**DHS Secretary Backs Jones Act**

Contracts Ratified

**Catching Up in Piney Point**

Recertified Bosun LBJ Tanoa (left) recently completed safety training at the Paul Hall Center – and also chatted with SIU President Michael Sacco (right) while at the school in Piney Point, Maryland. “It was great to catch up,” the bosun noted.

**SIU Members Help Conclude Operation Deep Freeze 2022**

The SIU-crewed Ocean Giant handled the second segment of this year’s resupply mission to McMurdo Station, Antarctica. Bosun Richard Hamilton provided this photo (and others), shot from the Waterman-operated vessel as it sailed to the National Science Foundation facility.

**D.C. Event Focuses on Jobs**

Pictured at a wind-energy event in Washington, D.C., on May 4 are (from left) SIU New Bedford Port Agent James Bast, AFL-CIO President Liz Shuler and SIU Jersey City Port Agent Ray Henderson.

**WWII Mariners Honored with Gold Medal**

Nearly 77 years after fighting ended and 34 years after token veteran recognition was granted, U.S. Merchant Mariners of World War II received the Congressional Gold Medal for their service, during a bipartisan presentation inside the U.S. Capitol on May 18. Above, WWII mariners are pictured immediately after the ceremony. U.S. Rep. John Garamendi (D-California), a longtime proponent of the official recognition, is at far right. Page 3. (Photo courtesy Defense Dept.)
The Jones Act is vital to U.S. national, economic and homeland security. It helps sustain more than 650,000 American jobs while pumping billions of dollars into the U.S. economy each year.

House Staffers May Form a Union

U.S. Rep. Andy Levin (D-Michigan), longtime union organizer and member of the House Education and Labor Committee and the House Labor, Education and Workforce Caucus, announced on May 10 that the U.S. House of Representatives adopted his resolution to grant congressional staff the right to form a union. The passage of the House resolution is the final step required to grant legal protection to most congressional House employees. The Senate must pass its own resolution in order for Senate employees to have the same protections.

"After 26 years, the House has finally provided its workers the fundamental human right to form a union without fear of retaliation," said Levin. "Congressional staff are part of the law that would provide legislative branch staff with the option to organize, if they choose. Today, I’m proud to cast my vote for Congress to follow through on that promise. I am thankful for the tireless advocacy on behalf of Congressional staff by my colleague Representative Levin, the members of the Congressional Workers Union for their courage, and Speaker Pelosi for her leadership as we act to support this work on behalf of the American people possible.”


U.S. Rep. Joe Courtney (D-Connecticut), a longtime advocate of the U.S. maritime industry, received the prestigious Salute to Congress award May 17 in Arlington, Virginia. The award is sponsored by the International Propeller Club. When announcing Courtney’s selection as this year’s honoree, International Propeller Club President C. James Patti said, “During his time in Congress, Chairman Courtney has been a forceful and outspoken advocate for all segments of the maritime industry. Throughout his career, he has played a key role in the enactment of numerous maritime legislative initiatives to help protect and preserve the industry, and all that he does is exceedingly to ensure that the programs and policies important to our industry are funded, implemented and enforced.”

The coalition USA Maritime, to which the SIU is affiliated, has expressed strong opposition to a misguided attempt to turn over the transportation of U.S.-government financed cargoes to foreign-flag, foreign-owned and foreign-crowed shipping interests. Such a move would, according to USA maritime, severely weaken the U.S.-Flag Merchant Marine; cost thousands of American maritime workers their jobs, and destroy the ability of the U.S.-flag industry to provide the commercial seafarer readiness capability relied upon by the Department of Defense.

Writing in response to a pair of concurrent resolutions introduced in the U.S. Senate, the coalition described the “ship American” components of cargo preference as “unnecessary, because the law “already includes cargo that is owned, procured, or financed by the U.S. Government. It also includes cargo that is being shipped under an agreement of the U.S. Government, or as part of a Government program.”

