Singapore Straits, these incidents are low-level thefts with knives being reported in 60 percent of the incidents. Attackers in the region possess the capacity to carry out violent attacks with three crew taken hostage and a further one each assaulted or threatened during the first nine months of 2021," the report continued.

Launched in 1991, the IMB Piracy Reporting Center is a 24-hour manned facility that provides the maritime industry, governments and response agencies with timely and transparent data on armed robbery incidents received directly from the master or owner of vessels.



## Spotlight on Mariner Health

### Know Signs of Coronary Artery Disease

Coronary artery disease (CAD) is the most common disease in the United States. It is also known as ischemic heart disease.

Many individuals may experience the first sign that they have this condition by being diagnosed with chest pain (angina) or a heart attack. Symptoms may include heaviness in the chest, shortness of breath, a sudden onset of sweating, general weakness, and pain with activity.

CAD is caused by the buildup of plaque in the interior walls of the coronary arteries that supply blood to the heart. This plaque is made from the deposits of cholesterol and other substances in the artery. Over time, plaque buildup will cause the inside of the arteries to narrow, which can partially or totally block the flow of blood. This is known as atherosclerosis.

The risk factors for CAD are as follows: physical inactivity, being overweight, age, unhealthy eating habits, smoking tobacco products, and a family history of heart disease (genetics).

Visiting your doctor and having routine testing like echocardiograms, stress tests, and lab work will help to detect problems early that can save your life.

People can stay "heart healthy" by eating low-

fat diets that include ample fruits and vegetables, drinking lots of water, limiting alcohol intake, exercising at least three times a week for 30 minutes, keeping doctor appointments, taking your medications as instructed, limiting stress, and not smoking.

The Mayo Clinic advises: "If you think you're having a heart attack, immediately call 911 or your local emergency number. If you don't have access to emergency medical services, have someone drive you to the nearest hospital. Drive yourself only as a last option. If you have risk factors for coronary artery disease – such as high blood pressure, high cholesterol, tobacco use, diabetes, obesity, a strong family history of heart disease – talk to your doctor. Your doctor may want to test you for coronary artery disease, especially if you have signs or symptoms of narrowed arteries."

Adds the National Heart, Lung, and Blood Institute, "Symptoms of coronary heart disease may be different from person to person even if they have the same type of coronary heart disease. However, because many people have no symptoms, they do not know they have coronary heart disease until they have chest pain, a heart attack, or sudden cardiac arrest."

### Healthy Recipe

#### German Paprika Roasted Hens (Servings: 25)

##### Ingredients

10 pounds Cornish game hens, split in half  
1 tablespoon kosher salt  
2 teaspoons black pepper, ground  
¼ cup smart balance  
1½ tablespoons fresh garlic, minced fine  
1 pint onion, finely chopped  
1 quart roasted red pepper, finely chopped  
¼ cup fresh parsley, chopped  
1½ pints tomato sauce  
1 teaspoon granulated garlic  
½ cup paprika, sweet  
1½ tablespoons crushed red pepper flakes  
1½ tablespoons chicken base  
2½ tablespoons cornstarch, mix with cold water  
½ cup cold water  
¾ cup sour cream, light

##### Preparation

Wash & dry the chicken. Season with salt and pepper, brown each side of the hens; on a med.-high temp. flat top grill. Place in 2" hotel pans. Bake in a 325-degree oven

for 30-40 minutes until internal temp of 165 degrees F is reached. **To make sauce:** In a steam jacketed kettle or stock pot, saute the onion and roasted peppers with the smart balance over med-high heat for about 5 minutes. Stir in the tomato sauce, parsley, chicken base, paprika, granulated garlic, and crushed red pepper. Cook for 3 minutes longer. Thicken the sauce with the cornstarch slurry. Add the sour cream, blend well. Add the finished sauce to the pans of chicken evenly. Serve hot.

**Nutrition Information:** Per Serving (excluding unknown items): 251 Calories; 16g Fat (57.6% calories from fat); 20g Protein; 6g Carbohydrate; 1g Dietary Fiber; 112mg Cholesterol; 442mg Sodium. Exchanges: 0 Grain (Starch); 2½ Lean Meat; ½ Vegetable; 1½ Fat; 0 Other Carbohydrates.

(Provided by the Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship)

## Beck Notice

## Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIW assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIW about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIW.

1. Benefits of union membership — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIW are the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a

role in the development and formulation of union policies.

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2020 calendar year, the fee cost associated with this representa-

tion amounts to 79.73 percent of the dues amount. This means that the agency fee based upon the dues would be \$398.65 (three hundred ninety-eight dollars and sixty-five cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2022 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2021 and November 30, 2022 will have this calculation applied to their 2022 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2023, your objection must be received by December 1, 2022.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Capital Gateway Drive, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2020.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction

may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIW, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. Appeal procedure — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,  
David Heindel  
Secretary-Treasurer

# U.S. Representative Luria Thanks U.S. Mariners, American-Flag Fleet During Remarks to Congress

## Congresswoman Solicits Support for Workers, Industry

U.S. Rep. Elaine Luria (D-Virginia) praised the work of American mariners and the U.S.-flag fleet while calling upon Congress to continue its support for these workers and the industry.

Luria, a graduate of the U.S. Naval Academy who served in the Navy for 20 years before being elected to the House of Representatives in 2018, made her statement on the House floor Oct. 25.

"The United States needs a robust U.S.-flag maritime industry and a trained and qualified mariner workforce to support our surge sealift capabilities

in responding to the crises and military operations around the world when called upon," the congresswoman said. "Further, the U.S.-flag fleet routinely responds to disasters and emergencies, moves critical government and military cargo around the world, and carries American farm products in support of U.S. international development programs to help developing countries in need."

The member of both the House Armed Services and Homeland Security committees called for continuing support for the Maritime Security Program, which

provides funds for militarily useful U.S.-flag commercial vessels and crews available to the armed forces in the event of war or national emergencies.

"The shipping industry is facing unprecedented challenges today, but one thing we know all too well is that a strong commercial maritime capability enhances our national security," she added.

She wrapped up her address by thanking "the U.S.-flag fleet and the U.S. Merchant Mariners who work every day to support our military and our nation."



U.S. Rep. Elaine Luria (D-Virginia)

### SAB Action Makes Official What's Already Occurring

A new action by the Seafarers Appeals Board (SAB) means a formal return to business as usual when it comes to the Shipping Rules.

Prior SAB actions temporarily amended the Shipping Rules in order to help meet manpower obligations during peak stretches of the COVID-19 pandemic. Those actions (numbers 480 and 481, respectively) are rescinded as of Nov. 15, 2021.

"The new SAB (Action Number 486) makes official what has already been happening," said SIU Vice President Contracts George Tricker. "The hiring halls long ago returned to normal business hours. Thanks to vaccinations and other safety measures, registration and other shipping-related procedures which periodically and temporarily were done by phone or email are now back to being handled in-person, as prescribed by the Shipping Rules."

The full text of SAB Action 486 follows:

**WHEREAS**, Article IX entitled Shipping Rules, Sections 7. and 9. grant the sole and exclusive authority to administer and/or amend the shipping rules to the Seafarers Appeals Board.

**WHEREAS**, by prior action the Seafarers Appeals Board has amended the Shipping Rules to secure and maintain an adequate supply of qualified and trained personnel aboard various U.S.-flagged vessels, in particularly Actions #480 and #481 in which Shipping Rules 2, 4 and 5 were suspended due to Coronavirus Pandemic restraints; and

**WHEREAS**, with the implementation of vaccinations, precautionary measures and protocols in place, the need for Actions #480 and #481 no longer exists.

**NOW THEREFORE**, with the aforementioned in mind, the Seafarers Appeals Board hereby rescinds the conditions of SAB #480 and #481, effective November 15, 2021.

## Retired Patrolman Sheehan Passes Away at 76

John James "Jack" Sheehan Jr. served the SIU membership for nearly half a century before retiring in 2011, building a well-earned sterling reputation along the way.

Sheehan passed away Oct. 29 in New York, reportedly after stroke-related complications. He was 76 and a month shy of his birthday.

The New York City native wore many hats with the SIU, most recently that of a patrolman and safety director based in Brooklyn, New York. He was hired in 1964 as a claims supervisor in his native city. In 1980, he transferred to the manpower office, also in the New York hall. Two years later, he served as a representative for the Seafarers Health and Benefits Plan (then named the Seafarers Welfare Plan).

He became a union representative in 1985. In 1991, Sheehan was called upon to serve as the SIU safety director in New York, a position he filled for nearly 17 years.

SIU Executive Vice President Augie Tellez worked with Sheehan for decades, and gave the eulogy at his funeral service in Staten Island, New York. Tellez described him as dedicated, likeable and full of integrity.

"Jack was one of the good guys," Tellez said. "I met him in 1978 and he was part of the manpower crew with Frank Pecquex, Bobby Selzer and Lou Delma. He was a dear friend and union brother. It was truly an honor and privilege to deliver the eulogy, and I hope Jack's family eventually feels the heartfelt joy their fond memories of him will bring."

SIU Atlantic Coast Vice President Joseph Soresi said, "I have known Jack all



Sheehan (center) celebrates the 2014 ceremonial opening of the Jersey City, New Jersey, hall with SIU Port Agent Joe Baselice (right) and retired Paul Hall Center VP Don Nolan.

my working career and I've never met a more dedicated individual to this membership. He respected the rank-and-file members and he cared deeply about the SIU."

Retired SIU Vice President Government Services Kate Hunt said she "worked with Jack for many years in Brooklyn. Jack was a real gentleman and a real pro. One thing that always stood out to me is, the members really respected him and

liked him. Nobody ever said a bad word about him. He treated everybody in a professional manner. He was just a great guy to work with."

When he retired and was asked to reflect on his career, Sheehan replied, "It was my pleasure to work at the SIU and with the membership. Through the years I met some really great people. I will miss all of them."



Sheehan (left) chats with OMU Rafael Duran aboard the *Sea-Land Challenger* in 1993 in Elizabeth, New Jersey.

# AMP: Domestic Industry Delivers

## Maritime Groups Respond to Supply-Chain Questions

Two SIU-affiliated groups recently told U.S. Secretary of Transportation Pete Buttigieg that the American maritime industry is providing certainty to American customers and consumers, undeterred by supply chain disruptions and congestion impacting global shipping and major international U.S. ports, particularly on the West Coast.

Both the American Maritime Partnership (AMP) and USA Maritime were responding to government requests for comments, issued in late September and mid-October, respectively.

AMP underscored the continued reliability of America's domestic maritime services despite the current supply chain crisis.

"While the supply chain issues pertaining to our import-export trades persist, the men and women of America's domestic maritime industry will continue to do our part to deliver for Americans," said AMP President Mike Roberts. "The current supply chain problems highlight once again the importance of maintaining a highly resilient and dedicated American supply chain for serving customers in our domestic markets."

Throughout the COVID-19 pandemic and foreign shipping supply chain crisis, American maritime has provided steady and reliable transportation service for Americans across the United States, in-

cluding the non-contiguous areas of Hawaii, Puerto Rico, and Alaska. When the COVID-19 pandemic began, more than 500 trans-Pacific sailings were cancelled, or "blanked" by international carriers. On the other hand, few if any domestic voyages have been blanked by any Jones Act carrier during the same time period. The ability to continue this uninterrupted service during a crisis is due in part to the Jones Act, the fundamental law of the maritime industry.

