

SEAFARERS LOG

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

SIU Gains Jobs As Tanker Reflags



Seafarers are sailing aboard the recently reflagged tanker *Pohang Pioneer* (main photo). Some of the first crew members are pictured in the photo inset at immediate right. *Page 3.* (Ship photo by Bengt-Rune Inberg)



Bosuns Complete Recertification

The union's newest group of recertified bosuns (photo at right) graduated in early October. They're pictured with SIU President Michael Sacco (second from right) at the union-affiliated school in Piney Point, Maryland. From left are Brian Guiry, Lionel Rivas, Tavell Love, Richard Grubbs, Samuel Porchea, Sacco and Joseph Gierbolini. *Page 7.*

Members Ratify More Contracts

An exceptionally busy year for SIU contract negotiations continued with the recent ratifications of three new agreements – at G&H Towing, Crowley Towing and Transportation, and NCL. *Pages 3, 6.*



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President's Report

More on PRO Act

During the White House Labor Day observance, both President Biden and AFL-CIO President Liz Shuler emphasized the importance of passing legislation that would boost workers' rights. Biden reiterated his full support for the Protecting the Right to Organize (PRO) Act, while Shuler explained why the bill remains organized labor's top legislative priority.



Michael Sacco

The bill already passed in the House of Representatives but faces challenges in the Senate, mainly because of a likely filibuster.

It has been several months since I wrote about the PRO Act. For those who missed the earlier communication or who are interested in a refresher, I'll start by pointing out that nearly half of all nonunion workers (more than 60 million people) would join a union today if given the chance, according to non-partisan polling. Public approval of unions, at 65 percent, has reached one of its highest marks in decades.

Union members can bargain for higher wages and are much more likely to have health care and a pension. The union advantage is even greater for people of color, women, immigrants, and others who have confronted workplace discrimination. A union contract is a potent weapon because it establishes fair and transparent systems for hiring and firing, wages and more.

The National Labor Relations Act (NLRA) of 1935 was a staple of the New Deal. The NLRA led to a groundswell of organizing that built the greatest middle class in history.

Immediately after World War II, though, some corporations and their anti-worker political allies started conspiring to render the law toothless. They got pro-business congresses in 1947 and 1959 to weaken the law. In recent decades, employers have violated the NLRA with impunity, routinely denying workers their basic right to join with co-workers for fairness on the job.

Things have gotten so bad, there is an entire union-busting industry that basically works nonstop to block workers from exercising those rights. And, according to the AFL-CIO, in nearly half of all union organizing drives, employers break the law. They lie, threaten, and routinely fire union supporters. Workers are forced to attend mandatory meetings focused on union-bashing. Any fines for this illegal behavior are often inconsequential.

This explains how we have reached the point where more than 60 million people would vote to join a union, but only one in 10 workers actually has one. Not coincidentally, as the collective strength of workers to negotiate for better pay and benefits has eroded, the gap between rich and poor has reached levels unseen since the Great Depression. The fall of union density has been a direct cause of rising inequality over the past four decades.

Passing the PRO Act will update the NLRA and give workers a fair opportunity to join or form a union. Once workers vote to form a union, the PRO Act will require the National Labor Relations Board to set a time limit for the employer to commence bargaining a first contract. (Too often, when workers choose to form a union, employers stall the bargaining process to avoid reaching an agreement.)

The PRO act includes many other benefits for workers and their families – and their employers. Workers who have a voice on the job are the best kind.

Significantly, the PRO Act will finally end so-called "right to work" (for less) laws once and for all. These laws have been promoted by a network of billionaires and special interest groups in an effort to divide working people and give more power to corporations at the expense of workers. They have had the effect of lowering wages and eroding pensions and health care coverage in states where they have been adopted.

We've got a great opportunity to help enact the PRO Act. The SIU will continue pushing to make it reality by getting it through the Senate and onto President Biden's desk for signature.

Message from Maritime Labor

Editor's note: A signed copy of this letter is available on the SIU website.

September 29, 2021

COVID-19 is here to stay. Our members aboard vessels remain in grave danger with the Delta variant on the loose. Many of our organizations have lost members to ravages of the disease; including some who have lost their lives while aboard ship. Several ships have had serious outbreaks over the last 18-plus months, even as recently as this month.

Our advocacy for a consistent, reliable, and rapid testing regimen for mariners proved to be worthwhile and effective. Now, with the supply chain and military security of the country at risk, we ask that all of our members educate themselves on the vaccines and choose to get vaccinated. This is primarily for the safety of our shipmates and family members, but also to mitigate the effects of COVID-19 on the industry. It is a matter of future industry stability and mariner job security.

As we stated in our July 2020 letter, each shipowner/operator has established their own diverging policies and protocol, and they vary greatly from employer to employer, even from ship to ship, depending on shipboard culture. In the absence of a uniform and government-enforced protocol during vessel in-port time, critical evolutions such as cargo operations, vendor/contractor access and shipyard repairs remain essentially unregulated and haphazard. This is an unacceptable situation that is beyond the control of ship's personnel and is a reason to be fully vaccinated at the earliest opportunity.

We must continue taking every precaution against the Coronavirus as recommended by company protocols and by applicable CDC guidelines, including vaccination. Masks, social distancing, hand and respiratory hygiene, cleaning and sani-

tizing have now become routine, but the best additional precaution for shipmates and families includes becoming vaccinated.

Labor is working together and using every advantage to both protect your health and safeguard your rights. With infection rates spiking due to the Delta variant, we must maintain vigilance and discipline. Employers may intervene with reasonable or ineffective workplace policy; either way we will let them know that our contract rights remain in place. We understand the stress and anxiety of working in persistent and intensified danger and so we support fair and common-sense safety practices ashore and at sea. Your dedication, professionalism and perseverance are recognized, and your efforts are best honored by ensuring your own safety and the safety of others aboard ship by getting vaccinated. Please continue to notify your Union if you have concerns regarding potential or actual COVID-19 exposure or the safety of your vessel.

Wishing all health, safety, and fraternity,

Michael Sacco, President, Seafarers International Union

Paul Doell, President, American Maritime Officers

Adam Vokac, President, Marine Engineers' Beneficial Association

Anthony Poplawski, President/Secretary-Treasurer, Marine Firemen, Oilers, Watertenders and Wipers Association

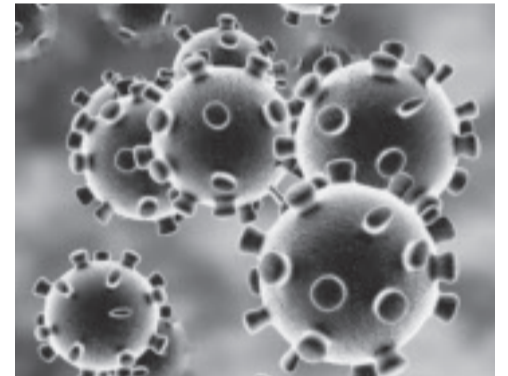
Don Marcus, President, International Organization of Masters, Mates & Pilots

Dave Connolly, President, Sailors Union of the Pacific

COVID-19 In Numbers

- There have been at least 700,000 deaths in the United States.
- More than 43 million cases in all 50 states, U.S. territories and Washington, D.C., have been reported.
- Globally, there have been more than 234 million cases and more than 4.8 million deaths confirmed.
- More than 6.32 billion vaccine doses have been administered worldwide.

Source: World Health Organization



NMC Commander Visits Piney Point



The SIU-affiliated Paul Hall Center for Maritime Training and Education welcomed National Maritime Center (NMC) commanding officer Capt. Bradley Clare (left) for a campus tour Sept. 24. He's pictured at the school with SIU VP Contracts George Tricker (right) and PHC Instructor Roy Graham. Clare took the helm at the NMC this summer.

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



The newest addition to the SIU crewed deep-sea fleet is on a regular run between Japan and Korea.

Union Welcomes New Shipboard Jobs

Reflagged Vessel Joins SIU-Contracted Fleet

SIU members are sailing aboard the recently reflagged tanker *Pohang Pioneer* – an outright addition to the Maersk Line, Limited (MLL) fleet.

Built in 2018 by Dae Sun Shipbuilding & Engineering Co. in Korea, the shallow-draft vessel is 357 feet long, has a beam of 59 feet and can sail at around 18 knots. It previously sailed under the Panamanian flag before hoisting the Stars and Stripes this fall.

“The ship is in good condition,” said Bosun **Ahmed Mohammed Ghaleb**. “Our run is between Japan and Korea. The food is great and the crew is happy.”

Joining the bosun as some of the first crew members aboard the reflagged vessel (operated by U.S. Marine Management for MLL) were ABs **Ahmed Kassem**, **Larry Rawlins** and **Hiten Shrimankar**, QE2 **Alex-Stephen Amarra**, QE3 **Jose Bonita**, QE3 **James Rodweller**, Chief Stew-

ard **Rudy Lopez** and Chief Cook **Steven Johnson**.

“The union appreciates this opportunity for additional work and, as always, I’m totally confident that the membership will live up to their consistent level of top-notch performance and professionalism aboard the *Pohang Pioneer*,” said SIU Vice President Contracts **George Tricker**.

MLL was established in 1983 to support the conversion and operation of five maritime prepositioning ships on behalf of the United States Navy. Today, the company owns more than 20 U.S.-flag ships operating around the world to support the United States with military, government, and humanitarian missions.

MLL participates in both the U.S. Maritime Security Program (MSP) and the related Voluntary Intermodal Sealift Agreement (VISA).



Hoisting the U.S. Flag aboard the *Pohang Pioneer* (from center of flag, clockwise) are: Third Assistant Engineer **Emily Blake**, First Assistant Engineer **Hunter Smith**, Chief Cook **Steven Johnson**, Chief Engineer **James Cook**, Captain **Chris Fox**, Chief Mate **Bill Harris**, Third Mate **Callum Foley**, Bosun **Ahmed Ghalib**, Steward **Rudy Lopez** and AB **Larry Rawlins**.

Members Ratify Pacts at Crowley, G&H

Adding to an already packed year of contract negotiations, two more agreements were recently ratified by the membership – with Crowley Towing and Transportation and with G&H Towing, respectively. Each contract is for three years.

The Crowley pact covers approximately 160 Seafarers. It took effect July 1, and was ratified by an overwhelming majority of the members.

Highlights include yearly wage increases, as well as increased pension contributions, vacation benefit increases and

various area-specific gains. In addition, medical benefits were maintained at the Core Plus level.

Representing the SIU on the negotiating committee were Assistant Vice President **Mike Russo** and rank-and-file delegates **Ward Davis**, **Norman Skipper**, **Craig Perry**, **Peter de Maria** and **Ronald Boatwright**. Negotiations took place via video conference calls in order to meet safety requirements.

Meanwhile, members also voted in favor of the G&H con-

tract by a large majority. The agreement covers roughly 340 Seafarers; it took effect Oct. 1.

The new contract maintains all benefits at their existing levels, and expands parental paid leave to include adopted children. Negotiations took place in-person in Houston (with strong safety protocols in place), while voting took place on the tugs.

Serving on the union negotiating committee were **Russo**, Port Agent **Joe Zavala** and Patrolman **J.B. Niday**, as well as delegates **Jason Curtiss**, **Mark Kazin**, **Stephen Prendergast**, **Aaron Reed** and **Christopher Wootton**.

“Both sets of delegates did an outstanding job sticking together and fighting for everyone to get a raise,” said **Russo**. “They all worked hard and it shows in the final results, which are good contracts both for the members and for the companies.”



Bargaining took place online (photo above) for the Crowley Towing and Transportation contract. The negotiating committees for the G&H Towing agreement (photo at left) are pictured in Houston following the conclusion of bargaining. SIU Port Agent **Joe Zavala** (third from left), SIU Assistant VP **Mike Russo** (sixth from left) and SIU Patrolman **J.B. Niday** (second from right) are among those pictured.

New Orleans-Area Seafarers Persevere Through Hurricane, Maintain Professionalism on the Job

Whether at home, on the job or upon returning after mandatory evacuation, SIU members in New Orleans endured Hurricane Ida with determination and professionalism.

Many Seafarers continued working during the Category 4 storm, which made landfall in Louisiana on the sixteenth anniversary of Hurricane Katrina. Ida struck Aug. 29 and continued inland, bringing catastrophic winds, massive rainfall and tornadoes, plus flooding storm surge along the coasts of Louisiana, Mississippi, and Alabama. Even though it subsequently weakened, Ida still pummeled the northeastern U.S. with torrential rain.

By late September, more than 100 deaths from the hurricane had been reported. Ida also knocked out much of Louisiana's and Mississippi's power grids, leaving more than one million customers without power (including all of New Orleans), some for more than two weeks.

"Everybody in this area was impacted," said SIU New Orleans Port Agent Chris Westbrook, who followed an evacuation order and left the region for more than a week. "This was a much more intense storm than Katrina but not a widespread flooding event like Katrina. This was more a wind event."

All things considered, Westbrook was pleasantly surprised to find that the hiring

hall in the New Orleans suburb of Harvey sustained fairly minor damage. The hall reopened Sept. 9, shortly after its power was restored. One of the hall's rooftop air conditioning units blew off, and a number of trees fell nearby.