Cargo preferences typically include military items, food aid, and shipments generated by other U.S. export control laws. There are corresponding percentage requirements that specify how much of the cargo must be moved on American bottoms, ranging anywhere from 50 to 100 percent.

The premium for using U.S.-flag ships accounts for less than 1% of program costs. The statement concluded, “Today’s environment of rising prices was in effect when cargo preference was legislated by the Congress in 1916, to provide for the movement of American mariners who have never failed to support our allies in Europe and elsewhere with American sealift ships and American mariners. The premium for using U.S.-flag ships accounts for less than 1% of program costs. The premium for using U.S.-flag ships accounts for less than 1% of program costs.” – USA Maritime

USA Maritime: Keep ‘Ship American’ Rules

The 37 would waive Ship American rules indefinitely; Resolution 38 would divert cargo to foreign carriers for an arbitrary three-year period. Significantly, the coalition also spelled out how the resolutions “dramatically overstate the cost of shipping American. All cargo amounts themselves vary from year to year. For example, according to the Congressional Research Service, U.S. international food-assistance outlays fluctuated from Fiscal Years 2016 to 2020 based in part on demands that changed due to conflicts in Syria, South Sudan, Somalia, and Ethiopia.

One day before the medal ceremony, personnel from the American Merchant Marine Veterans, their families and friends visit the National World War II Memorial in Washington, D.C.

Ann Phillips is the new head of the U.S. Maritime Administration (MARAD), following her confirmation by the Senate on October 10. Phillips retired as a rear admiral after serving nearly 31 years on active duty with the U.S. Navy. After leaving the Navy, she worked for more than a year to work with Admiral Phillips at the Maritime Administration, stated SIU President Michael Sacco. “She has an accomplished record within the Navy and in Virginia. “We also thank Lucinda Less, her work as the acting administra- tor,” he added.

Prior to being nominated by President Donald Trump, Phillips was the Special Assistant to the Virginia Governor for Coastal Adaptation and Protection. In that role, she coordinated with federal, state and local partners to create equitable strategies to deal with rising water levels and climate impact to critical coastal infrastructure assets within the Commonwealth.

She received her commission from the Navy’s Reserve Officers Training Corps upon graduation from the University of Vermont in 1983. She served aboard two vessels – the USS Cape Cod and the USS Saratoga – during Operations Desert Shield/Desert Storm. She was the first commanding officer aboard the USS Mustin.

As the executive assistant to the 6th Fleet Commander, Phillips was involved in the deployment of millions of dollars in support of the Pakistani earthquake relief ef- forts. Prior to her retirement, she was commander of Expedition- ary Strike Group Two, which included 14 vessels and 10 sub-ordinate commands – all part of the Amphibious Expeditionary Forces along the U.S. east coast. She earned a Master of Busi- ness Administration from the College of William and Mary in 2016. Kept’Ukaku Park, president of the American Maritime Partner- ship (to which the SIU is affili- ated), said Phillips’ confirmation comes “at a time when maintain- ing a strong and capable Merchant Marine is even more critical than ever. We look forward to working with Admiral Phillips to ensure our nation has the shipbuild- ing, seafarer capability, and reliable movement of commerce that is essential to America's security.”

MARAD is self-described as “the Department of Transportation agency ‘responsible for America’s waterborne transportation system’—and, as such, we support the technical aspects of America’s maritime transportation infrastructure—things like ships and shipping, port and vessel operations, national secu- rity, environment, and safety. We promote the use of water- borne transportation, and ensure that its infrastructure integrates seamlessly with other methods of transportation. MARAD also maintains a fleet of cargo ships in reserve to provide surge sealift during war and national emer- gencies, and is responsible for disposing of ships that are in fleet as well as other non-combatant government ships as they be- come obsolete.”

“Beyond that, we work hard to maintain the overall health of the U.S. Merchant Marine. Com- mercial mariners, vessels, and intermodal facilities are vital for supporting national security, and so the agency provides sup- port and information for current mariners, extensive support for educating future mariners, and programs to educate America’s young people about the vital role of maritime operations in the lives of all Americans.”