The USA Maritime comments were issued "to shed light on the critical need to protect, preserve, and grow our maritime workforce, specifically our mariners, for all Department of Defense cargo needs," the coalition said in a statement issued by its chairman, C. James Patti.

After reviewing a national security directive that spells out the ongoing need for strong sealift capability, Patti quoted several prominent U.S. military leaders past and present who have urged called for maritime industry revitalization.

He continued, "Without the capability provided by the U.S.-flag international fleet and its civilian American mariner workforce, the Department of Defense would be forced to either dedicate its resources to replicate, at significant cost to the American taxpayer, the commercial sealift readiness capability provided by our

industry or to entrust the security of our nation and the safety and supply of American troops to foreign flag-of-convenience vessels crewed by foreign nationals who may not support U.S. defense operations. To do so would be to jeopardize the lives of American servicemen and women who will no longer be guaranteed the supplies and equipment they need to do their job in support of our country."

He described a "dangerous decline in the American maritime manpower pool (that) must be reversed as we critically re-examine our national security supply chain. The Administration must focus on ways to stop the further loss of U.S.-flag vessels and the resultant outsourcing of American maritime jobs, and actively work to increase the number of vessels operating under the U.S. flag in order to create and support more maritime job opportunities for Americans. It is imperative to ensure that our country has the U.S.-flag commercial sealift capability and trained American mariners needed to support the Department of Defense throughout its supply chain. To this end, the Administration should invest in the U.S.-flag merchant marine as a critical component of our nation's national security supply chain."

The USA Maritime statement then spells out the value of laws and programs

including cargo preference and the Maritime Security Program.

"In addition, to further halt and reverse the downward trend in the number of vessels operating under the U.S.-flag and the outsourcing of American maritime jobs we urge the Administration to consider strong, positive and innovative actions to develop and implement meaningful and effective programs and policies that will increase the number of commercially viable U.S.-flag vessels, increase the number of American maritime jobs, and increase the amount of America's foreign trade carried aboard U.S.-flag ships," Patti wrote. "To protect our nation's supply chain, such initiatives should include the utilization of Federal tax law to incentivize shippers to utilize U.S.-flag vessels for a greater portion of commercial cargoes; tax and economic policies that encourage rather than discourage investment in the U.S.-flag shipping industry; the negotiation of bilateral shipping and cargo sharing agreements with our trading partners; and policies that include a greater reliance on U.S.-flag vessels as a means to achieve energy efficiency and a cleaner environment. In so doing, we can better guarantee that the United States will have the U.S.-flag ships and American mariners it needs to provide the assured logistics the Department of Defense requires."

## Report Shows Strong Union Presence In America's Renewable Energy Sector

A new report "illustrates how America's biofuel industry is growing union jobs and helping to rebuild the middle class," according to backers in the renewable energy sector.

In a joint statement from the Advanced Biofuels Business Council, Growth Energy, the National Biodiesel Board, and the Renewable Fuels Association, trade association leaders noted in early November that the report – titled "Union Jobs in Ethanol & Biodiesel Industries: An American Success Story" – "underscores the truth behind President Biden's declaration that 'doubling down on these liquid fuels of the future will not only make value-added agriculture a key part of the solution to climate change — reducing emissions in planes, ships, and other forms of transportation — but will also create quality jobs across rural America.'"

The report was authored by veterans of the Bureau of Labor Statistics, the U.S. General Services Administration, and KPMG International (the world's third-largest accounting firm). They found that biofuel production supports more than 30,000 union jobs, primarily in agriculture, manufacturing, transportation and utilities, construction, and professional and business services. These include jobs filled by members of the United Auto Workers, Steelworkers, Laborers' International Union of North America, International Union of Operating Engineers, North America's Building Trades Unions, the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union, the Brotherhood of Locomotive Engineers, and many other labor organizations across 20 states.

"Working people are front and center as we tackle climate change," said Daniel Duncan, Executive Secretary-Treasurer of the Maritime Trades Department (MTD), AFL-CIO. "It is now clear that union members are not just on the production side of the American biofuel industry, but also build, operate, and maintain the infrastructure that keeps homegrown fuels like ethanol and biodiesel flowing. This sector is an important source of strength for union jobs, especially when it comes to growth in agricultural regions of the nation. We're proud to be part of a supply chain that delivers for middle-class families."

"Union labor has helped make America the world's largest producer and exporter of biofuels," said a spokesperson for the Seafarers International Union. "We should play to our strengths as we decarbonize energy production, and growing the U.S. biofuels industry means good-paying, green jobs for union members."

Indeed, the report concludes, "The U.S. biofuel industry supports union jobs in construction and manufacturing, but as importantly relies on sectors with high union densities to store and transport its products. A key takeaway is that continued support for the ethanol and biodiesel industries will have a positive causal effect on union jobs and is a pathway to an increase in union membership. Ethanol and biodiesel industries are also helping to mitigate against a downward trend in U.S. union density rates."

Another section in the report touches on why increased union membership is beneficial for the country.

"The benefits of unions have long been studied and understood," the report notes. "There is extensive literature linking union membership to higher wages and greater equality. Unions also increase the likelihood that workers will receive various forms of non-cash benefits, like health insurance and retirement plans, and reduce wage disparity. Unionized workers are significantly more satisfied with their jobs than their nonunionized counterparts in the post-Great Recession period. Unions also protect their members, and others working alongside their members, against dismissals and discipline without good cause, and ensure workers will have a voice in their workplaces, with a result that union members tend to have longer job tenures than non-union workers."

Those benefits provided by unions "help to define what it is to be a member of the middle class in our country," the report adds. "For this reason, supporters of the American union movement, and those committed to restoring the American middle class, should welcome the growth of industries that employ a sizable number of unionized workers, particularly in industries that have declined over the last few decades."

### Aboard the Great Republic



SIU Port Agent Todd Brdak (left in photo above) is pictured with Conveyorman Ali Musa and Recertified Bosun Amin Quraish aboard the *Great Republic* in mid-October in River Rouge, Michigan. In the photo below, deck-gang members tie up.





**GETTING OUT THE VOTE** – Houston-area Seafarers turn out for a block walk in support of Elizabeth Santos, who is headed for a runoff election as a trustee of the Houston Independent School District. Pictured from left are GUDE Kevin Cruz, Recertified Bosun Lionel Rivas, GUDE Alpha Minko, SIU Patrolman Kelly Krick, another local volunteer, and GUDE Oscar Amaya-Sanchez.



**FULL BOOK IN FORT LAUDERDALE** – GVA Sam Pinnock (left) receives his full book at the hall. He's pictured with SIU Asst. VP Kris Hopkins.

## At Sea and Ashore with the SIU



**ABOARD PERLA DEL CARIBE** – These snapshots are from an Oct. 15 servicing of the TOTE Services ship in Jacksonville, Florida. The group photo at left includes (from left) SA Jamika Thomas, Chief Cook Fernando Marques Ortiz, SIU Patrolman Adam Bucalo and Recertified Steward Antonio Mendez Cruz. Wearing the medal in the other photo is ABG Luis Ramos Rosa, with SIU Port Agent Ashley Nelson. Luis placed third in a "virtual 5k" that's part of a military birthday series (more info here: <https://tinyurl.com/24mcvr74>).



**A-BOOK IN JOLIET** – AB Ramir Maldepena displays his newly acquired A-book at the hall in early October.



**WELCOME ASHORE IN NEW ORLEANS** – Two longtime members recently called it a career. In photo at left, Crescent Towing Capt. Kerry Wright (left, with SIU Port Agent Chris Westbrook) picks up his first pension check. He is a second-generation Seafarer who sailed both deep sea and inland, beginning in 1984. Crescent Towing senior Engineer David Findley is in the middle in the photo at right, also receiving his first pension check. He sailed with Crescent for 39 years and was a longtime delegate. Kevin McDermott (right) (wheelman/deckhand delegate) worked with Findley on the same crew for the last 25 years and was on hand to congratulate him (and maybe razz him a little, too). Westbrook is at left.



**ABOARD CAPE HUDSON** – SIU Port Agent J.B. Niday (right) and Recertified Steward Joe Gallo are pictured aboard the Matson-operated vessel in San Francisco.

# At Sea and Ashore with the SIU

**BOOKS AND REMEMBRANCE IN JACKSONVILLE** – In photo at immediate right, pictured from left (facing camera) are AB Rahsean Lillard, SA Lawanda Parker and Chief Storekeeper Donita Dowdell, receiving their full B-books at the September membership meeting. In the other photo, members are sworn in during the October meeting, which also included a tribute to the final crew of the *El Faro*. SIU Port Agent Ashley Nelson is standing at right. Taking the oath are (from left) ABM Kenneth Hardy, AB Javaris Wright, GVA James Stanford, Chief Cook Cynora Hunter, Chief Cook Jumaane Allen and AB Tristan Johnson. Hardy, Hunter and Johnson received their respective A-books.



**WITH SIU MEMBERS IN MARYLAND** – SIU Port Agent Mario Torrey (center in photo above) meets with Seafarers Sam McClelland (left) and Kevin Kuhne at the Maryland Pilots Transfer Station at Solomons Island. In photo below, FOWT Marco Baez Millan (left) receives his full B-book. He's pictured in Piney Point, Maryland, with Torrey.



**B-BOOK IN WILMINGTON** – STOS John Paul Yap (right) receives his full B-book. He's pictured at the hall with SIU Safety Director Gordon Godel.

**WELCOME ASHORE IN TACOMA** – AB Obaid Ali (left), who sailed with the union from 1979 until September of this year, picks up his first pension check at the hall. SIU Port Agent Warren Asp is at right.

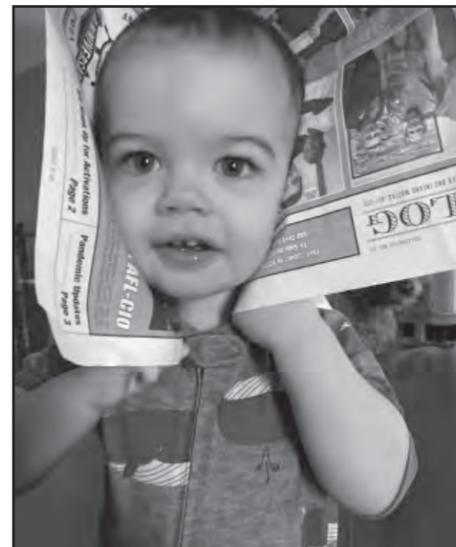
**DEDICATED AND CREATIVE READER** – Recertified Bosun William Yurick shared these snapshots of his son, Jamie, "reading the LOG and then using it as a hat." (Editor's note: We take no offense to using the LOG for creative individual purposes – once readers have at least checked to see who retired and who crossed the bar, of course.)



**PROMOTING SIU, MARITIME** – From left: Recertified Bosun Lionel Rivas, SIU Patrolman Kelly Krick and AB Anwar Martinez are pictured Oct. 20 at maritime career fair in La Porte, Texas.



**B-BOOK IN HOUSTON** – OMU Robert Thomas (left) receives his full B-book. He's pictured at the hall with SIU Patrolman Kelly Krick.



## Summary Annual Report for Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2020 to December 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$300,647,795 as of December 31, 2020 compared to \$239,118,635 as of January 1, 2020. During the plan year the plan experienced an increase in its net assets of \$61,529,160. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year.