"It could have been so much worse," he said. "Once the hall had power and Wi-Fi, we made sure the members and retirees knew, so they could use it as a base of sorts. The internet connectivity alone was helpful for them to get information from FEMA and other relief agencies. We've also been able to assist members and retirees with some relief supplies – there's a staging area near the hall, and we're working with the local, state and national AFL-CIO, too."

Westbrook also credited members who stayed on the job at the height of the storm.

"A lot of our tug guys went out and kept everybody safe," he said. "These guys always step up to the plate. They understand it's part of their job. They all have homes and families, too, but they ran right into danger. You're out there in 120-, 140-mph winds on the Mississippi River... They take pride in doing it."

One such member is tugboat Capt. **Vic DiGiorgio**, who has been a Seafarer for 37 years.

"We don't run away from hurricanes and storms," he said. "We stay right in the heat of it, and afterwards, we help get the port straight. During storms, most of our boats are holding onto ships and moorings."

DiGiorgio was aboard Crescent Towing's *Margaret F. Cooper* during Ida. That boat teamed up with the *South Carolina* and held the side-by-side, SIU-crewed *Altair* and *Bellatrix* in place at the dock for 24 hours.

"We fared pretty well," he said. "After that, we were pulling barges and boats that had gotten blown away. A lot of them got twisted up in anchorage."

DiGiorgio stayed on the job for three straight weeks. He returned home to find relatively minor damage to his roof.

"I'm pretty lucky," he said. "In our neighborhood, we all have tarps on our roofs, but I didn't get it bad to where my sheetrock fell through. A tree also fell on a bunch of our vehicles at work (in the office parking lot), but I'm not complaining. During Katrina, I lost everything – all I had to my name was my sea bag."

Another of the vessels held in place by Crescent boats was the *Cape Kennedy*,



Capt. Vic DiGiorgio (above) displays the flag that flew from the tug *Margaret F. Cooper* during the hurricane. A new flag (photo at right) took its place after the storm.



where Recertified Bosun **Mark Fleming** worked during the storm. The *Cape Knox* was anchored next to it.

"We had to pass out a bunch of extra lines, and that was a good idea, because we broke two," Fleming recalled. "We just bounced around a bit, and after the storm we had broken lines to pick up. We were up all night and had to run out and tend to the tugboats a few times. The lines had lifted and got draped over [items] on deck, so we had to straighten those. By then, the storm was slacking off."

Fleming commended the *Cape Kennedy's* crew for securing the vessel and added, "You've got to have the crew on there. If there was no one tending the ship, I'm sure it would've been a much different outcome.... The crew was outstanding, and everybody worked well. We've been through so many of these storms, I think we're getting good at it."

The *Kennedy* maintained power (thanks to four massive generators) and temporarily served as a floating hotel for harbor police and other essential workers. As for his own house, Fleming's circumstance largely mirrored that of DiGiorgio (and Westbrook).

"I've got to get a new roof, but that's all," Fleming said. There are four or five bald spots. I've got a tarp on it and some tubs in the attic."

Pumpman **Victor Martinez** lives in LaPlace, Louisiana, and remained in his house when the hurricane hit, but he described an unusual circumstance and urged people not to follow his lead. Martinez was too ill to travel with his family, who fled to Houston. Otherwise, he said, he'd have joined them.

"I thank God I'm alive," Martinez said. "By the time I felt up to leaving, it was too late. I took as many precautions as I could take."

He noticed the wind increasing around 1 a.m. "and then I felt the house shaking, saw shingles flying, bent my knees and started praying. It felt like the house was going to pop off from the ground. There was so much pressure."

Martinez got a respite 90 minutes later, but only because the eye of the storm was passing over his home. Still, he emerged unharmed, and his house wasn't ruined (though it did sustain broken windows, roof damage and a wrecked air conditioning unit).

He said his daughter wasn't as lucky – she lost everything, as did some of his acquaintances.

"You don't realize how powerful these storms are until you're in them," he concluded. "My advice is, it's better to leave. Material things can be replaced. I thank God for everything."



SIU-crewed Crescent Towing boats hold the SIU-crewed *USNS Kennedy* in place during the hurricane.

SIU's Heindel Among 2021 AOTOS Honorees

The annual Admiral of the Ocean Sea (AOTOS) awards dinner returns to an in-person format this year, and one of the three main honorees is especially well-known to Seafarers.

SIU Secretary-Treasurer David Heindel has been named by the United Seamen's Service (USS) as an AOTOS recipient, along with Maersk Line, Limited President and CEO Bill Woodhour and Chamber of Shipping of America President and CEO Kathy Metcalf.

The traditional silver statuette of Christopher Columbus – the first Admiral of the Ocean Sea – will be accepted by the three honorees Dec. 3

in New York City.

A special AOTOS Award will also be presented to Tony Naccarato, president and chairman of the American Maritime Officers Service, a Washington-based association comprised of some of the largest American-flag maritime companies. The aforementioned recipients will share the evening with a group of American seafarers who will be honored for acts of bravery at sea.

LTG Kenneth R. Wykle, USA, (Ret.), chairman of the USS AOTOS Committee, noted, "With such deserving recipients, we are pleased to continue the rich 52-year history of this prestigious event."

He added, "Dave Heindel is an esteemed labor leader and a true friend to USS; Kathy Metcalf has brought a solid background in maritime affairs to her role at the Chamber, and



David Heindel



Bill Woodhour



Kathy Metcalf

Bill Woodhour now leads the important American-flag division of Maersk."

The AOTOS Award has been presented for 52 consecutive years, including 2020 when the pandemic dictated a virtual event. COVID-19 also did not stop the industry from fulfilling its collective role as part of the nation's essential

workforce, the USS pointed out when announcing this year's awards.

"Despite the pandemic, the American maritime industry – management and labor – continued moving and handling world commerce despite the personal risk and danger presented by COVID-19 globally," said Wykle. "We are

expecting the industry to turn out to honor this year's leaders and the brave seafarers who will also be recognized at the event."

Proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine, seafarers of all nations, and U.S. government and military overseas.

Biden: Unions are 'America's Heart and Soul'

White House Hosts Labor Day Ceremony Honoring Workers

"Everyone is entitled to be treated with dignity. And that's what the labor union is all about: dignity."

President Biden credited his late father with regularly reinforcing that message, and the commander in chief shared it during his remarks at a Sept. 8 White House ceremony celebrating Labor Day. Also speaking at the event were Secretary of Labor Marty Walsh (a former union member) and AFL-CIO President Liz Shuler, among others.

Biden, always enthusiastic when discussing the labor movement, expressed strong confidence in Shuler, who recently was elected to lead the federation after the unexpected passing of AFL-CIO President Richard Trumka. Previously, she had served as secretary-treasurer since 2009.

"I know you didn't expect to be in this role at this moment," Biden said to Shuler during the ceremony, "but as I told you before, I believe that the future of American labor is in very good hands. I really mean it."

He continued, "In my White House, labor will always be welcome. I intend to be the most pro-union president leading the most pro-union administration in American history."

After observing a moment of silence for workers who've died from COVID-19 and for both Trumka and retired AFL-CIO President John Sweeney, who passed away Aug. 5 and Feb. 1, respectively, Biden stated, "One of the things I admired about Rich is that he understood what people in this economy are really facing.... He understood what had happened to workers in this country, like you do. Rich understood the past and the challenges, like so many of you who lived and led through these moments. But he also understood the future. He understood who built this country and the tools that were needed to build it back and build it back better."

Biden reminded the audience (including those watching online) that unions "fundamentally transformed how we live and how we work in this country."

He cited "the victories won by labor: the eight-hour day; the weekend; time-and-a-half for overtime; safety standards; sick days – victories for all of us. When you all do that, everybody benefits, whether they belong to a union or not. When unions win, workers across the board win. Families win, community wins, America wins. We grow. And despite this, workers have been getting cut out of the deal for too long a time."

He described a long period of shared prosperity from the late 1940s until 1979, at which time "everything began to change. Productivity in the country has grown almost four times faster than pay since 1979. That means the workers have been giving much more to their employers' bottom lines than they've gotten back in their paychecks, breaking the basic bargain of this country. The bargain was: If you work hard and you contribute to the welfare of the outfit you work with, you got to share in the benefits. Well, that stopped for a long time. That's what got taken away for a lot of people. Instead, some people started seeing the stock market and corporate profits and ex-



President Biden reiterates his support for the labor movement.

ecutive pay as the only measure for economic growth.

"By the way, the stock market has gone up exponentially since I've been president," he continued. "You haven't heard me say a word about it.... My measure of economic success is how families, like mine growing up – working families busting their neck – how they're doing; whether they have a little breathing room; whether they have a job that delivers some dignity, a paycheck they can support a family on. Simply put, worker power is essential to building our economy back better than before."

He described key executive orders he has signed to boost workers' rights and reiterated his total backing of labor's top legislative priority, the Protecting the Right to Organize (PRO) Act.

"When Congress passed the 1935 Labor Relations Act, it didn't just say you can have unions – (that) it should be allowed," Biden stated. "It said that we, the government, should encourage unions and collective bargaining, making it easier. And I believe every worker should have a free and fair choice to join a union. The law guarantees that choice. That belongs to workers, not to their employers or to special interests."

He said there are numerous reasons for workers to choose union representation.

"We know the economic reasons: Union members get higher wages, better benefits, like health insurance and paid leave, protections against discrimination and harassment, and a safer and healthier workplace," Biden explained. "But there's another reason – a basic American reason. Workers who join unions

gain power – power over the decisions and the decision-makers that affect their lives. Workers' voices are heard and heeded. In a simple word, a union means there is democracy. Democracy. Organizing, joining a union – that's democracy in action. And it's about dignity on the job, but it's also about creating good jobs."

Shuler thanked the president and Vice President Kamala Harris for "leading the most pro-worker administration in U.S. history."

She said the labor movement "is the single most powerful force for progress in the United States. In the past two centuries, industry by industry – in factories, mines, and mills – we challenged inhumane conditions. We created safety standards. We transformed grim, dangerous work into good, sustainable union jobs. This administration gets it. That's how unions built the American middle class."

She credited the union members who've helped keep the economy afloat during the pandemic before turning to the future of organized labor.

"We're building a modern, inclusive labor movement," Shuler said. "A movement in every sector and every community, with women and people of color moving from the margins, to the center. Unions are the best way to guarantee equal pay, close wage gaps and fight discrimination at work. We create pathways to the middle class for veterans, for those who've been sidelined – for everyone. The power of a good, sustainable union job is life-changing. That's why 68 percent of Americans and 77 percent of young people support labor unions. That's the highest approval ratings in over half a century."

She added, "Everything is lined up. We've

got the public on our side, workers standing up and taking risks, and the most pro-union administration in history. This is our moment! And shame on us if we don't take advantage of it. But with labor laws written in 1935, and the corporate attacks that have chipped them away over time, today it's actually easier to stop a union than it is to form one."

Walsh spoke at the event and also issued a proclamation that read in part, "This is a Labor Day like no other. The pandemic has changed how our country thinks about work – and working people. It has showed us how much we depend on essential workers, including many vulnerable and low-paid workers. And it proved that we can transform our working conditions. So, as we celebrate adding more than 4.5 million new jobs to the economy since January, I invite workers and employers all across our country to imagine a better, more just and more sustainable partnership."

"To establish this new reality, the Department of Labor will stand shoulder-to-shoulder with workers morning, noon and night," he continued. "From investing in a care economy that allows workers to thrive in their jobs while caring for their families, to building a more inclusive workforce and ensuring that the loss of a job doesn't mean the loss of financial well-being, we stand with America's workers – and the unions that support them. The Biden-Harris administration's ambitious agenda will address the persistent injustices and inequities that organized labor has been fighting for more than a century, and my colleagues and I are proud to help carry out this critical effort."



AFL-CIO President Liz Shuler thanks the president and Vice President Kamala Harris for "leading the most pro-worker administration in U.S. history."



DOL Secretary Marty Walsh explains his firsthand knowledge of the numerous benefits of union membership.



Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan (left) is pictured with President Biden shortly after the president's speech.

Seafarers Unanimously Ratify NCL Contract

New Agreement Features Numerous Improvements

Seafarers recently left no doubt about their view of a new contract between the union and Norwegian Cruise Line (NCL).

Members unanimously ratified a nine-year agreement described by several as “groundbreaking” for cruise ships, due to how closely its wages and many other economic elements come to mirroring the SIU standard freightship agreement. Voting took place Sept. 24 in Portland, Oregon, aboard the SIU-crewed *Pride of America* – the only U.S.-flag deep-sea cruise ship.

“This is an outstanding contract, as reflected by the overwhelming support of the membership,” said SIU Executive Vice President Augie Tellez. “It’s a fair and beneficial agreement for both sides. I extend my sincere compliments to everyone involved in the negotiations.”

Bosun **Maximo Aguiran** stated, “The SIU-NCL agreement of enhanced economic terms has exceeded our expectations – better benefits, good wages, and more money in our pockets. Thank you, SIU.”

Engine Storekeeper **Bryan Wells** said, “The wage increase gives newer members the opportunity to not have to worry so much about trying to earn a living wage, especially while trying to get their time in for seniority. I hope this will help remove any stigma about this vessel and instead show the opportunity it can be for those members who are trying to get a start in our industry. It’s definitely a nice starting point that we can hopefully continue to im-

prove upon in the future.”