The SIU on May 18 joined in cele- brating long-overdue recognition for U.S. Merchant Mariners of World War II as they received the Congressional Gold Medal in the Capitol Building.

Ten members of the American Mer- chant Marine Veterans (AMMV) partici- pated in the one-hour ceremony, which featured remarks from members of con- gress, the administration, and the mil- itary. SIU Executive Vice President Archie Teller represented the SIU at the event.

The Congressional Gold Medal is the highest honor bestowed by the U.S. Con- gress. The veterans received the medal on behalf of the approximately 1,500 re- maining mariners of World War II. More than 1,200 SIU members lost their lives service.

“For the bravery demonstrated by the U.S. Merchant Mariners to keep Allied Forces supplied during World War II is second to none,” said AMMV President Don D.Martell. “In the face of targeted attacks by German submarines and U- Boats, the unarmed U.S. Merchant Mar-iners met the moment with resilience and courage, and serve as an inspiration for all of American maritime.”

In 2020, Congress unanimously passed the Merchant Mariners of World War II Congressional Gold Medal Act

Thanks in part to the advocacy of U.S. Rep. John Garamendi (D-California) and Senator Lisa Murkowski (R-Alaska) along with the organizations in- cluding the SIU, the bill was promptly signed into law, but the official award was delayed due to the global pandemic.

“Last year was a tremendous year for our community,” said former mariner Dave Yoko during the ceremony, which he called a “humble tribute to any of my fellow brothers,” Yoko served in the engine department, signing on as a 16-year-old.

House Speaker Nancy Pelosi (D-California) and Senate Republican Leader Mitch McConnell (Kentucky) led the congressional delegation to recog- nize the mariners.

“We celebrate these patriots for doing their part to preserve liberty,” Pel- losi told them.

“We earned their rallying cry: ‘We deliver the goods,’” added McConnell. Garamendi and the late U.S. Rep. Don Young (R-Alaska) pushed Congress for years to honor the World War II mariners with a gold medal.

After saying it was “a great day, a happy day,” Garamendi declared, “Without you, the success of the World War II would not have happened.”

House Republican Leader Kevin McCarthy (California) said the presenta- tion was “long overdue.” He saluted the mariners: “Everything Americans asked them to do, they delivered.”

U.S. Rep. Joe Courtney (D-Connect- icut) paid tribute by quoting President Franklin Roosevelt: “The merchant mar-iners delivered the goods when and where needed in every theater of operation and across every ocean in the biggest, most difficult job ever undertaken.

Also taking part in the presentation were Rear Adm. Michael Westfall, commander of the U.S. Military Sealift Command; U.S. Coast Vice Ad- mimal Scott Buchman; and U.S. Mar-itime Deputy Administrator Lucinda Lessley.

The gold medal will be placed on display in the American Merchant Marine Museum at the Academy in Kings Point, New York. The World War II mar-iners on hand received duplicates. They included Yoko, William Balabanow, Gerard Driscoll, James T. Lindsey, Charles A. Mills, George Offenhauser Sr., Bob Ross, James Scipite, Jack Laub and George Shaw.

For information on ordering a rep-lica of the medal, email Katrina McRae at katrina.mcrae@doT.gov.

June 2022

Seafarers LOG 3

USA Maritime: Keep ‘Ship American’ Rules

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SIU members employed by Penn Maritime recently ratified a three-year contract that features significant gains. The new agreement, approved in mid-April and covering approximately 250 Seafarers, calls for annual wage increases; boosts contributions to the Seafarers Money Purchase Pension Plan (SMPPP); raises the food allowance; and provides medical coverage for all members through the Seafarers Health and Benefits Plan (SHBP).

The latter point is noteworthy, according to members and union officials. Penn Maritime was acquired by Kirby Corporation in 2012. Since then, any new employees received medical coverage through a company plan. Typically, those mariners paid several thousand dollars apiece each year just for the premiums (whereas Penn Maritime members covered via the SHBP do not have to pay premiums).