During the plan year, the plan had total income of \$150,056,069. This income included employer contributions of \$126,536,677, employee contributions of \$504,000, realized gains of \$374,878 from the sale of assets, earnings from investments of \$21,212,545 and other income of \$1,427,969. Plan expenses were \$88,526,909. These expenses included \$13,362,500 in administrative expenses and \$75,164,409 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

that report:

- An accountant's report.
- Financial information and information on payments to service providers.

■ Assets held for investment; and  
 ■ Transactions in excess of 5 percent of the plan assets.  
 To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Capital Gateway Drive, Camp Springs, MD 20746, (301) 899-0675.

The charge to cover copying costs will be \$12 for the full report or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Capital Gateway Drive, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution

Avenue, NW, Suite N-1513, Washington, D.C. 20210.

### Paperwork Reduction Act Statement

According to the Paperwork Reduction Act of 1995 (Pub. L. 104-13) (PRA), no persons are required to respond to a collection of information unless such collection displays a valid Office of Management and Budget (OMB) control number. The Department notes that a Federal agency cannot conduct or sponsor a collection of information unless it is approved by OMB under the PRA, and displays a currently valid OMB control number, and the public is not required to respond to the collection of information unless it displays a currently valid OMB control number. See 44 U.S.C. 3507. Also, notwithstanding any other provisions of law, no person shall be subject to penalty for failing to comply with a collection of information if the collection of information does not display a currently valid OMB control number. See 44 U.S.C. 3512.

The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL\_PRA\_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.

OMB Control Number 1210-0040 (expires 06/30/2022)

## Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2020 to December 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$9,873,587. These expenses included \$1,149,262 in administrative expenses and \$8,724,325 in benefits paid to participants and beneficiaries. A total of 15,700 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$158,781,538 as of December 31, 2020 compared to \$143,294,725 as of January 1, 2020. During the plan year the plan experienced an increase in its net assets of \$15,486,813. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$25,360,400, including employer contributions of \$9,953,970, employee contributions of \$117,214, gains of \$920,787 from the sale of assets, earnings from investments of \$14,365,924 and other income of \$2,505.

The plan has a contract with The Prudential Insurance Company of America which allocates funds toward individual policies.

### Your Rights to Additional Information

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

- An accountant's report.
- Financial information and information on payments to service providers.
- Assets held for investment.
- Transactions in excess of 5 percent of the plan assets.
- Insurance information including sales commissions paid by insurance carriers; and

Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Capital

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

The charge to cover copying costs will be \$8.00 for the full report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Capital Gateway Drive, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

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The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL\_PRA\_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.

OMB Control Number 1210-0040 (expires 06/30/2022)

## Summary Annual Report For Seafarers International Union AGLIW 401(k) Plan

This is a summary of the annual report for the Seafarers International Union AGLIW 401(k) PLAN, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2020 to December 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$4,905,314. These expenses included \$76,670 in administrative expenses, \$4,760,850 in benefits paid to participants and beneficiaries and \$67,794 in other expenses. A total of 15,502 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$54,083,520 as of December 31, 2020 compared to \$46,556,626 as of January 1, 2020. During the plan year the plan experienced an increase in its net assets of \$7,526,894. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$12,432,208, including employee contributions of \$6,211,250, other contributions of \$420,507, earnings from investments of \$5,737,408 and other income of \$63,043.

### Your Rights to Additional Information

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

- An accountant's report.
- Financial Information and information on payments to service providers.
- Assets held for investment.
- Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Capital Gateway Drive, Camp Springs, MD 20746, (301) 899-0675.

The charge to cover copying costs will be \$11 for the full report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Capital Gateway Drive, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

### Paperwork Reduction Act Statement

According to the Paperwork Reduction Act of 1995 (Pub. L. 104-13) (PRA), no persons are required to respond to a collection of information unless such collection displays a valid Office of Management and Budget (OMB) control number. The Department notes that a Federal agency cannot conduct or sponsor a collection of information unless it is approved by OMB under the PRA, and displays a currently valid OMB control number, and the public is not required to respond to the collection of information unless it displays a currently valid OMB control number. See 44 U.S.C. 3507. Also, notwithstanding any other provisions of law, no person shall be subject to penalty for failing to comply with a collection of information if the collection of information does not display a currently valid OMB control number. See 44 U.S.C. 3512.

The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL\_PRA\_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.

OMB Control Number 1210-0040 (expires 06/30/2022)

## Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the SEAFARERS VACATION PLAN, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2020 to December 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$32,348,901 as of December 31, 2020 compared to \$28,942,105 as of January 1, 2020. During the plan year the plan experienced an increase in its net assets of \$3,406,796. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$77,288,729. This income included employer contributions of \$74,272,675, realized losses of (\$56,144) from the sale of assets, earnings from investments of \$2,825,099 and other income of \$247,099. Plan expenses were \$73,881,933. These expenses included \$6,346,000 in administrative expenses and \$67,535,933 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

- An accountant's report.
- Financial information and information on payments to service providers.
- Assets held for investment; and
- Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Capital Gateway Drive, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$12.75 for the full report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses

of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Capital Gateway Drive, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

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The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL\_PRA\_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.

OMB Control Number 1210-0040 (expires 06/30/2022)



## Notice/Reminders About SIU Text Message Alerts

The union occasionally sends text messages to Seafarers (and others) who have signed up for such alerts. Those texts contain information relevant to members' careers, including important news about the SIU, its contracted companies and the industry as a whole. The messages may include alerts about open jobs, information about grassroots campaigns, and other time-sensitive bulletins.

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual's phone-service plan that they have with their provider. People can unsubscribe from SIU text alerts at any time, simply by texting the word STOP to 97779.

To sign up for the alerts, text the word JOIN to 97779.

### Terms and Conditions

By signing up for this service, you acknowledge that you understand there may be costs associated with the receipt by you of such text messages depending on the cell phone service plan that you have with your provider. You are providing your cell phone number and your consent to use it for these purposes with the understanding that your cell phone number will not be distributed to anyone else without your express consent and that this service will not at any time be used for the purpose of distributing campaign materials for official elections for union office.

## Union Member Rights, Officer Responsibilities Under The Labor-Management Reporting and Disclosure Act

The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

### Union Member Rights

**Bill of Rights** - Union members have:

- Equal rights to participate in union activities
- Freedom of speech and assembly
- Voice in setting rates of dues, fees, and assessments

- Protection of the right to sue

- Safeguards against improper discipline

### Copies of Collective Bargaining Agreements:

Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

**Reports:** Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

**Officer Elections:** Union members have the right to:

- Nominate candidates for office
- Run for office
- Cast a secret ballot
- Protest the conduct of an election

**Officer Removal:** Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

**Trusteeships:** Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

**Prohibition Against Certain Discipline:** A union or any of its officials may not fine, expel, or otherwise discipline a member for exercising any LMRDA right.

**Prohibition Against Violence:** No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

### Union Officer Responsibilities

**Financial Safeguards:** Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime

punishable by a fine and/or imprisonment.

**Bonding:** Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

**Labor Organization Reports:** Union officers must:

- File an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS.

- Retain the records necessary to verify the reports for at least five years.

**Officer Reports:** Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

**Officer Elections:** Unions must:

- Conduct elections for officers of national unions or intermediary districts at least every four years by secret ballot.

- Conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year.

- Mail a notice of election to every member at least 15 days prior to the election.

- Comply with a candidate's request to distribute campaign material.

- Not use union funds or resources to promote any candidate (nor may employer funds or resources be used).

- Permit candidates to have election observers.

- Allow candidates to inspect the union's membership list once within 30 days prior to the election.

**Restrictions on Holding Office:** A person convicted of certain crimes may not serve as a union officer, employee, or other representative of a union for up to 13 years.

**Loans:** A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

**Fines:** A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

*Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at [www.dol.gov](http://www.dol.gov)*

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

### SEAFARERS POLITICAL ACTIVITY

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

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

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



The brand new Media Center, which replaced the Library that previously occupied the same space.

A replica of the American material's statue

# PHC Unveils State-of-the-Art Media

Another campus improvement has come to the SIU-affiliated Paul Hall Center (PHC) in Piney Point, Maryland, and it's a big one: the state-of-the-art Media Center.

Standing on the site of the old library building, the new multi-function facility contains multiple modern classrooms, high-tech meeting rooms and a brand-new computer lounge. Furthermore, the entire building is equipped with the fastest high-speed Internet available on campus, making it a draw for students looking to complete their classwork or catch up with friends and family.

Acting PHC Vice President Tom Orzechowski stated, "With this renovation, the Media Center now becomes the focal point of the campus. It represents a huge investment from the union and trustees, and sets us up for the next 20 years in terms of space. The work was done as part of the overall vision for the school: to bring us into the 21st Century with unfettered Wi-Fi and countless technological advancements that serve to move the school in line with what's happening in colleges and technical schools across the country."

The meeting spaces are equipped with a full suite of wireless microphones, allowing anyone in the room to be heard with the push of a button. The classrooms are outfitted with cutting-edge projection systems which allow instructors to use the projectors as electronic whiteboards without the use of an external computer, through the use of digital "markers."

PHC Assistant Director of Training Wayne Johnson Jr. said, "The technology in the Media Center takes our school to the next level. One example being in the classroom, our interactive Epson Projector's allow for instructor-controlled digital whiteboards utilizing a built-in camera system, while simultaneously projecting a lesson, also interactive, to students. The whiteboard notes from each lesson can be shared digitally with everyone attending, as well as any notes or updates made by the instructor during the lesson. This creates a seamless experience from classroom time to study time for our students."

Johnson Jr. continued, "Students have options. If they prefer working on PCs, we have them. If they prefer working with Macs, we have

those. A dedicated quiet room is on campus for those who prefer a quiet environment if they prefer. Student devices provided by the school in their hotel rooms, or around campus.

In addition, the building has a much more efficient, modern HVAC system than those of the past, because it utilizes energy more efficiently.

"The Media Center has greatly improved the learning environment provided by the instructors," said PHC Director of Training Abraham Szepesi. "The improved technology allows for a more efficient delivery of instruction. This allows for a better learning environment in education."