Assistant Engine Storekeeper **Tanya Awong** also is pleased with the contract.

“Thank you to SIU and its officials for the wage increase and enhanced economic terms,” she said. “I’m very thankful for what we got. It has been a long road with NCL, especially as I started with SEATU (an SIU-affiliated union), then crossed over into SIU. I’ve seen many contract changes over the years. I believe by far this is the greatest, and I look forward to my continued employment with NCL.”

Negotiations for enhancements to the contract began in late 2019, and were put on hold for several months due to the COVID-19 pandemic. However, the SIU and NCL agreed to a contract extension earlier this year and bargaining resumed, with the union and company negotiating committees meeting numerous times (multiple times per week in some cases).

“Both committees worked tirelessly, and that included nights, weekends and holidays,” SIU Assistant Vice President **Bryan Powell** said. “The aim was to achieve an agreement that was more in line with the industry standard agreements, and I believe we achieved that with most of the major economic elements. Frankly, the package far exceeds what has been in effect historically in this market. I’m happy all the hard work paid off and we were able to deliver such a robust package for the membership!”

SIU Vice President Great Lakes Tom

Orzechowski stated, “The contract reflects continued stability and continued partnership. I think everyone’s focus now is to get this market back into play, relative to the challenges of the pandemic.”

The contract includes a completely new wage schedule with increased rates effective Oct. 1, 2021, providing average boosts between two and four percent to base wage rates (depending on rating) and an adjusted overtime rate schedule equivalent to a 30 percent increase. The agreement also includes across-the-board increases of three percent for all wages effective April 1, 2022 and each anniversary thereafter.

The Seafarers Vacation Plan benefit will increase by one day each year until 2027 from the current level of nine days of additional base pay for each 30 days worked. As of April 1, 2027, the benefit will be 15 for 30.

Additionally, the Seafarers Money Purchase Pension Plan benefit will increase from the current three percent of base wages on the following schedule: April 1, 2022, four percent of all base wages; April 1, 2024, five percent of all base wages.

The pact also maintains medical and pension benefits at the respective highest levels.

Other features of the new agreement include increases to safety shoes reimbursement; boosts to the level of maintenance and cure payments; and enhanced payments for loss of personal property.

Principle negotiators for the union and



Pictured aboard the vessel from left are SIU Port Agent Warren Asp, Engine Storekeeper Bryan Wells and Bosun Maximo Aguiran.

company bargaining teams, respectively, were Powell and NCL Senior Vice President of Shipboard Talent Management Christian R. Weindorf.

Lynn White, executive vice president and chief talent officer at NCL, provided the following statement: “Norwegian Cruise Line continually reviews our compensation and benefits structure, allowing us a competitive edge in attracting and retaining the best talent in each area of our operation. An extension of this commitment is our partnership with the SIU. By working together over many months of bargaining, we’ve agreed on an outstanding compensation package, including an increased pay structure and ongoing benefit enhancements over the life of the agreement. We are very pleased that the SIU membership ratified it unanimously, as we believe it will greatly benefit our existing shipboard SIU members and strengthen our recruitment efforts in the future. We thank the SIU for its continued commitment and partnership with NCL, and our existing shipboard SIU members for their support, hard work and dedication, especially during these challenging times.”



Members ratify the contract, which features wage increases and other gains.



Spotlight on Mariner Health

Understanding Symptoms One Could Expect With Type 2 Diabetes Mellitus

Editor’s note: This article is provided by the Seafarers Health and Benefits Plan Medical Department. The September edition of the LOG (PDF available at seafarerslog.org) includes a piece about type 1 diabetes.

Type 2 diabetes (adult onset) is the most common form of diabetes. It means that your body does not use insulin correctly. There is an impairment in the way the body regulates and uses sugar (glucose) as a fuel. There are long term (chronic) conditions that can result if too much sugar continues to circulate in the bloodstream for a prolonged period. High blood glucose will do damage to the circulatory, nervous, and immune systems.

In type 2 diabetes, there are two problems at work. Your pancreas may not produce enough insulin (a hormone that regulates the movement of sugar into the cell); and the body’s cells respond poorly to the insulin and take in less sugar (a metabolic issue). Some people are able to control their blood sugar levels by taking

their prescribed medications, eating healthy and exercising regularly.

An important part of managing type 2 diabetes is to maintain a well-balanced diet. This includes eating nutritious, healthful foods.

Fitness is another key to managing type 2. Just get moving. Find an activity that you like. Take a partner with you on your daily exercise routine.

Remember the symptoms for type 2 diabetes are: increased thirst, frequent urination, increased hunger, unintended weight loss, feeling very tired, blurred vision, frequent infections that may not heal, and numbness or tingling of the hands or feet.

There is no cure for type 2 diabetes. Losing weight, eating well, and exercising can help to manage the disease. There are many different types of medications on the market that will also help to keep blood glucose down.

Keep your doctor’s appointments and check your blood glucose levels as instructed to live a long and healthier life.

Healthy Recipe

Roasted Chili Rubbed Chicken Legs

Servings: 25

Ingredients

12 pounds chickenleg
Rub Recipe
1/2 cup chili powder
3 1/4 tablespoons paprika
3/4 tablespoon granulated garlic
2 tablespoons kosher salt
1/2 tablespoon cumin
2 tablespoons brown sugar

312 Calories; 20g Fat (58.1% calories from fat); 29g Protein; 3g Carbohydrate; 1g Dietary Fiber; 132mg Cholesterol; 602mg Sodium. Exchanges: 0 Grain (Starch); 4 Lean Meat; 11/2 Fat; 0 Other Carbohydrates.

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

Preparation

Mix all of the rub ingredients together. Season the chicken legs with the rub all over. Place the seasoned chicken on sheet pans. Roast the chicken in a 325°f oven for 25-30 minutes until an internal temperature of 165°f is reached. Garnish the cooked chicken with chopped parsley.

Nutritional Information

Per Serving (excluding unknown items):



Six Bosuns Reach Highest Level of Deck Department

After completing an intensive and all-encompassing curriculum, six bosuns are the latest to finish recertification. Seafarers **Joseph Gierbolini, Richard Grubbs, Brian Guiry, Tavell Love, Samuel Porchea** and **Lionel Rivas** graduated from the course Oct. 4, when they were introduced at the membership meeting in Piney Point, Maryland.

Their two-week curriculum, offered at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC), concluded as they were presented with their respective certificates of completion. During their training, the members received hands-on instruction and high-level refresher courses, as well as attending face-to-face meetings with union and plans officials along with various representatives from different departments within the SIU and the school.

In keeping with tradition, each bosun gave a brief graduation speech to the assembled union officials, fellow mariners, trainees and guests in attendance at the membership meeting. They expressed gratitude for the opportunities provided by the union, and specifically thanked their instructors, port agents and other officials.

Profiles of the bosuns and excerpts from their speeches follow.

Joseph Gierbolini

Gierbolini sails out of Jacksonville, Florida, but he joined the union in Puerto Rico in 1999. He opened his remarks with a quote from author Patrick O'Brian: "Injustice is a rule of the service, as you know very well; and since you have to have a good deal of undeserved abuse, you might just as well have it from your friends." He then followed up by saying, "This is not an easy life that we choose. But it builds a brotherhood, a friendship that very few people will ever understand who do not serve in it."

"It has been a long stretch of ocean, but I am proud to call myself a sailor, and proud to call myself a bosun," he added.

Gierbolini described his time in Piney Point as "excellent. I have been waiting a long time for the opportunity to get into this class," he said.

He also thanked those who helped him join the union in the first place: "I would not have been able to do any of this without (former SIU Port Agent and current Recertified Bosun) **Victor Nunez**, who first got me into the union. I would also like to thank my uncle Tony, and my mentor Mike Burns. Together, I owe my position and my career to you."

He concluded by addressing his fellow bosuns, saying, "You are all my friends. We have made this journey together. Master or bosun, mate or ordinary seamen, we have made this trek together. We are brothers, we are friends, we are seamen."

Richard Grubbs

After his Navy career, Grubbs joined the union in San Francisco in 1996. He opened by crediting the union for his success, saying, "I speak to you today as a member of the SIU. As a member, I have reached my goals."



Recertified Bosun Richard Grubbs



Recertified Bosun Samuel Porchea



Recertified Bosun Joseph Gierbolini

Everything that I have – my home, my family – I have gotten that through the union."

A frequent upgrader, he remarked on the improvements to the facilities at Piney Point: "I have been very impressed with the upgrades to the school. I believe it will put the SIU ahead of the other training facilities."

He then thanked the instructors and staff of the school for their hard work, and complimented the quality of the recertified bosun course.

Grubbs said he particularly benefited from the leadership training, which he is confident will bolster his performance when he returns to sea.

Addressing the apprentices, he stated, "I call upon you to look beyond the SIU as a job, and look at the union as a brotherhood and as a way of life. ... 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."

Brian Guiry

Guiry took an unusual path to becoming a recertified bosun, taking a detour and becoming an SIU patrolman in Jacksonville from 2009 until 2014. He joined the union in 1999 in Jacksonville, and graduated from the school in PHC Apprentice Class 593.

"My first ship in phase two sailed around the world," he said. "In that one trip, I learned that life didn't always require a clear direction. It requires a framework to build off of. The SIU has given my life that framework."

Eyeing the future, Guiry stated, "I recently completed the PHC AB to Mate program. From the education I received here at the Paul Hall Center, I passed the test and got the third mate's license. It wasn't easy, but thanks to the SIU, it was achievable. With the license, and now as a recertified bosun, I have so many more opportunities open to me. Once again, I don't have a clear direction. But I have the

strongest framework I could ever imagine to continue to build from."

Reflecting on his time as a patrolman, Guiry recalled, "Being a part of the network of support that the union offers deepened my pride and appreciation for what we as the rank and file have in this organization. I learned the real importance of programs like SPAD. I saw firsthand how hard our officials and staff work to maintain our union. I am forever grateful for the experience, and I carry it with me every day aboard the ship when I am out there. I cannot thank you all enough for what you have done for myself, and for the rest of the membership."

He concluded, "I extend a very special thank you to my wife, Ashley, my rock. I could not do what I do at sea without her support. To my parents, who gave me the most valuable gift in life – a strong work ethic. To (SIU Gulf Coast Vice President) Dean Corgey, for giving me the opportunity to work in Jacksonville, alongside the man who became my mentor, (retired Assistant Vice President) Archie Ware, and my partner at the counter, Port Agent Ashley Nelson. And to the current crew at the Jacksonville hall, (Patrolman) Adam Bucalo, (Patrolman) Eddie Pittman and (Safety Director) Joseph Koncul, who I am proud to call my union brothers."

Tavell Love

Love, who joined the union in Jacksonville in 2003, first related to the trainees in attendance by saying, "I've sat in these chairs, too, in Class 632. I joined the union not even knowing what a merchant seaman was."

He continued, "I came to enjoy the job and the lifestyle that comes with it. Where else can you go to school and get free training, travel the world and get paid for it, and work when you want to work?"

Love credited those who have helped him in his career: "I want to thank the instructors for helping me and for giving me the tools and knowledge I needed to succeed in the industry. My classmate, Brian Guiry, who

actually got me my first job as a bosun." He then thanked the officials in Jacksonville before also expressing gratitude for his wife and kids.

"This experience has taught me a lot, as far as what goes on behind the scenes and all the hard work the executive board does to ensure the stability of not only the SIU, but the industry as a whole," he concluded. "I now see why it's so important to donate to SPAD. It gives our small population (as mariners) a chance to step in the door and be heard by lawmakers. To the trainees, just remember to be smart with your money, and take advantage of the [pension] plans. Enjoy life!"

Samuel Porchea

Porchea got the audience's attention when he pointed out he has sailed for 49 years as of Oct. 3. That tenure includes sailing as a bosun since 1976, and joining the SIU in 1997 (he sails from the port of Jacksonville).

He continued, "The union has been important in my life, as I have been able to provide a high quality of life for my family. I would like to thank the union leadership, as well as the staff of the school for providing us with the proper training and skills here at Piney Point. To my instructors, all that I can say is, 'job well done.' I have learned so much from each of you, and I surely will pass this knowledge along to the younger seamen."

Porchea then said to the apprentices, "Please don't forget our meeting (the bosuns met with them during class). The SIU is there for you, as it has been there for me. Without them, I wouldn't be able to do the things I do today."

He then thanked the union officials in Jacksonville and Houston.

Lionel Rivas

Rivas opened by proclaiming, "This is the greatest day of my life!"

He joined the SIU in 2001, and now sails out of the port of Houston.

He remarked on the uniqueness of his job, saying, "After 60 days on the job, you get a vacation check. How much more could we want? Work when you want to, take off when you want to, and when you come back, you still have your job! How great is that?"

Regarding the recertification course and the school, he stated, "These past two weeks have been some of the most interesting weeks of training in my career. I have learned a lot more than I thought I would, and I will share all I have learned with my shipmates. I'll also be able to better answer any questions they might have."