“Getting everybody back on the SHBP medical coverage was huge,” said Chief Mate John Harvard, who served on the union negotiating committee. “For guys that have families, it’s a really big help. It shows that the company has some commitment to the members; hopefully, we can keep building trust and mutual respect.”

The SIU bargaining team included Vice President Gulf Coast Dean Corgey, Vice President Atlantic Coast Joseph Soresi, Assistant Vice President Mike Russo, Harvard, Lead Tankerman Michael Lyons and Chief Engineer Jeff Rydza. Negotiations took place in Houston.

“This is a great example of a union and a company working together to hammer out a good agreement,” Russo said. “It’s something we can all be proud of. I think everybody walked away feeling good about this.”

Harvard said the contract “exceeded my expectations. I think it was a good contract and we’re headed in the right direction. You don’t always walk away with everything you want, but we didn’t lose anything – just gained. Kudos to Dean, Joe and Mike for their work on the contract.”

Soresi said, “The bargaining went well and we secured a good agreement. It certainly seems as if most the members are happy with the results.”

Penn Maritime operates up to 15 tugboats and barges in the Gulf region, primarily moving asphalt along inland and coastal waterways.

Seafarers Ratify New Contract At VanEnkevort Tug and Barge

A new six-year agreement is in place for Seafarers employed at VanEnkevort Tug & Barge, Inc. (VTB). Members overwhelmingly ratified the pact through a combination of shipboard and remote voting in April.

The contract took effect April 1 and lasts through March 2028. It calls for annual wage increases for the first three years and then a wage and benefit reopener in April 2025. The pact boosts company contributions to the Seafarers Money Purchase Pension Plan (SMPPP), maintains health benefits, and also preserves the Paul Hall Center benefit for training and upgrading.

SIU Assistant Vice President Bryan Powell and Port Agent Todd Bedak negotiated on behalf of the union. Nearly 50 Seafarers are employed by VTB. They work aboard four state-of-the-art articulated tug-barge units on the Great Lakes, primarily hauling taconite and stone.

VTB was founded in 1967. Conveyorman Chris Heffernan said maintaining health care coverage and securing yearly wage increases for the first three years are the contract’s highlights.

OS Joshua Childers said he values the boost to the SMPPP “and how every year, there will be pay raises. This was a good step forward, working towards what everybody wants.”

Powell stated, “This agreement provides a robust wage package and various other enhancements for our members working for VTB. It is a fair and reasonable package both for the members and company, which is always the goal.”

Harvard said the contract “exceeded my expectations. I think it was a good contract and we’re headed in the right direction. You don’t always walk away with everything you want, but we didn’t lose anything – just gained. Kudos to Dean, Joe and Mike for their work on the contract.”

Soresi said, “The bargaining went well and we secured a good agreement. It certainly seems as if most the members are happy with the results.”

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Biden Administration Mandates U.S. Materials for Infrastructure Projects

The White House has issued new guidance, requiring that the materials purchased for projects funded by the Infrastructure Investment and Jobs Act (IIJA) be produced domestically. The stated goal is to ensure that federal dollars spent on infrastructure projects support U.S. manufacturing and stimulate the domestic economy.

As highlighted by the latest guidance, the bipartisan infrastructure package contained a requirement that, starting on May 14, “none of the funds” allocated to federal agencies for projects may be spent “unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States.”

“From day one, every action I’ve taken to rebuild our economy has been guided by one principle: Made in America,” President Joe Biden said in an April 14 speech in Greensboro, North Carolina. “It takes a federal government that doesn’t just give lip service to buying American but actually takes action.”

“There are going to be additional opportunities for good jobs in the manufacturing sector,” said Celeste Drake, director of Made in America at the White House Office of Management and Budget. Biden said he looks to reduce reliance on foreign materials, create American jobs and ease supply chain concerns.