"It's a very nice place to come and work," said PHC Director of Training Abraham Allamot. "You've got all the amenities, including lounge areas, it's well-lit and the I

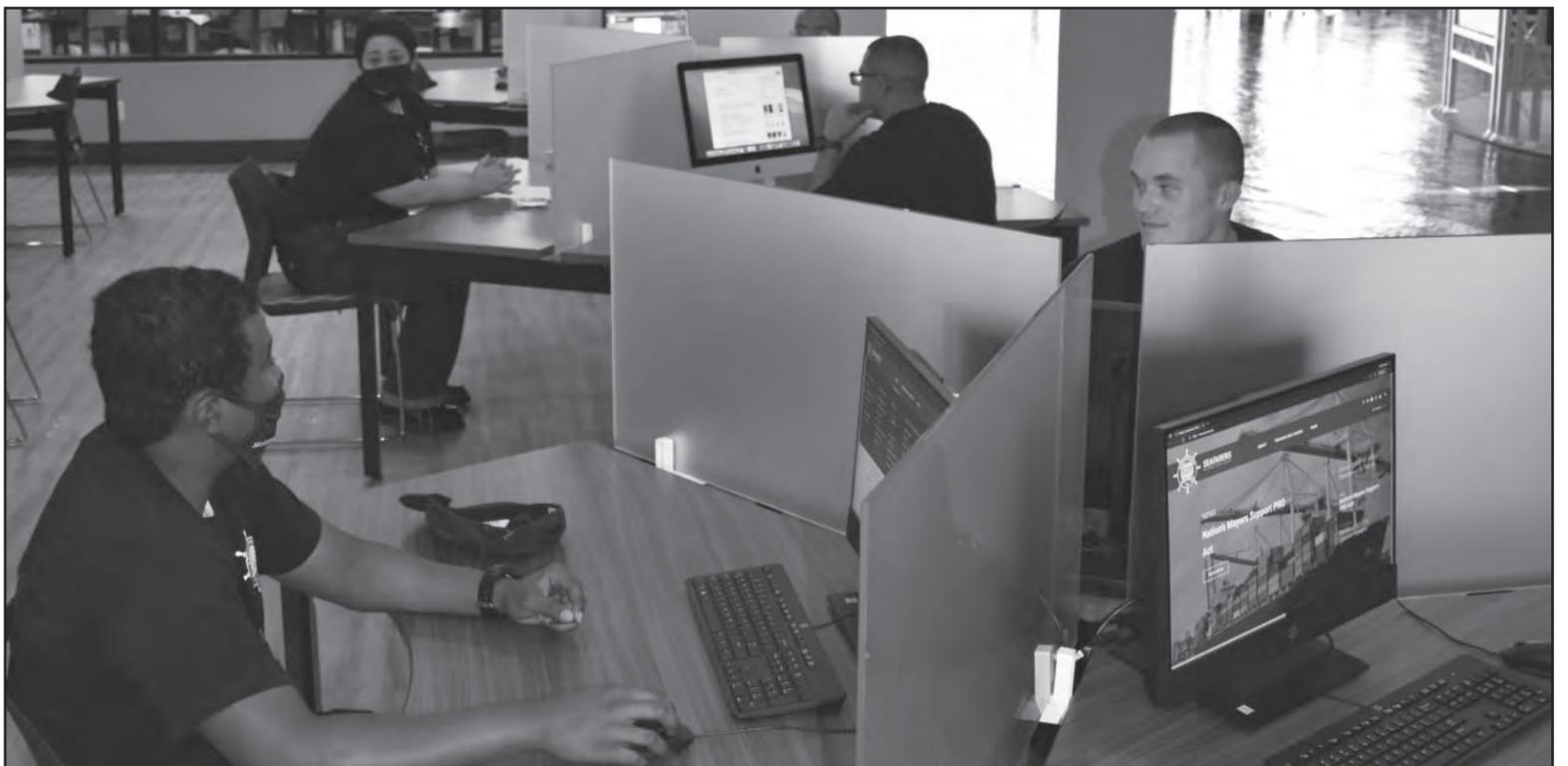


Guests attend a meeting within one of the new meeting spaces

SIU



In photo above, students study hard within the new study area. Trainees (photo below) take advantage of the latest computer hardware and fastest Internet speeds on campus.



Merchant Marine Veterans Memo-

# Center

allow students to work in a  
also have the ability to 'check  
prefer to work on homework

smaller carbon footprint than in  
ent LED lighting fixtures and

and the quality of training pro-  
gram Coordinator Monica  
is an interactive and dynamic  
to continue to lead the in-

g out," said Chief Cook  
computers out here, some  
is a lot better. The comput-

*Continued on Page 14*



Chief Michael Sacco (left) addresses a class of Recertified Bosuns inside one of the new classrooms.



Posters and memorabilia from World War II adorn the walls and serve as the focal point of the main hall.

## Facility Boasts Modern Amenities, Still Honors Past

*Continued from Page 13*

ers in the computer lab are fast, and the World War II memorial looks beautiful in the center of the room.”

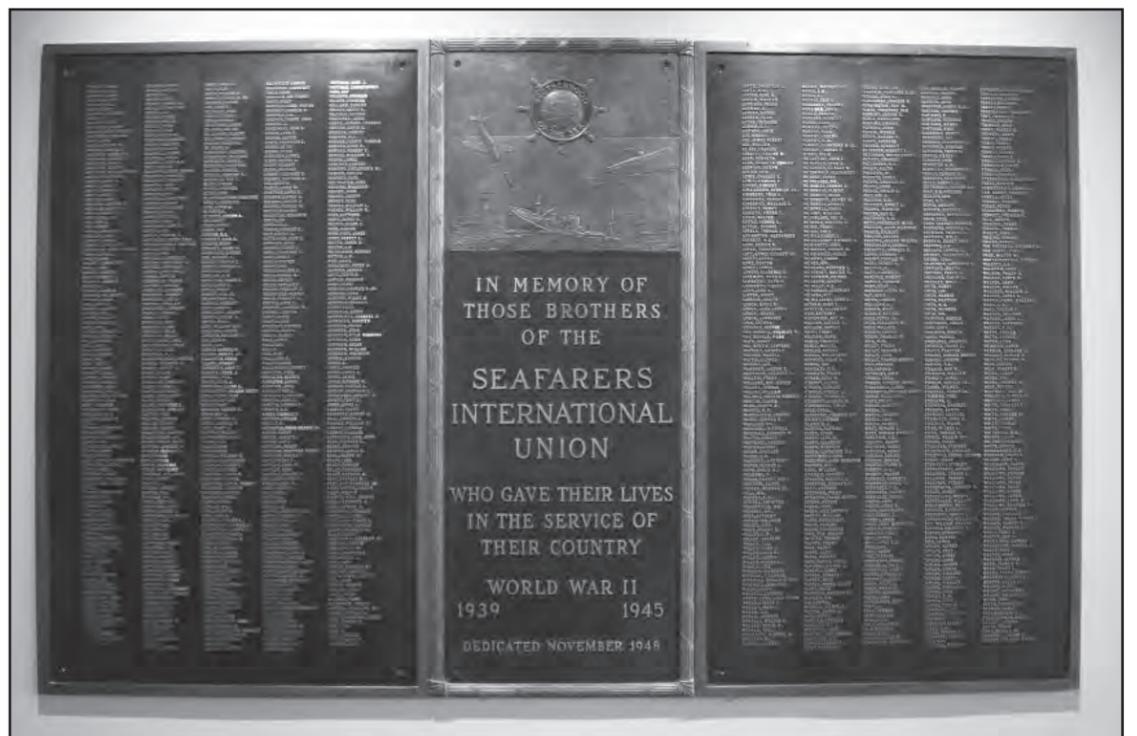
Chief Cook **Richetta Jackson** remarked, “I like everything about it. The way they changed it is very nice, the computer lab is very nice and well-lit, the computers are very good.... It’s quiet and peaceful, too.”

While the facility is undoubtedly modern, careful attention has been paid to honoring the past. Countless artifacts from throughout the history of the union and the school line the walls and adorn the meeting rooms, preserving the rich maritime history. In addition, a touchscreen pedestal computer is centrally located within the Media Center, containing a wealth of information on the history of the industry and the SIU.

Serving as a focal point of the Media Center is a collection of merchant mariner posters from World War II, as well as a miniature version of a sculpture created by Wilmington, California, sculptor Jasper D’Ambrosi. The original statue, which depicts two merchant mariners climbing a Jacob’s ladder after making a rescue at sea, is part of the American Merchant Marine Veterans Memorial in San Pedro, California.

“I’m very impressed with the new media center,” said Chief Cook **Virnabeth Cano**. “It’s very spacious, quiet, very conducive to study and I love the place. I was very impressed, it’s a big difference from what it was before.”

“Everything in the media center is excellent and updated,” said Storekeeper **Randy Corey**. “The people over there are very nice, and it’s actually just a beautiful sight to see. It’s money well spent, and it’s being used to help us [the members] grow.”



Part of the WWII exhibit within the Media Center.



Trainees brush up on their studies at the Paul Hall Center



Culinary students taking a break in the lounge area.

# Luedtke Pact Ratified

A new, six-year agreement between the SIU and Luedtke Engineering Company recently was negotiated and unanimously ratified.

The pact features annual wage increases for its first three years, followed by a wage and benefit reopener for the period April 1, 2024 through March 31, 2027. It also maintains benefits, boosts the board provision and creates a daily financial supplement for when employees are required to live aboard a tug.

The SIU negotiating committee consisted of Assistant Vice President Bryan Powell, Port Agent Todd Brdak, and Port Agent Chad Partridge.

Brdak stated, "Both the company and the union worked hard throughout the negotiating process and reached an agreement that is both fair and equitable for the SIU membership as well as for Luedtke Engineering Company. The SIU looks forward to continuing the good working relationship with Luedtke and representing the SIU membership working for Luedtke."

Luedtke operates a fleet of tugs and dredges performing marine construction services on the Great Lakes.

# Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from Oct. 13 - Nov. 14. "Registered on the Beach" data is as of Nov. 14.

**Total Registered**                      **Total Shipped**                      **Registered on Beach**

**Port**                      **A**                      **B**                      **All Groups C**                      **A**                      **B**                      **All Groups C**                      **Trip Reliefs**                      **A**                      **B**                      **C**

Deck Department										
Algonac	20	5	2	6	3	1	3	27	11	2
Anchorage	1	2	0	0	2	0	0	5	2	1
Baltimore	2	3	2	1	2	2	2	2	6	0
Fort Lauderdale	19	7	1	18	3	4	11	34	18	5
Guam	4	0	0	4	1	0	0	6	0	0
Harvey	5	8	0	10	4	0	4	11	12	2
Honolulu	9	2	0	7	1	0	2	12	6	0
Houston	38	19	7	30	10	5	20	71	36	10
Jacksonville	30	31	7	23	25	5	26	54	48	9
Jersey City	28	5	0	19	8	3	16	51	13	4
Joliet	4	3	1	3	2	1	2	3	4	2
Mobile	8	2	4	6	1	2	1	17	6	2
Norfolk	19	15	7	18	9	5	12	30	23	8
Oakland	4	2	3	12	2	0	4	21	4	3
Philadelphia	4	3	0	2	0	0	0	6	3	1
Piney Point	2	2	1	3	1	1	2	1	5	0
Puerto Rico	6	4	0	3	3	0	0	8	6	0
Tacoma	19	9	3	16	7	1	10	37	15	3
St. Louis	2	3	0	2	3	0	3	1	3	0
Wilmington	19	10	2	26	11	1	8	32	13	5
<b>TOTALS</b>	<b>253</b>	<b>135</b>	<b>40</b>	<b>209</b>	<b>98</b>	<b>31</b>	<b>126</b>	<b>429</b>	<b>234</b>	<b>57</b>

Engine Department										
Algonac	2	1	1	4	1	1	4	2	0	1
Anchorage	1	0	0	0	0	0	0	1	1	0
Baltimore	4	3	1	2	3	1	1	4	2	0
Fort Lauderdale	9	5	2	8	4	0	5	10	10	2
Guam	1	0	0	1	0	0	0	1	0	0
Harvey	4	3	0	3	0	0	0	4	3	0
Honolulu	3	3	1	3	5	1	3	9	3	1
Houston	7	11	2	7	9	2	5	13	15	1
Jacksonville	19	17	1	15	14	1	9	23	27	2
Jersey City	15	7	0	13	5	2	7	18	9	1
Joliet	1	0	1	1	0	0	1	2	0	0
Mobile	2	4	1	2	1	1	1	4	8	0
Norfolk	17	11	5	8	11	4	6	20	18	6
Oakland	3	4	1	3	1	0	1	7	8	2
Philadelphia	1	0	0	0	0	0	0	4	1	0
Piney Point	2	1	0	2	1	0	2	1	2	0
Puerto Rico	4	3	0	6	5	0	6	7	6	0
Tacoma	11	6	2	4	2	3	3	23	11	5
St. Louis	0	0	2	0	0	1	0	1	0	1
Wilmington	12	6	2	13	4	2	8	17	12	2
<b>TOTALS</b>	<b>118</b>	<b>85</b>	<b>22</b>	<b>95</b>	<b>66</b>	<b>19</b>	<b>62</b>	<b>171</b>	<b>136</b>	<b>24</b>