He concluded, "I think the school is the best training facility in the U.S. I will always come back to the school to upgrade, because this is my home. Everything has been great: the instructors, the staff, and last but not least my bosun brothers. I know us deck people are a little crazy, but without us, the job doesn't get done."



Recertified Bosun Tavell Love



Recertified Bosun Lionel Rivas



Recertified Bosun Brian Guiry



Lucinda Lessley
Acting Maritime Administrator



Mark Buzby
Former Maritime Administrator



Kevin Tokarski
MARAD Associate Administrator
For Strategic Sealift



Chris Edyvean
Past AMMV President
(And former SIU member)

Convention Salutes Service of WWII Mariners, Emphasizes Ongoing Need for Strong Fleet

The American Merchant Marine Veterans (AMMV) conducted a rousing, in-person convention Sept. 22-23 in Linthicum Heights, Maryland.

The event featured remarks from several dignitaries, video plaudits from members of Congress, a stirring tribute to the late Capt. Hugh Mulzac, and a private unveiling of the design of the Congressional Gold Medal honoring U.S. Merchant Mariners of World War II. (The design will be publicly released later this year or early next year.)

Guest speakers at the convention included Rear Adm. Mark Buzby (USN) (Ret.); Acting Maritime Administrator Lucinda Lessley; MARAD Associate Administrator for Strategic Sealift Kevin Tokarski; author William Geroux; Dr. Sal Mercogliano, maritime historian and industry advocate; past AMMV President (and former SIU member) Chris Edyvean; World War II mariner Dave Yoho; television news anchor and author Rita Cosby; and members of Mulzac's family. (Mulzac was America's first Black merchant ship captain.)

Video messages were submitted by U.S. House of Representatives Speaker

Nancy Pelosi (D-California); U.S. Sen. Lisa Murkowski (R-Alaska); U.S. Rep. John Garamendi (D-California); U.S. Rep. Jamie Raskin (D-Maryland); and U.S. Rep. Al Green (D-Texas).

Whether in-person or recorded, the messages uniformly honored the critical service of war-era mariners, and several speakers also underscored the ongoing need for a strong U.S. Merchant Marine.

Meanwhile, add the gold-medal design process to the seemingly unending list of projects that were delayed due to the pandemic. President Trump on March 13, 2020 signed into law the Merchant Mariners Congressional Gold Medal Act – right around when much of the United States was going into a partial shutdown because of COVID-19. Nevertheless, the design ultimately was set.

The law provides for the award of a Congressional gold medal collectively, to the United States Merchant Mariners of World War II, in recognition of their dedicated and vital service. The Congressional Gold Medal is the highest honor bestowed by the U.S. Congress.

The medal will be displayed in the American

Merchant Marine Museum at the U.S. Merchant Marine Academy in New York. Duplicates then will be struck and made available to the public.

The SIU and the Transportation Institute, alongside a number of other backers, took lead roles in obtaining co-sponsors for both the House and Senate bills. More than 1,200 SIU members lost their lives in wartime service during World War II.

"Throughout the Second World War, our armed forces relied on the U.S. Merchant Marine to ferry supplies, cargo and personnel into both theaters of operation, and they paid a heavy price in service to their country," said Garamendi. "The U.S. Merchant Marine suffered the highest per-capita casualty rate in the U.S. Armed Forces during World War II. An estimated 8,300 mariners lost their lives, and another 12,000 were wounded, to make sure our service members could keep fighting. Yet, these mariners who put their lives on the line were not even given veteran status until 1988."

There are approximately 4,000 World War II U.S. Merchant Mariners alive today, according to Murkowski's office.



Convention attendee Ken Delancey sailed with the NMU (mostly as an AB, also as a bosun) from the late 1960s until he retired in 1998.



Delegates and guests gather for the main event Sept. 23 in Maryland.

A Visitor for Christmas Dinner 1945

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.

When veterans get together, there is always a point when someone asks if he had experienced anything different. I had such a story but have never had the opportunity to tell it.

I was a member of the crew of the SS William Dean Howells, just another lumbering Liberty ship. We left Boston on September 13, 1945, bound for New Orleans where we loaded three holds with rice, put 90,000 cases of Carlings

Red Cap Ale in another, loaded a hold full of PX supplies, and filled the decks with six-by-six Army trucks all bound for Manila.

We left New Orleans on October 17, 1945, went through the Canal on October 19 and 30 days later arrived in Manila.

Manilla is an enormous harbor and was full of all types of ships. We were finally given dock space to unload, only one shift a day as our engineers operated the booms. Then down to Batangas for no apparent reason, and we came back to Manila empty. We then received orders to proceed to the island of Morotai in the Dutch East Indies to bring back surplus material left over from the invasion.

Morotai is a lovely island in a group of islands and was important during the war as an air base. It played an important role as an air support base in the invasion of the

Philippines. The Morotai invasion began on September 15, 1944, and the Allies expected a strong defense, but there were only about 500 Japanese on the island. Regardless, the island was not finally secured until September 7, 1945, although the air strips were used immediately. Morotai is about 1,600 miles south of Manila, sitting near the equator.

We arrived the first week of December 1945, and had to dock the ship ourselves, as there were no tugs or support vessels. We were the only ship at the docking area, which consisted of large log pilings and a wood plank dock. Despite the skill of the crew, we hit the pilings a little too hard and almost ruined the dock. This caused many angry words thrown at us from the men waiting for us as we crushed the dock.

We did nothing for a few days as Army engineers repaired the dock area. There was a large outdoor hospital

Continued on next page

Seafarers Engage in Philanthropic Outreach

Oakland-Area Mariners Help Local Covenant House California Facility

SIU members took pandemic-related safeguards while enthusiastically engaging in a months-long community outreach effort in Oakland, California.

Seafarers pitched in to help a local Covenant House California (CHC) facility. They donated various items for the non-profit youth homeless shelter and delivered them once per month, from June through August. The union also made a monetary contribution.

CHC Bay Area Development Officer Vera

Hannush said the SIU's support made a difference.

"The youth loved seeing them come through," she stated. "We're just starting to open back up to in-person volunteering, and it was clear that the SIU is a team and a band of brothers doing it all together."

The timing was important, Hannush said, because the pandemic has led to increased homelessness.

"We're serving more and more people, and we're the only shelter system for Alameda County," she said. "The donations from the SIU were phenomenal. They brought water, non-perishable foods, hygiene items and more. We're so deeply appreciative."

Seafarers said they were happy to pitch in. Chief Cook **Keith Hall** noted, "It went very well. The people at the shelter were very grateful to receive the donations we provided through the SIU. My involvement was basically helping distribute and also generating donations."

Hall added, "This is our community, and anyone can fall on hard times, especially with the pandemic. It can be difficult to provide for your family. We're more fortunate, and sometimes it's best to give back. I think it's reciprocated in the long run."

GUDE **Emmanuel Nuez** said that when he learned of the opportunity to volunteer, "I said yeah, no problem, I'm more than happy to help out. It went well. The people were very friendly and very thankful."

Recertified Bosun **Artis Williams** said that in addition to finding the experience worthwhile, it also proved an eye-opener.

"I was surprised because I'm from this area,



The Covenant House facility in Oakland, California, is located a little more than a mile from the hiring hall.



SIU VP West Coast Nick Marrone (left) presents a check from the union to local Covenant House representative Vera Hannush.

and I didn't even know Covenant House existed," he stated. "To see us involved and helping others in our own community is a big deal. It means a lot to me – what we do as people and as a union. I was very, very happy to be involved with it."

Hannush also was struck by the proximity of the Oakland hiring hall and the CHC building.

"I walk by the hall all the time," she said. "We have more than 30 sites nationally and internationally, but Seafarers are our neighbors."

CHC is self-described as "a non-profit youth

homeless shelter that provides sanctuary and support for homeless and trafficked youth, ages 18-24. We believe that no young person deserves to be homeless; that every young person in California deserves shelter, food, clothing, education ... and most importantly, to be loved. Now serving over 4,700 youth a year, CHC provides a full continuum of services to meet the physical, emotional, educational, vocational, and spiritual well-being of young people, in order to provide them with the best chance for success in independence."

A-Books in Wilmington



Congrats to ABM Arsenio Malunes and to Chief Cook Keyon Gregory for recently receiving their respective A-books at the hall in Wilmington, California. (Arsenio also brought lunch for the hall.) Malunes is at right in photo at immediate right, with SIU Safety Director Gordon Godel. Gregory is at right in the photo above, with SIU Patrolman Jesse Sunga Jr.



Decades Old Christmas Dinner Rekindles Memories For Mariner

Continued from Page 8

unit on the island, and I was sent there to have them look at a rash I had developed on my left ankle. With no air conditioning and all the heat and humidity, it seemed everyone had some type of heat rash. I was given an ointment that helped. Several of the crew were with me to have their aches and pains cared for.

After our hospital visit, we toured the local runway that was littered with every type of plane, even old fabric-covered planes. It was paradise for a plane lover.

Our mission was to bring thousands of cases of fruit juices and other canned food items back to Manilla for their military forces and civilian use. I never saw any other juices than pineapple and grapefruit. Lots of vitamin C. The manpower to load all this material turned out to be Japanese prisoners guarded by Australian soldiers. Our crew operated the booms, but all the hard work loading and in the holds was done by the prisoners. It was not the neatest job in the world, it was terribly hot, but we filled up two holds with food products and then #1 hold with aviation fuel in drums.

The crew socialized with the local Australian troops at an outdoor movie theatre at night and we all enjoyed the wonderful Australian beer, available in quart bottles. Their beer was twice as strong as what our troops were served and there were giant piles of empty bottles as they saved them for some reason.

We departed Morotai December 24, 1945, with Christmas planned at sea. The official ship's log shows that at 1630 ship's time, December 24, a dismasted outrigger canoe was sighted off the starboard quarter. In the canoe was Naftali Katoehoe of the Netherlands East Indies waving frantically for help

(Ship's Log Lat. 02.57 N Long. 127.34 E).

The motor lifeboat was lowered, and the fisherman was pulled in, his outrigger canoe in tow. The rescued man and his canoe were quickly brought on board. The fisherman was not in bad condition, just very dehydrated, hungry, and extremely grateful. Fortunately, he could speak a little English. We did not know how long he was adrift.

The captain did not want to divert from our planned course to Manilla and the closest land was more than 50 miles away. A decision was made to continue on course and turn the man over to Dutch authorities once we reached Manilla. We never were told how he got so far away from land. Since there was only one Armed Guard on board to maintain the two guns, there was room for our new passenger.

We arrived back in Manilla on December 31, 1945, and again anchored out in the big harbor. At midnight I witnessed the most beautiful display of fireworks and flares as we welcomed the new year. Probably every merchant ship at anchor was firing parachute red signal lifeboat flares. The harbor was full of ships loading troops for home. Several aircraft carriers were in the harbor as they could carry more troops.

Our guest fisherman was turned over to the Counsel General of the Netherlands in Manilla on January 2, 1946. We junked the canoe.

If someone asked me what I did for Christmas 1945, I would tell him that I was part of an effort that saved a simple fisherman from the perils of the sea, had him stay for Christmas dinner, and planned to get him home. There is something biblical in what we did, sharing our Christmas dinner with a stranger we saved, and seeing him on his way.

Log-A-Rhythm

El Faro (Never Forgotten)

It's kind of hard to believe it's been six years
Since our brothers and sisters just disappeared

All seafaring souls can recall
Being far out to sea with no land at all

The wind screaming, the bow diving
Each wave larger than the last

The whole crew praying not to hear
The ship's abandon whistle blast

Every wave she hits, you can feel her roll
We all are praying the man on the wheel
Can keep her under control
Some stories we will tell
Sometimes just silence with no reply

Watching the horizon, fighting back tears
Stuck in our eyes

The secrets of the sea can never be told
Until we answer the final bell's toll

James R. Blich
B-2121
Recertified Bosun



TOTE Shipping President Jeff Dixon (center) and VP Eduardo Pagan (left) visit in late August. SIU Asst. VP Amancio Crespo is at right.



SA Gustavo Romero (right) returns from his first SIU job, aboard the *Overseas Los Angeles*. SIU Asst. VP Amancio Crespo is at left.

Snapshots from San Juan



Bosun John Telles and Admin. Asst. Maria Gomez break out the office Christmas tree – in mid-September. No one can say the holiday spirit didn't arrive early at the hall.



Pensioner Luis Bonafont, who sailed with the union for nearly 30 years, still keeps his book handy.



Chief Steward Juan Guanil (right) receives his A-seniority book from SIU Asst. VP Amancio Crespo.



SIU Asst. VP Amancio Crespo and pensioners Carlos Marcial Jr. and Carlos Marcial



Pensioner Julio Mattos



Pensioner Miguel Robles (left) and his son, Seafarer Miguel Robles



Oiler Pedro Rivera stops by to register after completing a four-month tour aboard the tanker *Oregon*.

Investigations Start, Officers Suspended In Cadet Alleged Sexual Assault Case

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.

In a joint letter addressed to the "Kings Point Community" and dated Oct. 2, U.S. Department of Transportation Deputy Secretary Polly Trottenberg and Acting U.S. Maritime Administrator Lucinda Lessley said, "We write today to express our unwavering support for the individual who has shared her story of a sexual assault that took place during Sea Year. Providing resources for students after these events

happen is not enough. We must prevent them from occurring in the first place. We have a zero-tolerance policy for sexual assault and sexual harassment at USMMA and in the maritime industry. As we determine the appropriate steps required to increase and ensure the safety of our midshipmen, we pledge to listen to and work closely with the entire Kings Point community."