United Steelworkers (USW) International President Tom Conway said in a statement, “President Joe Biden’s interim Build America, Buy America guidance will ensure that publicly funded infrastructure projects help to rebuild the nation’s manufacturing base, strengthen supply chains and support good-paying jobs for U.S. workers. America’s workers stand ready not only to build new transportation systems, communications networks and other infrastructure through the IIJA, but to supply the raw materials, parts and components needed for all of those projects. These workers lead the world in responsible production practices, and they’ll deliver unparalleled quality, ensuring new roads, bridges and other improvements stand the test of time. The USW looks forward to working with President Biden and his administration to finalize the Build America, Buy America guidance and unlock the full power of the IIJA.”

The guidance includes three conditions that must be met for the requirement to be waived: if the purchase "would be inconsistent with the public interest"; if the needed materials aren’t produced "in sufficient and reasonably available quantities or of a satisfactory quality"; or if U.S. materials increase a project’s cost by more than 25%.

VP Emphasizes ‘Historic Commitment to Worker Organizing and Empowerment’

The Biden administration will continue working to be known not merely as pro-worker, but as the most pro-union administration in U.S. history. Vice President Kamala Harris delivered that message April 12 during a gathering at a Sheet Metal Workers facility in Philadelphia. Attendees included U.S. Secretary of Labor Marty Walsh; U.S. Sen. Bob Casey (D-Pennsylvania); Mary Scallon-Conway, U.S. Rep. Dwight Evans (D-Pennsylvania); Pennsylvania Gov. Tom Wolf (D); Philadelphia Mayor Jim Kenney (D); and AFL-CIO President Liz Shuler, who traveled with the vice president. Harris described Shuler as a friend and “a fighter. She goes to work every day for the working people of our nation, and she is an essential partner to our administration.”

In the vice president’s speech was titled, “The Administration’s Historic Commitment to Worker Organizing and Empowerment.” She detailed many of the steps that demonstrate the commitment, including cross-country travel with Walsh for visits to “jobs sites and training facilities and union halls.”

After mentioning Walsh’s long background in organized labor (including growing up in a union household), Harris said that although their respective histories differ, they have much in common.

“My parents met while they were marching for civil rights,” Harris stated. “They taught me that people can make a difference and that when we use our collective voice, whether at a protest or a picket line, we can drive great change. And that belief in the power of solidarity has guided me, [Walsh], and all of us our entire lives. And it guides our administration.”

“President Joe Biden and I are determined to lead the most pro-union administration in America’s history,” she continued. “We know, each and every day in ways big and small, unions change lives. Unions negotiate better wages and refer working conditions for millions of workers around our country.”

Harris also pointed out, “Even if you are not a member of a union, you should thank unions for every benefit that you receive. Thank unions for the five-day workweek, for the weekend, for sick leave. We should all – anyone who works in America – know that you have benefited from the hard work, from the fight of the leaders in this movement. Our labor leaders, our unions have their highest approval rating since 1965.”

Harris explained that the bipartisan infrastructure bill that recently became law “will put thousands of union workers, carpenters, and pipefitters, and plumbers, and, yes, sheet metal workers, to work across the country.” She concluded, “Every worker deserves a safe and healthy workplace. Every worker deserves a job with good wages and fair benefits. Every worker in America deserves the choice to join a union. And the President and I will always stand with you to defend these sacred principles. Our administration will do everything in our power to ensure the workers of our nation can succeed and can thrive. Because when workers succeed and thrive, so does our nation.”

President Biden speaks in mid-April in North Carolina, underscoring his commitment to maintaining U.S. jobs. (Image courtesy White House Twitter account)
AFL-CIO Posts Annual ‘Death on the Job’ Report

The AFL-CIO on April 26 released its 31st annual report, “Death on the Job: The Toll of Neglect,” a national and state-by-state profile of worker safety and health. The report features information on work- place fatalities, injuries and illnesses as well as workplace safety inspections, penalties, funding, staffing and public employee coverage under the Occupational Safety and Health (OSHA) Act. It also in- cludes information on the state of mine safety and health, and the state of worker safety during the COVID-19 pandemic.