Steward Department										
Algonac	4	0	0	1	0	0	0	7	2	0
Anchorage	0	3	0	0	1	0	1	0	1	0
Baltimore	1	0	1	1	0	2	0	0	0	0
Fort Lauderdale	13	8	1	5	6	0	1	17	10	3
Guam	2	2	0	0	0	0	0	2	2	0
Harvey	3	1	0	2	1	0	2	6	0	0
Honolulu	6	2	0	2	1	0	0	9	2	0
Houston	15	8	2	12	6	2	9	23	8	2
Jacksonville	18	12	1	10	11	2	7	31	15	1
Jersey City	6	8	1	10	4	0	2	12	5	1
Joliet	1	0	0	1	0	0	0	1	0	0
Mobile	2	3	1	0	5	0	2	5	7	1
Norfolk	12	17	4	9	10	1	4	22	16	4
Oakland	5	6	2	6	7	0	4	17	10	2
Philadelphia	4	0	0	1	0	0	0	3	0	0
Piney Point	4	8	2	2	3	2	2	4	8	0
Puerto Rico	2	7	0	1	4	0	3	3	6	1
Tacoma	5	4	0	6	2	0	4	10	4	2
St. Louis	1	1	0	2	1	0	0	0	0	0
Wilmington	11	7	0	8	3	0	8	25	18	1
<b>TOTALS</b>	<b>115</b>	<b>97</b>	<b>15</b>	<b>79</b>	<b>65</b>	<b>9</b>	<b>49</b>	<b>197</b>	<b>114</b>	<b>18</b>

Entry Department										
Algonac	1	5	3	0	3	3	2	1	14	11
Anchorage	0	3	1	0	2	0	2	0	1	1
Baltimore	0	0	2	0	0	2	1	0	1	1
Fort Lauderdale	0	6	6	1	2	3	1	0	8	5
Guam	0	2	1	0	1	1	0	0	1	2
Harvey	2	1	2	0	1	0	0	2	2	2
Honolulu	2	3	5	0	2	0	1	2	2	10
Houston	0	10	15	1	10	9	3	4	15	17
Jacksonville	2	23	55	1	14	29	9	4	33	84
Jersey City	1	9	17	0	9	6	0	1	25	20
Joliet	0	0	0	0	0	1	1	0	0	1
Mobile	0	1	1	0	0	0	0	0	1	1
Norfolk	1	15	25	0	10	17	5	2	28	29
Oakland	0	7	1	0	6	2	1	2	20	3
Philadelphia	0	1	0	0	1	1	0	0	0	1
Piney Point	0	0	15	0	0	18	4	0	1	6
Puerto Rico	0	0	3	1	0	1	1	0	0	8
Tacoma	2	10	6	1	6	2	2	9	16	13
St. Louis	0	1	1	0	1	1	0	0	1	0
Wilmington	1	12	4	1	8	3	1	4	20	9
<b>TOTALS</b>	<b>12</b>	<b>109</b>	<b>163</b>	<b>6</b>	<b>76</b>	<b>99</b>	<b>34</b>	<b>31</b>	<b>189</b>	<b>224</b>

**GRAND TOTAL: 498      426      240      389      305      158      271      828      673      323**

## Watco Contract Approved



SIU members employed by Watco Transloading, LLC (some of whom are pictured above and below) recently ratified a five-year contract featuring wage gains, additional holidays and other improvements. Voting took place Nov. 10; members approved the agreement, which also maintains health and pension benefits, by an overwhelming majority. SIU Patrolman James Bast (standing at far right in photo below) credited delegates Andres Rivera and Lawrence Rizzo for their outstanding work during negotiations. Watco Seafarers are based in Brooklyn, New York, and Elizabeth, New Jersey.



## December & January 2022 Membership Meetings

- Piney Point.....Monday: December 6, January 3
- Algonac.....Friday: December 10, January 7
- Baltimore.....Thursday: December 9, January 6
- Guam.....Thursday: December 23, January 20
- Honolulu.....Friday: December 17, January 14
- Houston.....Monday: December 13, January 10
- Jacksonville.....Thursday: December 9, January 6
- Joliet.....Thursday: December 16, January 13
- Mobile.....Wednesday: December 15, January 12
- New Orleans.....Tuesday: December 14, January 11
- Jersey City.....Tuesday: December 7, January 4
- Norfolk.....Friday: December 10, January 7
- Oakland.....Thursday: December 16, January 13
- Philadelphia.....Wednesday: December 8, January 5
- Port Everglades.....Thursday: December 16, January 13
- San Juan.....Thursday: December 9, January 6
- St. Louis.....Friday: December 17, January 14
- Tacoma.....\*Monday: December 27, Friday, January 21
- Wilmington.....December 20, January 18

\* Tacoma change in December due to Christmas Observance

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

# 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

### OBAID ALI

Brother Obaid Ali, 72, started his career with the union in 1978 when he shipped on the *Santa Mariana*. He primarily sailed in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Ali most recently sailed on the *Cape Island*. He makes his home in Seattle.



### JOHN ANDERSON

Brother John Anderson, 65, joined the Seafarers International Union in 1981, initially sailing aboard the *Overseas New York*. He upgraded at the Piney Point school on multiple occasions and shipped in the engine department. Brother Anderson's final vessel was the *OMI Star*. He is a resident of Crestview, Florida.

### MICHAEL CARVALHO

Brother Michael Carvalho, 55, embarked on his career with the Seafarers in 2000, initially sailing with Crowley Towing and Transportation. He was a member of the deck department and upgraded at the Piney Point school on multiple occasions. Brother Carvalho most recently shipped on the *Grand Canyon State* and calls Woodland, Washington, home.



### ROBERT COUVILLON

Brother Robert Couvillon, 72, joined the SIU in 1992 when he sailed on the *Independence*. He primarily sailed in the deck department and upgraded often at the Paul Hall Center. Brother Couvillon most recently shipped on the *Cape Intrepid* and makes his home in Tacoma, Washington.



### JAMES DAVIDSON

Brother James Davidson, 66, signed on with the union in 1974. He first sailed aboard the *Transeastern* and worked in the deck department. Brother Davidson upgraded at the Piney Point school on numerous occasions. He last shipped on the *OMI Star* and is a resident of Essington, Pennsylvania.



### LORENCIO DE LEON

Brother Lorencio De Leon, 65, began sailing with the Seafarers in 1977, initially shipping on the *Long Lines*. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions.



Brother De Leon last shipped aboard the *Midnight Sun*. He lives in Tacoma, Washington.

### ERNEST DUMONT

Brother Ernest Dumont, 68, donned the SIU colors in 1989. He first sailed aboard the *Independence* and worked in the steward department. Brother Dumont upgraded at the Piney Point school on numerous



occasions. He most recently sailed on the *Liberty Grace* and is a resident of Waianae, Hawaii.

### MAGDY ELKEIK

Brother Magdy Elkeik, 65, started sailing with the union in 2007, initially shipping on the *Pride of Hawaii*. He sailed in both the deck and engine departments and upgraded at the Paul Hall Center in 2009. Brother Elkeik concluded his career aboard the *Maersk Sentosa* and calls Brooklyn, New York, home.



### ALBERT FRETTE

Brother Albert Fretta, 65, joined the union in 1979 and first sailed with El Paso Southern Tanker Co. He was a member of the steward department and upgraded often at the union-affiliated Piney Point school.



Brother Fretta last shipped on the *Global Mariner*. He lives in Deltona, Florida.

### ELENA LEE

Sister Elena Lee, 70, began her career with the SIU in 2005. A steward department member, she initially sailed aboard the *Empire State*. Sister Lee upgraded at the Paul Hall Center on multiple occasions. She most recently shipped aboard the *Maersk Hartford* and resides in Sunrise, Florida.



### LEOPOLDO MALOLOS

Brother Leopoldo Malolos, 65, embarked on his career with the SIU in 2005, sailing first aboard the *Pride of Aloha*. A deck department member, Brother Malolos concluded his career on the *Pride of America*. He makes his home in Honolulu.



### ALEJANDRO MEJIA

Brother Alejandro Mejia, 66, became a member of the Seafarers International Union in 2002, initially sailing aboard the *Little Hales*. He worked in the steward department and upgraded at



the Piney Point school on several occasions. Brother Mejia's final vessel was the *Independence*. He resides in Miami.

### ALLAN OYAO

Brother Allan Oyao, 66, signed on with the SIU in 1998. He initially shipped aboard the *Overseas Boston* and was a deck department member. Brother Oyao upgraded at the Paul Hall Center on numerous occasions. He most recently sailed on the *Overseas Texas City* and resides in Anchorage, Alaska.



### RICHARD PARKER

Brother Richard Parker, 65, started his career with the Seafarers in 1982 and first sailed aboard the *Santa Adela*. He sailed in the engine department and upgraded on multiple occasions at the Piney Point school. Brother Parker's final vessel was the *Courier*. He makes his home in Pensacola, Florida.



### RICHARD PAULSON

Brother Richard Paulson, 65, signed on with the union in 1978. He initially sailed aboard the *Del Oro* and worked in the steward department. Brother Paulson upgraded often at the Paul Hall Center. He most recently shipped on the *President Kennedy* and is a resident of San Francisco.



### PERCY PAYTON

Brother Percy Payton, 69, joined the SIU in 1970 and first sailed on the *Arizpa*. He upgraded at the Piney Point school on multiple occasions and shipped in both the deck and engine departments. Brother Payton last sailed on the *USNS Effective* and makes his home in Denver.



### DARRELL PETERSON

Brother Darrell Peterson, 65, signed on with the Seafarers International Union in 1986. He first shipped



on the *USNS Hess* and sailed in the deck department. Brother Peterson upgraded at the Paul Hall Center in 1994. He concluded his career aboard the *ITB Baltimore* and calls Minden, Nevada, home.

### ABDULLA QUARAISH

Brother Abdulla Quaraish, 65, began sailing with the SIU in 1991. He sailed in all three departments and first shipped on the *USNS Chauvenet*. Brother Quaraish upgraded his skills at the Piney Point school on multiple occasions. He last sailed on the *President Jackson* and lives in Lackawanna, New York.



### RONNIE RANKIN

Brother Ronnie Rankin, 67, signed on with the SIU in 1995, first sailing aboard the *Belofin Kestrel*. He primarily sailed in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Rankin most recently sailed on the *Overseas Los Angeles* and resides in Oakland, California.



### WALTER RITVALSKY

Brother Walter Ritvasky, 59, starting sailing with the Seafarers in 1991. He was a deck department member and upgraded often at the Piney Point school. Brother Ritvasky's first vessel was the *Cape Farewell*; his last, the *Cape Rise*. He makes his home in Portsmouth, Virginia.