AP Moller-Maersk (APMM) is investigating the case, which was alleged to have occurred aboard a vessel operated by its U.S.-flag subsidiary, Maersk Line, Limited (MLL). The company has launched a comprehensive inquiry, and suspended five officers in relation to the case pending the outcome of their investigation.

"There are enough details for us to be able to identify which ship and which employees are involved. That is why we have something that forms the basis for initiating an investigation, and that is why we have suspended the five involved officers who [were] on the ship," APMM Techni-

cal Manager Palle Laursen stated. "We are deeply shaken by this. The way in which the incident is described is not only contrary to ordinary decency, but also in particular to our values and what we stand for in Maersk."

MLL President and CEO Bill Woodhour said, "We are shocked and deeply saddened about what we have read. We take this situation seriously and are disturbed by the allegations made in this anonymous posting, which has only recently been brought to our attention. We do everything we can to ensure that all of our workplace environments, including vessels, are a safe and welcoming workplace, and we've launched a top to bottom investigation."

The Marine Engineers' Beneficial Association (MEBA) released an anti-harassment statement, which reads in part: "Sexual harassment and assault have no place in our Union or on our vessels. The Marine Engineers' Beneficial Association is committed to providing workplaces that are free of sexual harassment, assault, or

other unwanted behavior. Simply put, M.E.B.A. will not tolerate sexual harassment or assault by any of its members or applicants." The statement, which is available on their website, also provided contact methods for reporting any sexual harassment or sexual assault on board a vessel.

The SIU and its affiliated Paul Hall Center in Piney Point, Maryland, also weighed in, noting that the union and school take these types of allegations very seriously and believe that no one should be harassed or assaulted on the job (or anywhere else). That is why preventive lessons regarding sexual assault/sexual harassment regularly are taught at the school.

Meanwhile, this is not the first instance of alleged sexual harassment and sexual assault issues stemming from the USMMA and Sea Year. After a series of reports in 2016, the U.S. Department of Transportation temporarily halted USMMA's Sea Year program for a review of its sexual assault/sexual harassment prevention protocols.



Tugboats and ferries (photo at left) take part in the boatlift ceremony to commemorate the 9/11 responders. (Photo courtesy of AMP) In photo at right, SIU Capt. Rick Thornton (center) is presented with a ceremonial key to the township of Morris Plains by Mayor Jason Karr (right). Thornton is joined by his wife, Grace (left).

Boat Procession Commemorates Anniversary of September 11, 2001

Seafarers took part in commemorations of the twentieth anniversary of Sept. 11, 2001 – events that honored the victims while also saluting an immediate response that constituted the largest water evacuation in history.

Some of the boats that mobilized after the terrorist attacks in New York 20 years ago were part of a large, waterborne procession in New York Harbor on Sept. 10, 2021. They included SIU-crewed NY Waterway passenger ferries.

Attending a directly related ceremony on the waterfront were U.S. Sen. Kirsten Gillibrand (D-New York) and Commandant of the U.S. Coast Guard, Adm. Karl L. Schultz, among others. The event was hosted by the American Maritime Partnership (AMP), New York Council of the Navy League, Transportation Institute, Towboat and Harbor Carriers Association, Passenger Vessel Association, Port Authority of New York/New Jersey, Sandy Hook Pilots, and Seamen's Church Institute.

According to AMP, to which the SIU is affiliated, "A shining light on an otherwise dark and tragic day 20 years ago ... was the heroic response by American maritime operators in New York Harbor who answered the call of the United States Coast Guard to spontaneously organize the evacuation of more

than 500,000 Americans at the southern tip of Manhattan – an effort that took only nine hours and became the largest water evacuation in U.S. history. Within minutes of the call for help, American maritime vessels of all shapes and sizes responded selflessly and ensured that the events on that fateful day were not even worse. The American Maritime Partnership remembers and mourns all Americans lost that day, and expresses its deepest gratitude to the men and women of American Maritime for their selfless response and service."

As part of the ceremony, approximately 100 vessels took part in a procession.

In a separate event also on Sept. 10, Capt. **Rick Thornton** – who has sailed aboard SIU-contracted NY Waterway tugboats for 31 years – was awarded a ceremonial key to the township of Morris Plains, New Jersey. Thornton served as the keynote speaker at the gathering, attended by Morris Plains Mayor Jason Karr, first responders and an audience that included schoolchildren.

"Morris Plains was really affected by 9/11," Thornton said. "They had a lot of commuters who were in Manhattan that day, and the community lost some lives in the towers. I had no idea what they were planning, and it was a total shock and honor when they gave me the key

to the city."

Thornton has been part of many rescues during his career, including the 1993 World Trade Center bombing and the Miracle on the Hudson in 2009, but nothing compares in scale to the evacuation of Manhattan after the 9/11 attacks.

"With any large harbor, you have to share the waterfront with the private and recreational boaters," he said. "On 9/11, you saw everyone working together in the best way possible. You couldn't have gotten an ambulance down in Manhattan, so we had to do a lot of triage and medical transport, in addition to evacuating civilians."

He continued, "After the boatlift and the debriefing, they have a much better plan in place today in Manhattan, should we be called to action like that again. The ferries are definitely a big part of the evacuation plan now, should any sort of emergency hit Manhattan – whether it's a blackout, or a dirty bomb, or even a hostage situation on a ferry – we're all very prepared to handle it today."

He concluded, "On 9/11, we saw the worst in humanity, but we also saw the best in humanity. And it's important to focus on the good things we saw that day. It's what keeps me on the same routes – sometimes on the same boat – to this day."

Progress Made with CHS Clinic Services

During the Oct. 4 membership meeting in Piney Point, Maryland, Seafarers Health and Benefits Plan (SHBP) Administrator Maggie Bowen reported significant progress with efforts to facilitate the physical-exam steps used by SIU members.

"During the past few months, I'm sure that more than a few of you have experienced problems with CHS and the medical exam process," Bowen said. "We've taken steps to rectify the difficulties and are making progress."

She continued, "Since April 2021, we have received weekly reports of changes in the backlog with the review process. At that time, there were 581 exams waiting for review by the doctor. As of Sept. 14, that number is 114 exams, which is a decline of approximately 80%. This decline is a direct result of our demand that more resources were required to fulfill our agreement with CHS, including adding additional doctors."

Bowen added that efforts are ongoing to continue reducing, if not ultimately eliminating, any backlogs.

"We're monitoring the process every day, and problems are brought to the attention of management as soon as they are noted," she explained. "You can help us in this area by completing any surveys that CHS sends to you. Being honest about the service you receive at the clinics or with CHS directly will go a long way to helping us hold them accountable for providing the service you deserve. I would add that although venting on social media may make you feel better, it does not resolve the problem. If you need assistance with this process, please contact the SHBP Medical department at shbpmedical@seafarers.org."



SHBP Administrator Maggie Bowen



ABOARD MAERSK MICHIGAN – Thanks to vessel master Capt. T. Pham for these photos from the Maersk Line, Limited vessel at Yeosu Ocean Shipyard in Korea. Pictured in the group photo at right are Chief Cook Xavier Burgos, Chief Steward Gerard Cox, AB Carlos Zapata, AB Tomas Calderon Robinson, AB D. Garcia, AB Peter Stoker, Recertified Bosun Gregoria Cudal and GVA Gene Ajost. The *Michigan* is second from right in the overhead photo above.

At Sea and Ashore with the SIU



STUDENTS VISIT – The Tacoma hall on Aug. 2 welcomed local high school students (and faculty) who were participating in a two-week program centered on maritime career opportunities. SIU Port Agent Warren Asp is at far right. Directly in front of him is OMU Erl Jan Encina, who volunteered to help answer any questions.



ABOARD ARC ENDURANCE – The crew of the TOTE vessel had a BBQ, games and a cake for Bosun Kyle Silva's birthday on Sept. 19 while en route to Darwin, Australia. That's Silva at left. Capt. Morgan Dailey is at right.



READY FOR WORK – The newest UA to ASD graduates are pictured in Piney Point, Maryland, holding their respective probationary B-books. SIU Port Agent Mario Torrey is behind the lens. He reportedly induced all of those smiles by urging the students to yell, "It's time to go back out to work!"



WITH GLOBAL SENTINEL CREW – Hats off to SIU-contracted SubCom for a donation of survival suits to the SIU-affiliated school in Piney Point. Recertified Bosun Lee Hardman submitted this photo of crew members who helped gather and transport the suits in Charleston, South Carolina.

At Sea and Ashore with the SIU



ABOARD CAPE INTREPID – Crew members from the Ocean Duchess vessel extend best wishes to vessel master Capt. Gary Vargas, an SIU hawsepiper who completed the apprentice program in 1989. Vargas sailed with the SIU for eight years before becoming an officer. He's holding the life ring in both photos. Pictured from left in the group photo above are GUDE Israel Serrano, Third Mate Benjamin Rush, Electrician Phillip Greenwell, Recertified Bosun LBJ Tanoa, Vargas, Third Engineer Logan Becker, and Relief Chief Engineer Chris Davis (also an SIU hawsepiper and trainee grad). The photo at right includes (from left) Recertified Steward Joia De Leon, Greenwell, Vargas and Davis.



WITH RESOLVE CREW – Pictured next to the TOTE vessel in Houston are SIU reps and SIU crew members. From left: Safety Director Kevin Sykes, Patrolman Kelly Krick, Bosun Vasily Semes, AB Luis Mena and Patrolman J.B. Niday IV.



ABOARD CAPE VINCENT – MSC and MARAD representatives commended the work of the SIU steward department aboard the Patriot ship during a recent turbo activation. Additionally, fellow mariners said they appreciated the imaginative menus and quality meals throughout the activation. Pictured from left aboard the vessel are Chief Steward Sam Sinclair, SA Adriana Chavero, SA Fredy Bernardez and Chief Cook Cole Briggs.



ABOARD MAERSK DURBAN – Chief Steward Donna Hickman (left) and Electrician Sammy Montana are pictured somewhere in the Mediterranean.



A-BOOK IN HOUSTON – Congratulations to AB Andrew Bennet (right) on receiving his A-seniority book. He's pictured at the hall with SIU Patrolman Kelly Krick.



ABOARD MAERSK PEARY – SIU and AMO members teamed up aboard the U.S. Marine Management vessel to assist in this year's Pacer Goose operation (the Air Force's annual resupply mission to Thule Air Base, Greenland). Pictured in the engine room are (photo at left, bottom left) Third Assistant Engineer Trevor Richards, (top left) Chief Engineer Garrett Long, First A.E. Paul Styx, Pumpman Rickey Yancey, QMED Rene Hal-lasgo, Second A.E. Bryan Soucey and Wiper Alex Ruiz-Fernandez. The ship photo at right shows the vessel departing Thule. Thanks to retired AMO Capt. Rob Lee for the photos.



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11/21

REC NY Reopens In New Location

Editor's note: The U.S. Coast Guard's National Maritime Center (NMC) issued the following notice on Sept. 21. It's available on the SIU website in addition to the NMC site.

Regional Exam Center (REC) New York has reopened for examination services in the Federal Building at 201 Varick Street in Lower Manhattan. Specific information regarding the REC's physical address, hours of operation, and entry requirements can be found on the REC New York webpage (<https://www.dco.uscg.mil/nmc/recs/new-york/>).

The new mailing address for REC New York is 201 Varick St., 9th Floor, Suite 904, New York, NY 10014, and mariner applications may still be e-mailed to RECNY@uscg.mil.

Mariner examination services will continue to be provided by appointment only. No walk-in appointments are available. Examination appointment request may be e-mailed to RECNY@uscg.mil and should include the applicant's name, mariner reference number, requested testing date(s), phone number, and a copy of their Approved to Test letter(s).

The NMC Customer Service Center remains open from 8 a.m. to 4:30 p.m. EST, Monday through Friday. Mariners may reach our call center at 1-888-IASKNMC (427-5662) and IASKNMC@uscg.mil.

Note to Our Readers

Without exception, anyone entering an SIU hiring hall or signing onto a vessel has passed a number of safety protocols, often including testing for COVID-19, two-week quarantines, vaccination and verifying health-related items on a questionnaire. For that reason, not everyone you see pictured in the LOG is wearing a mask. In addition, in many cases, people have briefly removed their masks only long enough to snap a quick photo. We cannot stress enough the importance of following all safety protocols for your protection and the protection of those around you.

November & December Membership Meetings

Piney Point.....Monday: November 8, December 6
 Algonac.....Friday: November 12, December 10
 Baltimore.....*Friday: November 12, Thursday: December 9
 Guam.....*Friday: November 26, Thursday: December 23
 Honolulu.....Friday: November 19, December 17
 Houston.....Monday: November 15, December 13
 Jacksonville....*Friday: November 12, Thursday: December 9
 Joliet.....Thursday: November 18, December 16
 Mobile.....Wednesday: November 17, December 15
 New Orleans.....Tuesday: November 16, December 14
 Jersey City.....Tuesday: November 9, December 7
 Norfolk.....Friday: November 12, December 10
 Oakland.....Thursday: November 18, December 16
 Philadelphia.....Wednesday: November 10, December 8
 Port Everglades.....Thursday: November 18, December 16
 San Juan.....*Friday: November 12, Thursday: December 9
 St. Louis.....Friday: November 19, December 17
 Tacoma.....Friday: November 26, *Monday: December 27
 Wilmington.....Monday: November 22, December 20

* Baltimore, Jacksonville and San Juan changes in November due to Veterans Day observance.