During a video press conference which highlighted the report's release, AFL-CIO President Liz Shuler outlined the findings of this year’s narrative and stressed the federation’s commitment to worker safety. She also expresses urgency in holding the Occupational Safety and Health Administration (OSHA), the Mine Safety and Health Administration (MSHA), Congress and employers everywhere accountable for stronger safety measures. Joining Shuler were AFL-CIO Safety and Health Direc- tor Rebecca Reindel; M.J. Burke, first executive vice president of the American Federation of Government Employees National VA Council; and Isaiah Thomas, an Amazon warehouse worker in Bessemer, Alabama.

Among other disturbing findings, this year’s report reveals that in 2020:

- 340 working people died every day because of work-related injuries and illnesses.
- More than 4,764 workers were killed at the workplace.
- An estimated 120,000 workers died from occupational diseases.
- The job fatality rate was 3.4 per 100,000 workers.
- Latino and Black workers remain at greater risk of dying on the job than all workers.
- Employers reported nearly 3.2 million work-related injuries and illnesses.
- Musculoskeletal disorders continue to make up the largest portion (21%) of work-related injuries and illnesses.

A new undercounting is revealed in the report’s work-related fatalities. While the true toll of work-related injuries and illness- es is estimated at 5.4 million to 8.1 million each year, “That’s tens of thousands of families losing their parent, a child, a sibling; every single year,” said Shuler. “Latino and Black workers specifically remain at greater risk of death on the job than all workers. That is, frankly, unacceptable.”

Despite these disturbing findings, OSHA still does not have the resources needed to hold employers accountable and enact lasting change, the federation re- ported. “Workers need more safety and health protections, not less,” the AFL-CIO said when announcing the report. “Last year, there were only 1,719 OSHA inspectors nationwide, 755 on the federal level and 965 on the state level. That’s just one inspector for every 8,127 workers. Federal OSHA’s budget amounts to $4.57 to protect each worker, with no federal stan- dards for protections against workplace violence and COVID-19.”

Reindel emphasized how the AFL-CIO is calling on both OSHA and MSHA to enact stronger job safety and health pro- tections, for Congress to increase resources for job safety agencies, and for workers to have a real voice on safety and health in their workplaces without the fear of retali- ation or intimidation.

“Building regulations is important,” said Burke during the call. “COVID-19 and the pandemic disproportionately impact minorities and Latinos, as well as women who are about to give birth. It’s so im- portant as we hear the voices of workers across America. I can tell you why I joined a union: It’s about the safety and security of each mother and father. It’s about workers’ rights and protections.”

“Amazon loves to brag about how they have a safe work environment, and if there is a problem, they can bring them up early,” said Burke. “Their workers and their workers are part of safety and health committees.”

“The COVID-19 pandemic also brought to light the weaknesses in federal and state OSHA plans. Congress continues to fund job safety at stagnant levels, allowing an OSHA inspector to still only amounts to $4.37 to protect each worker covered by the OSHA Act.”

The federation concluded, “While progress is slow, the Biden administra- tion has taken important steps to protect workers, prioritizing worker protections on its regulatory agenda, taking steps on targeted enforcement efforts on urgent hazards, and filling staff and leadership vacancies. It also launched broad efforts to help workers in the construction trades unions, as secretary of labor. In April 2021, the Senate con- firmed Marty Walsh, the Boston mayor from the construction trades unions, as secretary of labor. In April 2021, Biden appointed Marty Walsh to be assistant secretary of labor for occupational safety and health, the head of OSHA — and he was confirmed Oct. 25, 2021.”

The “Death on the Job: The Toll of Neglect” report may be viewed in its entirety at aflcio.org/reports/death-job-toll-neglect-2022.

Marine Highway Program Gets $14.8 Million Boost

The U.S. Department of Transportation’s Maritime Ad- ministration (MARAD) in late April announced the availability of an additional $14.8 million in funding, for a total of $39.8 million, for the Ameri- ca’s Marine Highway Program (AMHP).