### JAMES ROMEO

Brother James Romeo, 67, joined the union in 1978 when he worked on the *San Pedro*. A deck department member, he upgraded on numerous occasions at the Paul Hall Center. Brother Romeo concluded his career on the *Maersk Yorktown*. He lives in Canadensis, Pennsylvania.



# Welcome Ashore

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## MARK SCARDINO

Brother Mark Scardino, 63, embarked on his career with the Seafarers in 1980, initially sailing on the *Ultrasea*. He was a steward department member and upgraded often at the union-affiliated Piney Point school. Brother Scardino last shipped aboard the *Horizon Pacific* and resides in Longview, Washington.



## RALPH THOMAS

Brother Ralph Thomas, 68, signed on with the union in 1978. He first sailed aboard the *John Tyler* and worked in the engine department. Brother Thomas upgraded at the Paul Hall Center on several occasions. He most recently shipped on the *Alliance Fairfax* and is a resident of Jacksonville, Florida.



## MICHAEL WELLS

Brother Michael Wells, 62, embarked on his career with the SIU in 1982, initially sailing aboard the *Aquarius*. He upgraded on several occasions at the Piney Point school and shipped in the engine department. Brother Wells last sailed on the *Alliance Fairfax*. He calls Enon, Ohio, home.



## WALTER WISE

Brother Walter Wise, 72, joined the Seafarers International Union in 1989 when he sailed with *Orgulf Transport*. He sailed in both the deck and steward departments and upgraded often at the Paul Hall Center. Brother Wise most recently shipped on the *USNS Bowditch* and makes his home in Ava, Missouri.



## MILTON YOURNETT

Brother Milton Yournett, 65, signed on with the union in 1978, initially shipping on the *Monticello*. He sailed in the steward department and upgraded at the Piney Point school



on multiple occasions. Brother Yournett's final vessel was the *West Virginia*. He lives in Orange Park, Florida.

## FRANCISCO ZUNIGA ARZU

Brother Francisco Zuniga Arzu, 65, began sailing with the SIU in 1997. He sailed in the steward department and first shipped on the *Independence*. Brother Zuniga Arzu upgraded his skills at the Paul Hall Center on multiple occasions. He most recently sailed on the *American Liberty* and lives in Homestead, Florida.

## INLAND

### LOUIS AHRENS

Brother Louis Ahrens, 64, donned the SIU colors in 1977. A deck department member, he was first employed by National Marine Service. Brother Ahrens upgraded at the Paul Hall Center in 1996. He concluded his career with Higman Barge Lines and is a resident of Centerville, Texas.



### EUGENE ARCAND

Brother Eugene Arcand, 63, embarked on his career with the Seafarers in 2005 when he shipped aboard the *Advantage*. He was a member of the deck department and upgraded often at the Piney Point school. Brother Arcand was last employed by Crowley Towing and Transportation. He makes his home in Englewood, Florida.



### WALTER BECKETT

Brother Walter Beckett, 67, signed on with the union in 2000. He sailed in the deck department and worked for the Association of Maryland Pilots for the duration of his career. Brother Beckett settled in Virginia Beach, Virginia.



### ARTHUR BUTTERWORTH

Brother Arthur Butterworth, 62, joined the Seafarers International Union in 1978 when he sailed with *Lynnhaven Services*. He was a member of the deck department and upgraded at



the Paul Hall Center on multiple occasions. Brother Butterworth concluded his career with Hvide Marine and lives in Bonifay, Florida.

### EARL DAIL

Brother Earl Dail, 70, started sailing with the Seafarers in 2000. He worked in the engine department and upgraded at the Piney Point school on numerous occasions. Brother Dail worked for Allied Transportation for the duration of his career. He resides in Edenton, North Carolina.



### STEPHEN DIAZ

Brother Stephen Diaz, 62, signed on with the union in 1976. He primarily sailed in the deck department and worked for Crowley Puerto Rico Services for his entire career. Brother Diaz upgraded at the Paul Hall Center on multiple occasions. He makes his home in Orlando, Florida.



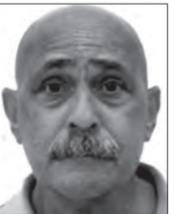
### CHRISTOPHER DINNES

Brother Christopher Dinnes, 62, joined the SIU in 1978. He was first employed by Northern Towing and sailed in both the deck and engine departments. Brother Dinnes upgraded at the union-affiliated Piney Point school within his first year of membership. He concluded his career on the *Paul Buck* and resides in Spicewood, Texas.



### RICHARD DOGGETT

Brother Richard Doggett, 64, donned the SIU colors in 1986, initially working for C.G. Willis Inc. He sailed in both the deck and steward departments and upgraded on multiple occasions at the Paul Hall Center. Brother Doggett was last employed by Allied Transportation. He is a resident of Portsmouth, Virginia.



### WARREN FORT

Brother Warren Fort, 63, embarked on his career with the SIU in 1978 when he worked for Marine Contracting and Towing. He was a member of the deck department and

remained with the same company for the duration of his career. Brother Fort makes his home in McClellanville, South Carolina.



### BRENDA HUNTER

Sister Brenda Hunter, 62, joined the Seafarers International Union in 2001 when she sailed with Delta Queen Steamboat Company. She was a member of the steward department and concluded her career aboard the *Mississippi Queen*. Sister Hunter lives in Vinegar Bend, Alabama.

### ROBERT LAPOINTE

Brother Robert Lapointe, 64, started sailing with the Seafarers in 1979. He first shipped on the *Leo* and worked in the deck department. Brother Lapointe upgraded at the Paul Hall Center on several occasions. He last worked on *Padre Island* and resides in Canada.



### ROBERT MARSHBURN

Brother Robert Marshburn, 63, signed on with the union in 1976. He sailed in the deck department and worked for C.G. Willis for his entire career. Brother Marshburn upgraded at the Piney Point school in 1979. He makes his home in Tyner, North Carolina.

### SAMUEL NAING

Brother Samuel Naing, 69, joined the SIU in 2007. He was a deck department member and upgraded at the Paul Hall Center on numerous occasions. Brother Naing worked for G&H Towing for the duration of his career. He resides in Katy, Texas.



### STEVEN NELSON

Brother Steven Nelson, 67, donned the SIU colors in 1973, initially sailing with G&H Towing. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Nelson was last employed by Crowley Towing and Transportation and is a resident of Lake Charles, Louisiana.

### STEVEN PARRISH

Brother Steven Parrish, 64, embarked on his career with the SIU in 2002. He was a member of the deck department and upgraded at the Paul Hall Center on numer-

ous occasions. Brother Parrish was employed by Penn Maritime for the duration of his career. He makes his home in Merritt Island, Florida.



### MARK PHILLIPS

Brother Mark Phillips, 62, joined the Seafarers International Union in 1985 when he sailed with Hvide Marine. He worked in both the deck and engine departments. Brother Phillips' final vessel was the *Buccaneer*. He lives in Port Arthur, Texas.

### GARY TAYLOR

Brother Gary Taylor, 64, signed on with the union in 1975. He sailed in the deck department and worked for Crescent Towing and Salvage for his entire career. Brother Taylor makes his home in Barataria, Louisiana.

### TONY VARNUM

Brother Tony Varnum, 62, joined the SIU in 1979. A deck department member, he was employed by Cape Fear Towing for the duration of his career. Brother Varnum resides in Supply, North Carolina.



### BRITT VICKERY

Brother Britt Vickery, 63, donned the SIU colors in 1978 when he shipped with Crowley Towing and Transportation. He was a member of the deck department and continued working for the same company for his entire career. Brother Vickery is a resident of Lake City, Florida.

### KERRY WRIGHT

Brother Kerry Wright, 68, embarked on his career with the SIU in 1984. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Wright worked for Crescent Towing and Salvage for most of his career. He calls Gretna, Louisiana, home.



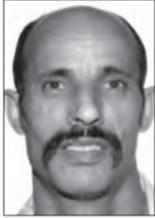
# Final Departures



## DEEP SEA

### AHMED BAABBAD

Pensioner Ahmed Baabbad, 71, died August 8. He started sailing with the Seafarers International Union in 1978 when he shipped on the *Del Sol*. Brother Baabbad sailed in the deck department and concluded his career aboard the *Comet*. He became a pensioner in 2015 and settled in Bakersfield, California.



### RANDOLPH BOLLING

Pensioner Randolph Bolling, 66, passed away September 5. He joined the union in 1972 and was a deck department member. Brother Bolling first sailed aboard the *Warrior*. He last shipped on the *Honor* in 2016 and went on pension in 2020. Brother Bolling lived in Slidell, Louisiana.



### LEON BUTLER

Pensioner Leon Butler, 94, died October 31. He donned the SIU colors in 1968 when he sailed aboard the *Overseas Evelyn*. A steward department member, Brother Butler last shipped on the *Cape Hudson*. He retired in 1992 and made his home in Jacksonville, Florida.



### RAYMOND ELSNER

Brother Raymond Elsner, 41, passed away July 12. He signed on with the union in 2000, initially shipping aboard the *Kenai*. Brother Elsner worked in the deck department and last sailed aboard the *Balboa* in 2008. He resided in Tok, Alaska.



### MICHAEL HOOPER

Pensioner Michael Hooper, 65, died August 7. He embarked on his career with the SIU in 1989 when he sailed with G&H Towing. Brother Hooper shipped in the deck

department and concluded his career on the *Reliance* in 2003. He became a pensioner in 2021 and lived in Franklin, Texas.



### FRANCISCO MONSIBAIS

Pensioner Francisco Monsibais, 86, passed away October 26. He joined the union in 1962 and first shipped on the *Taddei Village*. Brother Monsibais last sailed on the *Commitment* and went on pension in 2006. He called Galveston, Texas, home.



### CRAIG SMITH

Pensioner Craig Smith, 66, died September 7. He became a member of the SIU in 1974, initially sailing aboard the *Erna Elizabeth*. Brother Smith was an engine department member. He last worked on *Padre Island* and retired in 2019. Brother Smith made his home in Carriere, Mississippi.



### JESSE TREVINO

Brother Jesse Trevino, 33, passed away July 8. Born in The Woodlands, Texas, he began sailing with the union in 2016. Brother Trevino was a deck department member and first sailed on the *USNS Able*. He most recently shipped aboard the *Honor* and resided in Houston.



### EDWIN VIEIRA

Pensioner Edwin Vieira, 94, died October 21. He signed on with the Seafarers in 1945 and first sailed with Alcoa Steamship. A steward department member, Brother Vieira last worked on the *Julius Hammer* in 1995. He retired the same year and settled in Kenner, Louisiana.



## OSHEMA WATSON

Sister Oshema Watson, 39, passed away September 22. Born in Martin, North Carolina, she joined the SIU in 2008. Sister Watson first shipped on the *Houston* and was an engine department member. She most recently shipped aboard the *Severn* and called Williamston, North Carolina, home.



## GREAT LAKES

### LOUIS BUNKER

Pensioner Louis Bunker, 87, died September 4. He became a member of the SIU in 1962 and was first employed by Arnold Transit. Brother Bunker was a deck department member and remained with the same company for the duration of his career. He went on pension in 1996 and lived in St. Ignace, Michigan.