* Guam change in November due to Thanksgiving Day observance

* Tacoma change in December due to Christmas Observance

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

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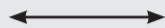
Dispatchers' Report for Deep Sea

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

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	11	6	1	7	5	1	3	22	10	3
Anchorage	1	3	1	1	3	0	1	4	3	1
Baltimore	2	4	1	4	3	1	4	2	5	0
Fort Lauderdale	20	7	5	10	7	2	11	42	15	10
Guam	5	2	0	0	0	0	0	8	1	0
Harvey	10	7	2	8	3	0	4	17	8	2
Honolulu	4	4	0	2	1	0	0	12	7	0
Houston	51	21	6	30	14	2	22	66	36	13
Jacksonville	35	32	6	22	13	6	14	57	45	11
Jersey City	25	12	7	21	2	1	7	49	16	8
Joliet	6	2	2	1	1	1	2	5	5	4
Mobile	9	4	2	9	2	1	3	17	5	4
Norfolk	20	18	4	17	12	3	12	35	21	6
Oakland	13	5	0	8	4	0	4	22	6	0
Philadelphia	4	0	1	1	2	1	1	5	1	1
Piney Point	1	3	0	0	1	0	0	2	6	0
Puerto Rico	2	3	2	6	2	2	3	7	7	1
Tacoma	22	10	0	16	2	0	4	38	13	4
St. Louis	0	0	0	1	0	0	0	2	2	0
Wilmington	18	4	4	17	4	1	10	44	16	5
TOTALS	259	147	44	181	81	22	105	456	228	73
Engine Department										
Algonac	3	1	1	2	1	1	2	5	0	1
Anchorage	0	2	0	0	1	0	1	0	1	0
Baltimore	2	2	0	3	1	1	1	2	2	0
Fort Lauderdale	6	6	0	5	2	1	4	12	13	1
Guam	1	0	0	0	0	0	0	1	0	0
Harvey	1	0	0	0	0	0	0	3	1	0
Honolulu	7	4	1	2	1	1	1	11	6	3
Houston	8	12	1	15	3	1	2	18	17	2
Jacksonville	10	22	3	11	7	2	6	23	26	1
Jersey City	10	7	2	6	3	1	0	20	7	3
Joliet	2	1	0	0	0	0	0	3	1	0
Mobile	3	1	0	1	2	0	0	4	6	1
Norfolk	7	13	5	5	7	2	2	16	21	8
Oakland	9	4	0	2	1	0	1	13	8	1
Philadelphia	4	0	0	2	0	0	0	3	2	1
Piney Point	0	2	0	1	0	0	0	0	3	0
Puerto Rico	6	5	0	2	3	0	3	9	7	0
Tacoma	15	0	4	7	4	2	1	22	9	4
St. Louis	0	0	0	1	1	0	0	1	1	0
Wilmington	6	5	2	9	8	2	7	23	15	3
TOTALS	100	87	20	74	45	15	31	189	146	29
Steward Department										
Algonac	4	1	0	1	0	0	1	7	2	0
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	1	0	1	2	1	0	1	1	0	1
Fort Lauderdale	6	5	1	8	6	0	4	13	7	3
Guam	2	0	0	2	1	0	0	1	2	0
Harvey	4	0	1	3	0	0	1	7	0	1
Honolulu	2	2	0	6	2	0	6	5	1	0
Houston	13	4	3	8	4	2	4	24	11	3
Jacksonville	23	13	1	14	12	1	4	30	18	2
Jersey City	11	3	0	4	2	0	3	17	3	0
Joliet	1	0	1	0	0	1	0	1	0	0
Mobile	5	5	1	1	0	0	0	5	11	1
Norfolk	15	17	3	8	11	2	3	24	14	4
Oakland	14	7	0	11	3	0	4	22	13	0
Philadelphia	1	0	0	1	0	0	0	1	0	0
Piney Point	1	3	1	3	1	0	0	3	4	1
Puerto Rico	1	3	1	1	2	0	1	2	8	1
Tacoma	3	2	2	6	2	0	1	14	3	3
St. Louis	1	0	0	1	0	0	0	3	0	0
Wilmington	21	10	0	14	5	0	11	33	21	1
TOTALS	129	76	16	94	53	6	44	213	119	21
Entry Department										
Algonac	0	10	9	0	4	1	2	2	19	13
Anchorage	0	0	2	0	1	0	0	0	1	4
Baltimore	0	1	2	0	0	1	0	0	1	1
Fort Lauderdale	0	3	1	0	0	1	1	1	7	4
Guam	0	2	1	0	0	0	0	0	2	2
Harvey	0	2	1	0	1	1	0	0	3	0
Honolulu	0	1	3	0	2	1	1	0	2	7
Houston	3	16	10	4	7	7	2	5	20	17
Jacksonville	0	20	52	0	11	21	2	4	36	91
Jersey City	0	16	5	0	6	2	0	1	25	13
Joliet	0	0	2	0	1	0	0	0	1	2
Mobile	0	0	0	0	0	2	0	0	0	2
Norfolk	1	22	19	0	12	12	3	1	24	29
Oakland	1	13	4	1	5	2	0	1	23	9
Philadelphia	0	0	2	0	0	1	0	0	0	1
Piney Point	0	1	14	0	2	9	2	0	1	10
Puerto Rico	1	0	4	0	0	1	0	1	0	6
Tacoma	6	8	8	3	7	6	2	10	18	13
St. Louis	0	1	0	0	0	0	0	0	1	0
Wilmington	2	15	7	1	10	1	3	5	30	9
TOTALS	14	131	146	9	69	69	18	31	214	233
GRAND TOTAL:	502	441	226	358	248	112	198	889	707	356

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Inquiring Seafarer

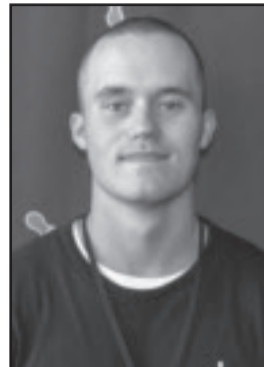
This month's question was asked of apprentices and students enrolled in the chief cook assessment program at the SIU-affiliated school in Piney Point, Maryland.

Question: Why did you choose to join the Seafarers?



Hamzah Qatabi
Apprentice

There's a lot of opportunities as a Seafarer, and there's always a way to move up and improve your skills. I know a few people who have sailed, but I learned all about this lifestyle and made the decision on my own.



Christopher Smith
Apprentice

I grew up in Ketchikan, Alaska, and pretty much half the economy there comes from the maritime industry. My brother and I used the William Lund Scholarship to come to the school and learn to become mariners. Shoutout to (SeaLink CEO) Ralph Mirsky!



Anthony Hunter
Apprentice

My sister, **QMED Deidra Hunter**, is already in the union, and she has told me all about her career. When I got out of the Marine Corps, I signed up right away.



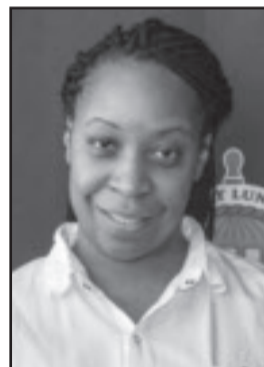
Tyus White
Apprentice

I was in the Navy, and while I was in, I talked to guys working on the MSC side. They told me all about what it was like as a Seafarer. My dad was also an AB, and so he also told me stories about sailing as a merchant mariner. I finally decided to give it a try after the Navy.



Laura Katschman
Apprentice

I found out about the maritime industry through a program in Hawaii called Maritime Career Exploration. I figured it would be a good opportunity for me to learn a new trade, and see the world while making good money.



Krystal Mosley
Chief Cook

I thought it was an excellent opportunity to travel the world and meet new people. I came from an architecture background, and now I'm learning a new trade and making good money doing it.



Jeremy Hebda
Chief Cook

I had been working on cruise ships for the past 10 years, and I wanted to upgrade my life with better pay and benefits. The fact that the CCAP program even exists is an amazing opportunity for people like me to get into a new career easily and quickly.



Kaniezyiah Conway
Chief Cook

It gives me a chance to enhance my culinary skills while travelling the world. I came straight from a technical trade school, and now I'm starting my career as a Seafarer.

Pic From The Past

SIU tugboat Capt. Norman Pokrywka stands aboard Curtis Bay Towing's newest addition, the *Cape Romain*, in Baltimore in October 1979. According to coverage from the LOG, "The 105-foot-long tug is powered by two 12-cylinder General Motors engines capable of putting out 1650 horsepower each. The pilot house boasts a large array of modern electronic gear including radar, gyro compass, auto pilot, fathometer, two VHP radios and a single side band radio for long distance communication." Pokrywka sailed with the SIU from 1957-87, when he went on pension. He passed away in 2012 at age 82.



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

Welcome Ashore

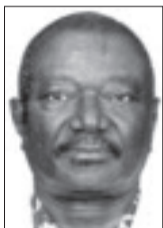
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and 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

ALFRED ACHEAMPONG

Brother Alfred Acheampong, 72, joined the Seafarers International Union in 1992, initially sailing aboard the *Sealift Mediterranean*. He upgraded at the Piney Point school on multiple occasions and shipped in the deck department. Brother Acheampong's final vessel was the *American Pride*. He is a Houston resident.



JOE ALGIERE

Brother Joe Algieri, 69, began sailing with the SIU in 1991. An engine department member, he first sailed aboard the *Richard G. Matthiesen*. Brother Algieri last sailed on the *Horizon Reliance* and lives in Houston.



MICHAEL BROWN

Brother Michael Brown, 65, signed on with the SIU in 1980, first sailing aboard the *OMI Willamette*. He shipped in both the steward and deck departments and upgraded at the union-affiliated Piney Point school on several occasions. Brother Brown most recently sailed on the *Liberty Island* and resides in Norfolk, Virginia.



JOHN DEAN

Brother John Dean, 66, became a member of the Seafarers International Union in 1993. He worked in the deck department and upgraded often at the Paul Hall Center. Brother Dean's first and last vessel (with 21 years in between) was the *Endurance*. He resides in Henderson, Nevada.



STEVEN DIEKEN

Brother Steven Dieken, 65, embarked on his career with the Seafarers in 1997, initially sailing on the *USNS Altair*. He was a member of the deck department and upgraded at the Piney Point school on numerous occasions. Brother Dieken last shipped on the *USNS Soderman* and makes his home in Las Vegas.



JOSEPH DISARNO

Brother Joseph Disarno, 65, signed on with the union in 1975. He first sailed aboard the *Achilles* and worked in the engine department. Brother Disarno upgraded at the Paul Hall Center on multiple occasions. He last shipped on the *Overseas Juneau* and is a resident of Clarkston, Washington.

JOEL FAHSELT

Brother Joel Fahselt, 61, joined the SIU in 1980 when he sailed on the *Thomas Nelson*. He was a deck department member and upgraded often at the Piney Point school. Brother Fahselt most recently shipped on the *Integrity* and makes his home in East Tawas, Michigan.



JOSE GARCIA

Brother Jose Garcia, 65, signed on with the union in 1993, initially shipping on the *Independence*. He sailed in the steward department and upgraded at the Paul Hall Center on numerous occasions. Brother Garcia last shipped aboard the *Maersk Pittsburgh*. He lives in The Bronx, New York.



PEDRO GARCIA-SANTOS

Brother Pedro Garcia-Santos, 68, donned the SIU colors in 2005. He first sailed aboard the *Pride of Aloha* and worked in both the deck and engine departments. Brother Garcia-Santos upgraded at the Piney Point school on multiple occasions. He most recently sailed on the *Perla Del Caribe* and is a resident of Puerto Rico.



DONALD HAMRICK

Brother Donald Hamrick, 66, started sailing with the union in 1988, initially shipping on the *USNS Indomitable*. A deck department member, Brother Hamrick upgraded at the Paul Hall Center in 2001. He concluded his career aboard the *Charleston Express* and calls Kensett, Arkansas, home.



JACK HART

Brother Jack Hart, 59, joined the union in 1981 and first sailed aboard the *Producer*. He was a member of the steward department and upgraded often



at the union-affiliated Piney Point school. Brother Hart last shipped on the *Overseas Chinook*. He lives in Jacksonville, Florida.

WELDON HEBLICH

Brother Weldon Hebllich, 70, began his career with the SIU in 2001. A deck department member, he initially sailed aboard the *Denali*. Brother Hebllich upgraded at the Paul Hall Center on multiple occasions. He most recently shipped aboard the *SBX* and resides in Wellton, Arizona.



MICHAEL HOOPER

Brother Michael Hooper, 65, embarked on his career with the SIU in 1989 when he sailed with G&H Towing. He shipped in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Hooper concluded his career on the *Reliance* and settled in Franklin, Texas.