### FRED HART

Pensioner Fred Hart, 78, passed away October 19. He joined the Seafarers in 1998 and was a member of the engine department. Brother Hart first sailed aboard the *J.A.W. Iglehart*. He last shipped on the *Alpena* and retired in 2011. Brother Hart made his home in Alpena, Michigan.

### BOYD MESSER

Pensioner Boyd Messer, 68, died September 3. He signed on with the union in 1974 and sailed primarily in the deck department. Brother Messer's first vessel was the *Adam E. Cornelius*; his last, the *American Mariner* in 2015. He began collecting his pension in 2019 and resided in Gulliver, Michigan.



### DONALD SAUSMAN

Pensioner Donald Sausman, 74, passed away October 16. He embarked on his career with the SIU in 1965 when he shipped on the *Reiss Brothers*. Brother Sausman sailed in all three departments and concluded his career aboard the *Presque Isle*. He became a pensioner in 2006

and made his home in Eveleth, Minnesota.

### AHMED SHAIBI

Pensioner Ahmed Shaibi, 86, died August 9. Signing on with the union in 1970, he first shipped on the *H.N. Snyder*. Brother Shaibi worked in the deck department and last sailed aboard the *Southdown Challenger*. He retired in 1999 and called Lafayette, Louisiana, home.



## INLAND

### RUSSELL COGNEVICH

Pensioner Russell Cognevich, 74, passed away October 18. He became a member of the Seafarers International Union in 1974. An engine department member, Brother Cognevich sailed with Crescent Towing and Salvage for the duration of his career. He began collecting his pension in 2006 and lived in West Monroe, Louisiana.



### JOHN GREENWAY

Pensioner John Greenway, 88, died September 28. He donned the SIU colors in 1976, initially sailing with Allied Transportation. Brother Greenway was a member of the deck department and was last employed by Crowley Towing and Transportation. He became a pensioner in 1998 and settled in Watkinsville, Georgia.

### WILLIAM MATHEWS

Pensioner William Mathews, 76, passed away October 13. Born in Norfolk, Virginia, he signed on with the union in 1967. Brother Mathews first worked for Victory Carriers and sailed in both the steward and deck departments. He concluded his career with Penn Maritime before retiring in 2007. Brother Mathews resided in Aydlett, North Carolina.



### JEROME PELLEGAL

Pensioner Jerome Pellegal, 87, died September 6. He joined

the Seafarers in 1967 when he worked for Inland Tugs. A deck department member, Brother Pellegal was last employed by Southern Ohio Towing. He went on pension in 1999 and made his home in Vicksburg, Mississippi.

### CURTIS WOODS

Pensioner Curtis Woods, 85, passed away September 27. He began sailing with the SIU in 1970 and was a member of the deck department. Brother Woods worked for Dravo Basic Materials for his entire career. He started collecting his pension in 1995 and called Lumberton, Mississippi, home.

## NMU

### IRVING MELTON

Pensioner Irving Melton, 82, died October 15. He joined the Seafarers during the SIU/NMU merger in 2001. Brother Melton was an engine department member and last sailed on the *Chelsea*. He retired in 2004 and was a New Orleans resident.



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

NAME	AGE	DOD
Agui, Hussain	86	07/04/2021
Albuliwi, Mirshid	87	07/30/2021
Alexander, Samuel	88	08/01/2021
Araujo, Felipe	94	09/01/2021
Cervantes, Ruperto	98	09/21/2021
Chan, Peter	98	09/01/2021
Echment, Robert	73	07/21/2021
Feliciano, Noel	81	10/15/2021
Foreman, Rudolph	88	09/18/2021
Gazali, Hamood	78	07/27/2020
Gibson, Vernon	88	09/13/2021
Gordon, Robert	92	10/16/2021
Hanson, George	93	10/23/2021
Hayes, Paul	96	09/20/2021
Llano, Efrain	78	08/30/2021
Martinez, Ernesto	96	07/14/2021
Meggs, Cleveland	95	09/10/2021
Murphy, John	92	03/10/2021
Olander, Jon	81	10/20/2021
Padro, Jose	83	08/27/2021
Parchment, William	95	09/09/2021
Trachin, John	86	09/15/2021
Wells, Willie	82	09/05/2021
Yandacka, Joseph	85	07/09/2021



## Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,  
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Nicholas Celona, Vice President Government  
Services



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NORFOLK

115 Third St., Norfolk, VA 23510  
(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 the most recent class of recertified bosuns at the Paul Hall Center for Maritime Training and Education.*

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



**Richard Grubbs**  
*Recertified Bosun*

I joined straight out of the Navy, to continue the lifestyle of the sea. We have a strong union that has allowed me to reach my goals in life, and for that I especially want to thank (SIU President) Mike Sacco. This union will allow you to get to the goals you set.



**Tavell Love**  
*Recertified Bosun*

I joined the union because I had a cousin that worked as a secretary in Jacksonville. She thought it would be a good fit since I like money. I started in 2002. I fell in love with the travel, the respect and the type of work I was doing. I've stayed with the union because I like what I do and I've made a good living by being part of it.



**Lionel Rivas**  
*Recertified Bosun*

Life has blessed me for being part of this great organization. I have to say the SIU has been good to me and my family. If you know anyone who'd like to be part of it, I personally encourage them to do so.



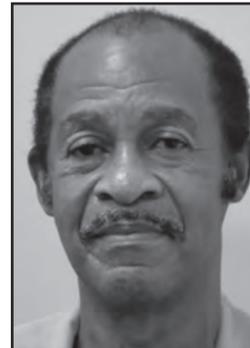
**Joseph Gierbolini**  
*Recertified Bosun*

I started sailing in 1999, out of San Juan, Puerto Rico, on the *USNS Pathfinder*. In the years since, starting in Sasebo, Japan, I have seen the world. I have been to Spain and the Philippines. I've seen ports in the Middle East and sailed the northern oceans. This union has given me ability to control my future. But it not only provided a career, it has given me the privilege to help other sailors to become better sailors and better men and women as they pursue their goals.



**Brian Guiry**  
*Recertified Bosun*

I joined the SIU in 1999, to travel and see the world. I've remained in the union because I found a home in the organization. I have built my entire adult life from the skills and opportunities I have learned and gained from the SIU. I am very grateful for the union and hope to continue as a member for a long time.



**Samuel Porchea**  
*Recertified Bosun*

I've been SIU in the for 24 years and I still love it. This is the right job for me, and it has made me not only the man I am today, but the person I always wanted to be. I really do love my job.

## Pic From The Past

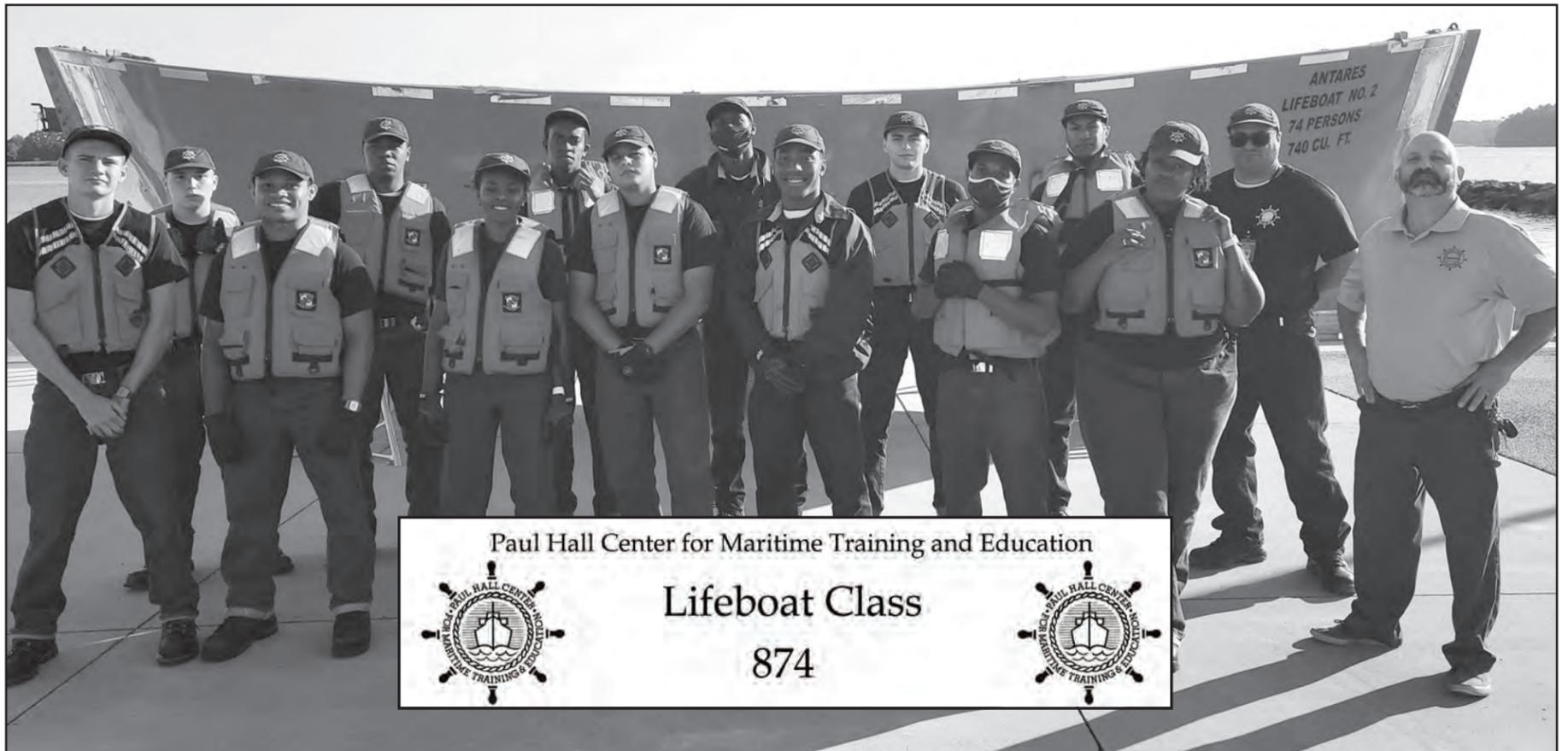


The SIU-contracted *Overseas Arctic* is pictured shortly before its launch in 1970. Built at Bethlehem Steel's Sparrows Point yard, the tanker weighed 62,000 dwt and had a capacity of 524,000 barrels. It could sail at 15.5 knots and was 731 feet long, with a breadth of 105 feet.

*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)*



# Paul Hall Center Classes



Paul Hall Center for Maritime Training and Education  
**Lifeboat Class**  
**874**

**Apprentice Water Survival Class #874** – Graduated Oct. 8 (above, in alphabetical order): Maximo Bencosme, Xavier Brown, Anthony Luis Gonzalez, Joseph Hall, Zane Jeremy Kama Koal Hauanio, Paul Jimenez, Damonta Johnson, Mikael Lassiter, Brianna Majors, Zion Xavier Oliphant, Darius Parker, Teryana Privott, Johnny Smith and Ryan Torok. Class instructor Dominic Hix is at the far right. (Note: One individual pictured above discontinued this course several days before graduation.)

**UA to AS Deck** – Graduated Oct. 15 (photo at right, in alphabetical order): Jorge Alamo Pagan, John Noel San Buenaventura Alicaway, Rhiannon Buttrum, Joshua Cutchin, Stephen Fretwell, Joseph Anthony Gasparino IV, Joseph Lawrence Murphy III, Terrence Lamonte Paige, Luke Isamu John Satsuma, Mica Lucas Sexton and Melvin Singletary.