DOUGLAS HUNDSHAMER

Brother Douglas Hundshamer, 61, became a member of the Seafarers International Union in 1989, initially sailing aboard the *Independence*. He worked in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Hundshamer's final vessel was the *Gulf Express*. He resides in Parish, New York.



DONNELL LEWIS

Brother Donnell Lewis, 65, signed on with the SIU in 2001. He initially shipped aboard the *Overseas Chicago* and was a steward department member. Brother Lewis upgraded at the Paul Hall Center on multiple occasions. He most recently sailed on the *President Cleveland* and resides in Highland, California.



MICHAEL MCKNIGHT

Brother Michael McKnight, 65, started his career with the Seafarers in 1979 and first sailed aboard a Cove Shipping vessel. He sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother McKnight's final vessel was the



Constellation. He makes his home in Philadelphia.

MICHAEL MURDOCK

Brother Michael Murdock, 65, signed on with the union in 1977. He initially sailed aboard the *Overseas Ohio* and worked in the deck department. Brother Murdock upgraded on multiple occasions at the Paul Hall Center. He last shipped on the *Newark Bay* and is a resident of Middletown, New York.



JOSE PEREA

Brother Jose Perea, 65, joined the SIU in 2001 and first sailed on the *Maersk Maryland*. He upgraded at the Piney Point school within his first year of membership and shipped in both the deck and engine departments. Brother Perea most recently sailed on the *Maersk Columbus* and makes his home in Brooklyn, New York.

NATHANIEL RANA

Brother Nathaniel Rana, 65, signed on with the Seafarers International Union in 2005. He first shipped on the *Pride of America* and sailed in all three departments. Brother Rana upgraded on multiple occasions at the Paul Hall Center. He concluded his career aboard the *Ocean Glory* and calls East Elmhurst, New York, home.



RIGOBERTO RUIZ

Brother Rigoberto Ruiz, 53, joined the SIU in 2000, initially sailing aboard the *Independence*. He upgraded at the Piney Point school on several occasions and shipped in the deck department. Brother Ruiz most recently sailed aboard the *Maersk Atlanta*. He resides in The Bronx, New York.



PERFECTO SAMBULA

Brother Perfecto Sambula, 65, began sailing with the SIU in 2003. A deck department member, he first shipped on the *Keystone Texas*. Brother Sambula upgraded his skills at the Paul Hall Center on multiple occasions. He last sailed on the *USNS Stockham* and lives in Vancouver, Washington.



GREAT LAKES

RONALD BOCHEK

Brother Ronald Bochek, 66, embarked on his career with the Seafar-

ers in 1979. He initially sailed on the *American Mariner* and was a deck department member. Brother Bochek upgraded at the Paul Hall Center on numerous occasions. He last shipped aboard the *Sam Laud* and resides in Sturgeon Bay, Wisconsin.



THEOPHIL IGIELSKI

Brother Theophil Igielski, 69, joined the union in 2005 when he sailed on the *Paul H. Townsend*. He worked in the steward department and upgraded at the Piney Point school on numerous occasions. Brother Igielski was last employed by Crowley Towing and Transportation. He settled in Alpena, Michigan.



INLAND

JOSEPH BUCHANAN

Brother Joseph Buchanan, 65, donned the SIU colors in 1977. A deck department member, he upgraded at the Paul Hall Center within his first year of membership. Brother Buchanan was employed by Crowley Towing and Transportation for the duration of his career. He is a resident of Tampa, Florida.

RONALD JOHNSON

Brother Ronald Johnson, 64, embarked on his career with the SIU in 1987 when he worked for G&H Towing. He was a member of the engine department and continued to work for the same company for his entire career. Brother Johnson makes his home in Kerrville, Texas.



GENE RICKS

Brother Gene Ricks, 65, joined the union in 2003 when he sailed with Moran Towing of Texas. He was a member of the deck department and remained with the same company for the duration of his career. Brother Ricks lives in Orange, Texas.

PAUL RUSSELL

Brother Paul Russell, 66, started sailing with the Seafarers in 1977. An engine department member, he upgraded on several occasions at the Paul Hall Center. Brother Russell last shipped aboard the *Sugar Island* and resides in Lake Oswego, Oregon.



Final Departures



DEEP SEA

JOSE BAGAT

Pensioner Jose Bagat, 85, died August 27. He became a member of the SIU in 1970, initially sailing aboard the *Steel Rover*. Brother Bagat was an engine department member. He last shipped on the *Challenger* before retiring in 2000. Brother Bagat made his home in the Philippines.



PATRICIO CAPITO

Pensioner Patricio Capito, 91, passed away September 23. He began sailing with the Seafarers International Union in 1974 when he worked with Interocean American Shipping. Brother Capito sailed in both the deck and engine departments and concluded his career aboard the *Defender*. He went on pension in 1995 and resided in Lathrop, California.



PAUL CHARLY

Pensioner Paul Charly, 81, died August 18. He joined the union in 1966 and first shipped on the *Del Mar*. Brother Charly sailed in all three departments and concluded his career aboard the *John Paul Bobo*. He became a pensioner in 2007 and settled in Mobile, Alabama.



GARY EARL SCOTT

Pensioner Gary Earl Scott, 85, passed away August 30. He signed on with the Seafarers in 1989. Brother Scott, a deck department member, first sailed aboard the *USNS Invincible*. His last ship was the *USNS Bold*, and he went on pension in 2001. Brother Scott lived in Dickinson, Texas.



JOSE LOPEZ

Pensioner Jose Lopez, 76, died September 27. He embarked on his career with the SIU in 1970 when he worked for Intercontinental Bulk Corporation. Brother Lopez was a deck department member and also worked on shore gangs.



He became a pensioner in 2001 and made his home in Pembroke Pines, Florida.

TERRY MOUTON

Pensioner Terry Mouton, 77, passed away September 15. He joined the union in 1969 and worked in the engine department. Brother Mouton's first vessel was the *Columbia Trader*. He last shipped aboard the *Cyprine* before going on pension in 2010. Brother Mouton was a resident of Houston.



AISEA MUA

Pensioner Aisea Mua, 78, died August 2. He donned the SIU colors in 2002, initially sailing aboard the *Cape Borda*. Brother Mua shipped in all three departments, most recently on the *Keystone State*. He retired in 2014 and lived in Santa Cruz, California.



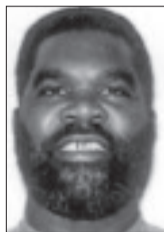
ALI MUTANIA

Pensioner Ali Mutania, 79, passed away May 28. He began his career with the SIU in 1979 when he sailed aboard the *Westward Venture*. Brother Mutania sailed in all three departments and last shipped aboard the *Midnight Sun*. He became a pensioner in 2007 and resided in Chicago Ridge, Illinois.



CURTIS NICHOLSON

Pensioner Curtis Nicholson, 69, died August 21. He started shipping with the SIU in 1994 and first sailed aboard the *USNS Altair*. A deck department member, Brother Nicholson concluded his career aboard the *USNS Watson*. He retired in 2017 and lived in Chesapeake, Virginia.



SANT PERSAUD

Pensioner Sant Persaud, 92, passed away September 22. He signed on with the union in 1991, initially shipping on the *Cape Charles*. A member of the deck department, Brother Persaud last shipped on the *Commitment*. He started collecting his pension in 2005 and resided in Canada.



RAMEND PRASAD

Pensioner Ramend Prasad, 73, died August 25. He joined the Seafarers in 1990 and first shipped on the *Independence*. Brother Prasad sailed in all three departments before concluding his career on the *Patriot*. He went on pension in 2019 and resided in Ewa Beach, Hawaii.



JIMMIE REDDICK

Pensioner Jimmie Reddick, 69, passed away September 10. He began shipping with the union in 1992, initially sailing aboard the *USNS Capella*. A steward department member, Brother Reddick concluded his career on the *Observation Island*. He retired in 2017 and lived in Jacksonville, Florida.



MANUEL SANCHEZ

Pensioner Manuel Sanchez, 98, died August 31. He joined the SIU in 1942 and was a deck department member. Brother Sanchez first sailed aboard the *Steel Apprentice*. He last shipped on the *Borinquen* and went on pension in 1984. Brother Sanchez lived in Puerto Rico.

THOMAS STINETTE

Pensioner Thomas Stinnette, 92, passed away August 25. He joined the union in 1948 and sailed in the engine department. Brother Stinnette's first vessel was the *Steel Architect*; his last, the *Hydro Atlantic*. He began collecting his pension in 1992 and resided in Red Lion, Pennsylvania.



EDGARDO VAZQUEZ

Pensioner Edgardo Vazquez, 91, died September 22. He embarked on his career with the Seafarers International Union in 1963 when he worked with Waterman Steamship. A steward department member, Brother Vazquez also worked on shore gangs. He became a pensioner in 2002 and made his home in Brooklyn, New York.

DWIGHT WUERTH

Pensioner Dwight Wuerth, 69, passed away September 14. A steward department member, he donned the SIU colors in 1978. Brother Wuerth's first vessel was



the *Santa Mercedes*. He last sailed aboard the *Overseas New Orleans* and retired in 2006. Brother Wuerth was a resident of Port Charlotte, Florida.

GREAT LAKES

ANTHONY WILLOUGHBY

Pensioner Anthony Willoughby, 75, passed away September 5. He signed on with the union in 1968 when he shipped with Zenith Dredge Company. Brother Willoughby was a deck department member and was last employed by Great Lakes Towing. He went on pension in 2008 and lived in Superior, Wisconsin.

INLAND

JOHN ASHLEY

Pensioner John Ashley, 67, died September 1. He donned the SIU colors in 2003, initially sailing aboard the *Green Mountain State*. Brother Ashley was a member of the engine department and concluded his career aboard the *Vision*. He became a pensioner in 2016 and settled in Adna, Washington.



DANNIE CARD

Pensioner Dannie Card, 75, passed away August 13. He signed on with the SIU in 1972 and first worked for Interstate Oil. A deck department member, Brother Card was last employed by Moran Towing of Philadelphia. He retired in 2010 and resided in Millsboro, Delaware.



DANIEL EUBANKS

Pensioner Daniel Eubanks, 77, died August 24. He joined the union in 1973 when he was employed by Dravo Basic Materials. Brother Eubanks was a deck department member and continued working for the same company throughout his entire career. He went on pension in 2006 and called Lucedale, Mississippi, home.



a pensioner in 2020 and lived in Cecilia, Louisiana.

THOMAS MACEY

Pensioner Thomas Macey, 74, passed away July 28. He began his career with the union in 1973, and first sailed on the *Santa Magdalena*. Brother Macey was a member of the deck department and last worked for Crowley Towing and Transportation. He retired in 2009 and lived in Cypress, California.



JESSE MOORE

Pensioner Jesse Moore, 96, died July 29. He joined the union in 1963 and sailed in the deck department. Brother Moore worked for Hvide Marine for his entire career. He became a pensioner in 1987 and settled in Kirbyville, Texas.

JEROLD REGISTER

Brother Jerold Register, 60, passed away August 13. He signed on with the SIU in 2003 when he shipped with Express Marine. Brother Register was a deck department member and continued his employment with the same company throughout his career. He was a resident of Interlachen, Florida.



PACIFIC MARINE

CHARLES GARDENHIRE

Pensioner Charles Gardenhire, 87, passed away July 26. Born in Topeka, Kansas, he became an SIU member in 1976. Brother Gardenhire was a member of the steward department and first sailed aboard the *Delta Peru*. He last shipped on the *President Truman* before becoming a pensioner in 1996. Brother Gardenhire made his home in Renton, Washington.



NMU

GEORGIANA YOUNG

Pensioner Georgiana Young, 76, died August 18. She joined the union during the 2001 NMU/SIU merger. Sister Young first sailed aboard the *Chilbar* and worked in the steward department. She last shipped on the *Westward Venture* before retiring in 2007. Sister Young lived in Mobile, Alabama, her birthplace.



Digest of Shipboard Union Meetings

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

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

MOHAWK (Pacific Gulf Marine), May 17 – Chairman **Kerry Castillo**, Secretary **Allan Bartley**, Educational Director **Andres Nunez-Rochez**, Deck Delegate **Ibrahim Fisek**. Chairman went over ship's upcoming schedule. Secretary thanked crew for helping keep the mess hall clean and apologized for item shortages that were outside of his control. Educational director told everyone to check their documents for renewal and to renew them early. He reminded members to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Crew went over current communications as well as items relating to COVID-19 pandemic. Members asked for clarification of AB working duties while on anchor watch and asked for better flight options when joining ship. Steward department expressed frustration with taking care of Officer rooms. Officer rooms have never been assigned in the past according to Chief Steward. Chairman spoke with Captain regarding room inspections. Inspections will be performed for departing crew. Members requested new mattresses and more item availability in the slop chest. Crew was reminded of no smoking policy for rooms. If caught smoking in rooms, a member can be terminated. Crew asked for company to provide coveralls. Wi-Fi is being worked on. Next Port: Bremerton, Washington.