**Government Vessels** – Graduated Oct. 8 (above, in alphabetical order): Renee Michelle Clayton, Larry Lanzas Dizon, Mark Edmonds, Richard Flores, Robert Greenwood, William Hall, Isaka Koanda, Andrew Malidore, Jamaal Nelson, Christian Oding, Roy Frayna Robles, Kevin Tyson, Derek Willis, Maurice Woodhouse Jr., and Craig Wooten. (Note: Not all are pictured.)

# Paul Hall Center Classes



**Government Vessels** – Graduated Oct. 29 (above, in alphabetical order): Scarlett Amburgey, Pauline Crespo Guillen, Maurice Flemings, Troy Glatter, Mackenzie Latta, Claude Alferéz Letts, German Sebastian Nunez, Samuel Pentowski, Luisito Silot Pipo, Lloyd Walton Jr., and Artis Williams.



**Water Survival (Upgraders)** – Graduated Oct. 8 (above, in alphabetical order): John Joseph Caraan Alcos, Jameeka Booker and James Jones.



**Advanced Galley Operations** – Virnabeth Tomo Cano, above, graduated from this course Oct. 22.



**Marine Electrician** – Graduated Oct. 8 (above, in alphabetical order): Dennis Blake II, Bobbie Gibbs, Arvin Tarroza Heras, Reynaldo Lacayo-Bermudez, Orlando Vallangca Pajarillo Jr., Ryan Palmer and James Pascoello.



**Junior Engineer** – Graduated Oct. 29 (photo at left, in alphabetical order): Marco Antonio Baez Millan, Micah Champion, Robert Clark, Christopher Corpuz, Gregory Crowder, Elhassene Elkori, Samuel Fanjoy, Keilah Freeman, Hussain Mohamed Hafid, Ferdinand Gabonada Hullana and Jessica Valentin. Class instructor Christopher Morgan is at the far left. (Note: Not all are pictured.)



**Tank Ship Familiarization DL** – Graduated Oct. 22 (photo at right, in alphabetical order): Emmanuel Olabode Adeoti, Rahsaan Alexander, Stephen Burkhalter, Clinton Lopez Cephas, Louis Ferrigno, James Hines, Robert Johnson, Anthony Pacely Jr., and Joseph Toth.



# Paul Hall Center Classes



**FOWT** – Graduated Nov. 18 (above, in alphabetical order): Oswaldo Jose Barrera, Nicholas Rocco Chiappini, Michael Jamal Garcia, Darius Alexandre Jackson-Jordan, Julian Mista Mendez, Isaac Pili, Makanaonalani Sing, Daryl Thomas Jr., Tara Trillo, Ahbram Ventura-Bishop, Roberto Abel Wadsworth and Kelly White.

**Basic Training (Advanced Fire-fighting Revalidation)** – Graduated Oct. 29 (photo at right, in alphabetical order): Darvin Brown, August Cramer, Charles James, Charles Toliver and David Tucker.



**Certified Chief Cook** – Graduated Oct. 22 (photo at left, in alphabetical order): Leone Buggage, Jonte Crenshaw, Leighanne Deano, David Johnson Jr., Andrzej Marek Mikosz, Jarek Stephan Ramos Santos, Gil Serrano and Luke Vandegrift.

## Importance 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.*

## WWII Mariner Shares Memories Missive Recalls 'Liberty Ships and Japanese Repatriation'

*Editor's note: This article was written by Mark S. Gleeson, a World War II mariner and longtime vice chairman of the Merchant Mariners Fairness Committee, part of the American Merchant Marine Veterans. The committee helped spearhead a successful effort to extend the cutoff date for recognizing World War II merchant mariners as veterans so it matched the date used by the armed services.*

Even before the Japanese signed the surrender on September 2, 1945, there were decisions the Allied Command had to make. There was the decision about which troops would take command of specific parts of Japan, how to get occupation forces to Japan, and how to get the country up and moving again. Among the difficult issues to face: There were almost seven million Japanese soldiers and civilians scattered on all the islands, in China, Manchuria, Formosa, from Japan down to Australia, from China to almost the Hawaiian Islands. The troops had to be demilitarized, equipment disposed of, and everyone brought home. How to do this?

The Japanese merchant fleet and a good part of their naval forces had been destroyed or were partially inoperable. In late 1945, the Allied Command, in conjunction with the War Shipping Administration, decided that they would allocate, on a temporary basis, 100 Liberty ships now in the Philippine area, and 100 landing ship tanks (LSTs) from the Marianas Island area. Sufficient hospital ships would also be made available to the Japanese government to aid in repatriation. It was planned that the Liberty ships would board 3,200 troops as opposed to a normal 2,500, and an LST would board 1,200 rather than a normal 700. The ships started to arrive in Japan in February 1946.

I was a member of the crew of the SS *William Dean Howells*, riding at anchor in Manila Harbor waiting for another assignment when we were notified in the middle of February that we would be one of 100 Liberty ships designated for the repatriation operation. We departed for Japan the last week of February, arriving at Yokohama, Japan, on March 1. The distance was about 1,600 miles and the weather was terrible. We hit a bad storm halfway there.

We laid up in Yokohama harbor for four days and then were assigned a dock. A group of Army engineers and carpenters came aboard and constructed a line of open-seat wooden toilets hanging over the port side. There were about 25 seats hanging over open water. A railing was also attached to provide the individual something to hang on to when relieving himself. No additional toilet facilities were available for 3,500 men.

We were to be ready to leave our ship on March 5, in two days. We were to leave everything as we found it, just take our bags. Two notations appear in the ship's log:

*Yokohama, Japan, March 5, 1946,  
3:00 PM*

*Delivered vessel to the United States War Department on a bareboat basis and Master, Officers and Crew left the ship for repatriation.*

*Harry T. Gower, Master*



This photo of the SS *William Dean Howells* is believed to be from the late 1940s, and was taken by Walter E. Frost. The author sailed aboard this vessel.

*Yokohama Japan, March 5, 1946, 4:00 PM*

*The Master and Purser were billeted in Camp Battalion #2, Yokohama, Japan, and the remainder of the crew were billeted at the 4<sup>th</sup> Replacement Depot at Mitsu-bishi, Japan to await transportation to the United States.*

*Harry T. Gower, Master*

The debarking of the ship began in early afternoon, following a noon luncheon. As soon as our kitchen crew finished, a large group of Japanese cooks came aboard and immediately started food preparation. There was a large kettle in the galley and one cook started cutting big radishes and cabbage to make some sort of soup. Not a word was spoken as we passed down the gangplank to the awaiting Army trucks. No special buses. It was cold. Articles written about the lending of ships say it was necessary to have all the instruction information for operation of the vessel relabeled in Japanese.

It seemed strange, but we were turning over an armed vessel. The eight 20mms were removed from the ship when it returned to Boston from Europe in late August 1945. The war was over.

In the middle of October 1945 all armed merchant ships at sea were notified to throw all the ammunition overboard. I helped do this in the middle of the Pacific Ocean. The three- and five-inch guns had not been removed, so a Naval Armed Guard was part of our crew. He kept the guns oiled and in shape. The Armed Guard departed to a local naval base when we debarked.

It was a long ride to the assigned replacement depot. Our temporary quarters turned out to be a typical Army barrack: a large, open room full of cots. Each cot had a folded blanket, two sheets and a pillow. That was it. Although the ship's log reads that the master and purser were in another camp area, none of the officers were included in our crew quarters. They had to be with the master and purser.

Sometime after 6 p.m. it was dinner time. We were the only crew that evening. When we got to the mess area, we were issued the Army metal mess kit, tin cup and metal utensils. Our first meal was the famous ground beef on a shingle, mashed

potatoes, fruit salad and black coffee. We were shown how to clean our mess kits by dipping them in successive big tubs of boiling water and were told to take them with us for the next meal.

We stayed at the replacement depot for 16 days, eating two meals a day, standing in line with other crews who had their ships taken, and Army replacements. Occasionally there were altercations when some Army personnel would try to cut into the line to get served first.

There was nothing to do. There was a bathroom next to our sleeping area, and once a week we were taken to a big shower area nearby and given a large towel for our weekly bath. Nothing fancy and we realized that the Japanese soldier had had nothing fancy. Perhaps the officers were doing better. We listened to the Armed Forces Radio all day playing the big band music and getting the latest occupation news. Arrangements were made in a few days to take buses into Yokohama for shopping and tours.

The big day to start home appears in the ship's log:

*Yokohama, Japan March 21, 1946,  
8:00 PM*

*The Master, Officers, and Crew embarked aboard the USS General M.B. Stewart (PA-140) for repatriation to the United States.*

*Harry T. Gower, Master*

Regardless of what time the ship's log states, we departed for the transport after our noon meal, this time in buses. The big C-4 transport would hold 3,500 men, and included in this total were six crews from Liberty ships. It was a large ship, and the merchant crews were assigned to the bunk areas in the lower decks, in the stern area of the ship. Someone figured that this area was the roughest and noisiest. As the stern came up in rough water, the most noise and vibration from the shaft was in this area. I think we only had three high pipe bunks. Meals twice a day again, and limited opportunity to visit a PX on board. I cannot remember one meal that was served but we did use a metal tray and utensils for meals, no mess kits. Certain times were set for various areas to spend time on deck. The plumbing did not work all that well and when I went to check

out the shower area there was an inch of water sloshing around in the showers. That ended the use of the showers, but the rest of the toilet facilities worked.

The ship master and officers were provided better accommodations topside. Some years later when I joined the Mon Valley Chapter of the American Merchant Marine Veterans and got to know some of my new friends, I found one shipmate who had been on the *USS M.B. Stewart* as part of the crew. Although the *Stewart* was an Army transport, the crew were merchant seamen.

Fifteen days after we departed Yokohama, we arrived at Seattle. We settled in a local hotel for several days until it was time to sign off and go home. I took the Great Northern sleeper train from Seattle to Chicago, a three-day trip. I changed to a 10-hour Pittsburgh train, arriving in Pittsburgh about 8 p.m. The local train to my hometown did not leave till 10:30. I picked up my bags and went to a large USO trailer that was stationed just outside the entrance of Penn Station. When I got to the trailer, two large Navy Shore Patrol appeared and stood in front of the door to the trailer. One asked me where I was going. I replied I would like a cup of coffee and something to eat. I told him I had been en route home for over a month: seven days from Manila to Japan, six days in Yokohama harbor, 16 days in a replacement camp, 15 days at sea to Seattle, three days in Seattle, and four days of train rides to Pittsburgh. One of the SPs put his club against my chest and told me I could not go in as I was not a veteran, I was merchant marine. We did not get served. I was too tired to argue; I picked up my sea bags and went back to wait for my train home.

It turned out that the repatriation arrangement worked well for the Japanese. With 188 Japanese ships and 191 Liberty ships and LSTs sailing, it was possible at the end of July 1946 to return 55 of the 100 Liberty ships back to the United States. The first ships left Japan on August 16, 1946. All the returning Liberty ships had Japanese crews who were returned to Japan on transports.

The ship's card for the SS *William Dean Howells* says the ship was returned to San Francisco in July 1947. By the end of 1948, the repatriation of almost seven million Japanese men and women was complete.