MAERSK MONTANA (Maersk Line, Limited), June 15 – Chairman **George Phil-**

lips, Secretary **Christina Mateer**. Crew was thanked for helping to keep the ship clean and their assistance with all the trash. Educational director encouraged members to upgrade at the Paul Hall Center. No beefs or disputed OT reported. As of May 31, 2021, Maersk is no longer providing pay for ship restriction. For all vessels still overseas, MOU will stay in effect until they return to their first U.S. port. Chairman advised crew to visit the SIU website. Members asked for a new medical provider after citing ongoing issues and delays with current provider. Crew requested increases to pension and vacation benefits as well as increases to medical coverage. Chairman discussed missing-man wages and left the floor open for any additional issues that need to be addressed.

AMERICAN PHOENIX (Phoenix Crew Management), June 30 – Chairman **Charles Hill**, Secretary **Nathaniel Simons**, Educational Director **Robert Noble**, Deck Delegate **Luis Garcia**. Ship restrictions lifted for members that have received the COVID-19 vaccine. If not vaccinated, members are to remain on ship. Educational director advised crew to upgrade as often as possible. No beefs or disputed OT reported. Members requested twenty vacation days for 30 days of employment. Crew hasn't received 8 hours in lieu of day off.

COLORADO EXPRESS (Marine Personnel & Provisioning),

July 25 – Chairman **Jonathan Cooper**, Secretary **Ronaldo Tarantino**. Members discussed frustrations during transition from *Charleston Express* to *Colorado Express*. Allowances and payoffs were troublesome. Bosun handled beefs at Charleston payoff. Company payroll funds were not sent to banks in a timely fashion. Not enough garbage containers aboard ship. Educational director reminded crew to check all documents and to stay ahead of expiration dates. No beefs or disputed OT reported. Crewing up the ship was done successfully, despite disorganization and little to no company guidance. Members requested refrigerators, TVs, and DVD players for every room. Crew asked for increases to vacation and pension benefits. Members need company payroll department to send funds on time. Next Port: Charleston, South Carolina.

SEABULK CHALLENGE (Seabulk Tanker), August 8 – Chairman **Gregory Jenkins**, Secretary **Jermaine Robinson**, Educational Director **Randolph Scott**, Deck Delegate **Petronio Paragas**, Engine Delegate **Roberto Sabio**, Steward Delegate **Lea Ramos**. Chairman reiterated the importance of getting the COVID-19 vaccine in order to fill jobs. Everything going great aboard ship as reported by secretary. Educational director urged members to upgrade at the Piney Point school. No beefs or disputed OT reported. Members requested higher wages for Seabulk carriers

since they carry dangerous cargo. Vote of thanks given to crew for a job well done and special thanks to steward department for outstanding meals. Next Port: Houston.

LIBERTY PRIDE (Liberty Maritime), August 15 – Chairman **German Nunez**. Chairman expressed gratitude for members working safely and looking after one another. Secretary gave thanks to unlicensed crew. Galley was pleased to serve such an outstanding group of sailors. Educational director encouraged members to take advantage of the free upgrading opportunities afforded to them at the Paul Hall Center. Members requested new mattresses, refrigerators and fans for each room. Crew asked for clarification on Wi-Fi prices and SA job duties. Members discussed consequences for departing ship without proper relief. Crew went over concerns with the prices and availability of personal female hygiene products, particularly in the event of low supply during ship restriction.

CAPE DECISIVE (Subcom), August 29 – Chairman **Victor Nunez**, Secretary **Gregory Johnson**, Deck Delegate **Santos Contreras**, Engine Delegate **Xyla Jillain**, Steward Delegate **Walter Schoppe**. Members went over eligibility requirements for all benefit plans as well as requirements for COVID-19 vaccinations. Crew gave suggestions for new contract negotiations and addressed the passing of

AFL-CIO president Richard Trumka. Additional topics were discussed including SAB actions for extended tours and 401k contributions. Secretary encouraged members to continue maintaining all unlicensed areas. Educational director urged crew to keep upgrading at the Piney Point school. No beefs or disputed OT reported.

MOHAWK (Pacific Gulf Marine), August 27 – Chairman **Frank Hedge**, Secretary **Alan Bartley**, Educational Director **Andres Nunez-Rochez**, Deck Delegate **Douglas Simonson**, Steward Delegate **Sheryl Johnson**. New mattresses arrived on ship. Wi-Fi still not available beyond the computer room. Contractually, steward department is not required to clean or service officer rooms. Chairman thanked crew for a safe and productive voyage. He reminded members to leave clean rooms for oncoming crew. Chairman advised members to keep documents up to date and to take advantage of what the union has to offer. Secretary thanked crew for helping to keep the mess hall clean and apologized for any shortage of items throughout the voyage. Educational director reminded members to renew documents early. No beefs or disputed OT reported. Members motioned to increase monthly retirement payout by 50%. Permanent crew was directed to find a new ship since current vessel was sold and being turned over. Next Port: Sunny Point.

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

Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
Gap Closing Courses		
MSC Ship Clip	October 18	October 29
Deck Department Upgrading Courses		
Able Seafarer-Deck	November 15	December 3
Lifeboat/Water Survival	November 22	December 3
RFPNW	November 15	December 3
Celestial Navigation	November 15	December 10
Leadership and Management Skills	December 13	December 17
Engine Department Upgrading Courses		
FOWT	October 25	November 19
Welding	October 25	November 12
Engineroom Resource Management	December 6	December 10
Steward Department Upgrading Courses		
Certified Chief Cook	December 6	January 7
Advanced Galley Operations	November 15	December 10
Safety/Open Upgrading Courses		
Basic Training Revalidation	November 15	November 15
	December 3	December 3
	December 10	December 10
Government Vessels	November 15	November 19
	November 29	December 3
	December 13	December 17
Tank Ship Familiarization LG	December 13	December 17



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

UPGRADING APPLICATION

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # and dates attended _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No

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

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

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

Paul Hall Center Classes



Apprentice Water Survival Class # 873 – Graduated Sept. 10 (above, in alphabetical order): Bjorn Anthony, Destini Dunlap, Xander Farris, Randy Madrid, Justin McClellan, Daniel Moran, Travis Morris and Daniel Sutter.



Medical Care Provider – Graduated Sept. 17 (above, in alphabetical order): Austin Anderson, Michael Banks, Theodore Gonzales, Stephen Jenkins, Melody Mitchell and Isaac Stoutamire.



Junior Engineer (Plant Management) – Graduated Oct. 1 (above, 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.

RFPNW (Phase 3) – Graduated Sept. 10 (photo at right, in alphabetical order): Ramona Cabrera Appleby, Paul Calcaterra, Dylan Green, Martin Roi Briones Morales, Munassar Fadel Nagi Saleh, Ethan Stacy and Anoalo Tuimanua Stanley. Upon the completion of their training, each plans to work in the deck departments of SIU-contracted vessels.



Paul Hall Center Classes



RFPEW (Phase 3) – Graduated Sept. 17: Christopher Emanuel (above, left) and Daniel Vanegas. They plan to work in the engine departments of union-crewed vessels upon the completion of their training.



Government Vessels – Graduated Sept. 24 (above, in alphabetical order): Eugene Josafat Ajoste, Kenneth Bogner, Leone Buggage, Kevin Campbell, Kaniezyiah Conway, Reno Ibanez Duque, Jean Favreaux, Ali Boobaker M. Ghalib, James Gregory, Jeremy Hebda, Ethan Mims, Krystal Mosley, Hassan-Saleem Rashad, Emanuel Lorenzo Spain, Benjamin Verrett and Mackenzie Wincelowicz.



MSC Storekeeper Basic – Graduated Oct. 1 (above, in alphabetical order): Kevin Brown, Stclair Browne Jr., Randy Corey, Daniel Fields, Peggy Gregory and Timothy Jones.



RFPNW (Upgraders) – Graduated Sept. 10: Jameeka Booker (above, left) and John Joseph Caraan Alcos.



RFPEW (Upgraders) – Graduated Sept. 17: Emmanuel Nuez (above, left) and Jason Bullen.

Tank Ship Familiarization DL – Graduated Sept. 24 (photo at right, in alphabetical order): Kendrick Adams II, Glenn Valera Agustin, Jason Bullen, Antonio Agapito De Luna, Theodore Gonzales, Vernon Van Humbles, James Jones, Andrew Manning, Nestor Milagrosa, Arron Millar, Kenneth Townsend Jr., and Andrew Van Bourg.



Tank Ship Familiarization LG – Graduated Oct. 1 (above, in alphabetical order): Mohamed Alghazali, Jermia Anderson, Robert Bell Jr., Jason Bullen, Julius Jumangit Dagoldol, Reno Ibanez Duque, Daniel Flanagan, Theodore Gonzales, Ashley Hudson, Vernon Van Humbles, Anton Ivanov Marchev, Nestor Milagrosa, Derick Yanier Morales-Berly, Gamal Kassem Muflahi and Kenneth Townsend Jr.

Paul Hall Center Classes



Magnetic & Gyro Compasses – Graduated Sept. 10 (photo at left, in alphabetical order): Yahya Abdulaziz Ahmed, Husein Mohsin Alrayyashi, Jose Argueta, Carlton Banks, Travis Golightly, Byron Graham, Michael Hodges, Matthew Jenness, Glen McCullough and Joseph Nathanael Nicodemus.



Chief Cook Assessment Program – Graduated Sept. 17 (above, in alphabetical order): Kanieyziyah Conway, Jeremy Aden Hebda, Krystal Mosley and Benjamin Verrett.



Chief Steward – Graduated Sept. 17 (above, in alphabetical order): Rocel Caballero Alvarez, Joseph Benitez Arigo, Marlin Carey Jr., Jasmine Garrett and Phuoc Chau-Hue Nguyen.



Certified Chief Cook (Module 5) – Graduated Sept. 24 (above, in alphabetical order): Carlos Arjune, Sarah Hesham Awad, D'angelo Dickson, Maurice Henry Jr., Adrian Joseph, Patrick Cruz Lara, Jamal Matthews, McKinley Thorne, Juan Andres Vallejo and Ludi Zamudio,



Important Notice To All Students

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SEAFARERS LOG

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

**Text "Join" to 97779
To Sign Up for
SIU Text Alerts**



Crewmembers aboard the *CS Decisive* (photo above) prepare to bury cable using a device called a Plough. In addition to burying the cable two meters under the ocean floor, the mechanism also lays the cable. In the photo at immediate right, a vessel hauls shore end cable to the beach where ultimately it will be connected to a shore side station. Thanks to Recertified Bosun Victor Nunez for providing these photos.



Chief Mate Gary Bigham (left) and Recertified Bosun Victor Nunez

CS Decisive Crew Participates In JUPITER Cable System Project

The crew aboard the SIU-contracted and SubCom-operated *CS Decisive* in early September took part in the construction of the JUPITER Cable System off the coast of Oregon.

A new transpacific submarine cable route, the system is approximately 14,600 km in length and consists of 5 fiber pairs with a design capacity of more than 60 terabytes per second. It connects Maruyama, Japan; Shima, Japan; Los Angeles, California; and Daet, Camarines Norte, Philippines. The *Decisive* crew successfully buried some seven kilometers of cable over a two week period.

As a new transpacific submarine cable route, the cable system will provide greater diversity of connections and enhanced reliability for customers, as well as optimal connectivity to data centers on the West Coast of the United States. Companies included in the JUPITER Cable Consortium include Amazon, Facebook, NTT, PCCW Global, PLDT and SoftBank.

Crew members aboard the *Decisive* during the construction project were: Bosun **Victor Nunez**; Boatswain's Mate **Santos Contreras**; ABBs **Jay Aki**, **Tyler Brenton** and

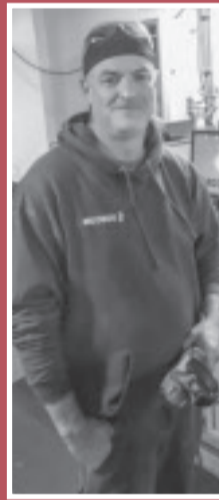
Harge Semilla; ABG **Paul Nelson**; ABs **Arsenio Brecio** and **Emilio Abreu**; MDR **Michael Fregolle**; Chief Electrician **Casey Frederick**; OMUs **Kasim Ahmed** and **Henry Crespo** and GVAs **Khaleel Boatner**, **Ronald Burris**, **Calvin Johnson**, **Kassem Saleh**, **Albino Lotukoi**, **Cody Carroll**, **Dalerick Durden** and **Eric Mose**. Remaining crew members were: Chief Steward **Gregory Johnson**; Chief Cook **Walter Schoppe**; 3rd Cook **Virgilio Brosoto**; SAs **Virgilio Brosoto** and **Paul Erickson**; and UAs **Alexander Boothby** and **Joseph Bates**.



GVA Eric Mose



AB Arsenio Brecio (left) and GVA Ron Burris



Chief Electrician Casey Frederick



Ist Asst. Engineer Greg Thomas



UA Alexander Boothby



OMU Kasim Ahmed



GVA Cody Carroll



GVA Dalerick Durden



AB/Third Mate Tyler Brenton (left), AB/SJ Arsenio Brecio (center) and AB Paul Nelson apply floats to the umbilical cord of the Plough prior to launching it to begin the cable burial.



UA Joseph Bates (left) and 3rd Cook Virgilio Brosoto