In March, MARAD an- nounced the availability of nearly $25 million in grant funding for the AMHP through the Bipartisan Infrastructure Law. The FY 2022 Appropriations Act increased the AMHP’s funding by $14.8 million, making the total available for the AMHP.

According to the agency, “The America’s Marine High- way Program supports the increased use of the nation’s navigable waterways to transport landside congestion, provide new and efficient transportation options, and increase the productivity of the surface transportation system. By working closely with public and private organizations, the AMHP helps create and sustain Ameri- can jobs in U.S. ports, on vessels, and at shipyards, while also improving our supply chains.”

“Under the president’s leadership, we are making a once-in-a-generation invest- ment in our ports and intermodal infra- structure to move goods faster, strengthen supply chain resiliency, and reduce the climate impacts of port operations,” said Maritime Administrator Lucinda Lesley.

In announcing the additional funding, Lesley said, “The Bipartisan Infrastructure Law aims to rebuild Amer- ica’s roads, bridges and rails; upgrade and expand our public transportation; modernize the nation’s ports and airports; improve safety; help tackle the climate crisis; ad- vance environmental justice; and invest in communities that have too often been left behind. It will drive the creation of good-paying jobs and grow the economy sustainably and equitably to help everyone get ahead for decades to come.”

Coast Guard Foundation Recognizes Seabulk CEO

A top executive from an SIU-con- tracted company recently received accolades from the U.S. Coast Guard. Daniel Thorogood, president and CEO of Seabulk, for his support of the men and women of the Coast Guard. The Coast Guard Foundation conducted its 26th Tribute to the Coast Guard in June after 39 years of service.

Keynote speaker Coast Guard Com- mandant Adm. Karl Schultz thanked the foundation and those in attendance for their support, and was met with a stand- ing ovation. Schultz was set to retire from the Coast Guard in June after 39 years of service.

As recognized were Coast Guard and industry efforts to safely evacuate 250,000 cruise ship passengers at the start of the pandemic, as well as the fleet of a helicopter crew from Coast Guard Air Station Clearwater that rescued four people after extreme weather capsized their vessel 30 miles west of Cedar Key in June 2021.

Daniel Thorogood, president and CEO of Seabulk (left), is pictured with Crowley Chief Operating Officer Ray Fitzgerald. (Photo courtesy Coast Guard Foundation)
Strokes: Know the Signs, Take Preventive Steps

Editor’s note: This article is provided by the Seafarers Health and Benefits Plan Medical Department.

According to the U.S. Centers for Disease Control and Prevention (CDC), nearly 800,000 people in the United States have a stroke every year. During the past few years, strokes were the second-leading cause of mortality around the world, accounting for 11% of all deaths.

There are three main types of strokes. The first (and most common) accounts for approximately 87 percent of all cases. This is the ischemic stroke. It happens when blood flow through the arteries in the brain become blocked and there is a decreased supply of oxygen and nutrients to the area below the blockage.

The second type of stroke is the hemorrhagic stroke. This is caused by a rupture in an artery in the brain, which in turn causes damage to surrounding tissues.

The third type is the transient ischemic attack, abbreviated as TIA. It is sometimes called a “mini-stroke.” This happens when blood flow in an artery is temporarily blocked, usually for no longer than a few minutes.

Common risk factors for strokes include untreated hypertension, smoking, high cholesterol, obesity, and diabetes. Trauma to the head or neck, and cardiac arrhythmias are also sometimes responsible.

Many risk factors can be modified through lifestyle changes. For instance, exercising regularly and adopting a heart-healthy diet can decrease chances of having a stroke. Managing diabetes, hypertension and high cholesterol, limiting alcohol intake, and losing weight also may help.

It may be useful to be aware of stroke symptoms. For example, the face may droop to one side, and/or a person’s smile may be uneven. The face may become numb. Other symptoms can include arm weakness, slurred speech, confusion, dizziness, and headache.

Strokes can occur at any age but are most common in people ages 55 and older.

Getting prompt medical treatment is imperative to decrease the damage done by a blocked artery. Treatment may include blood thinners (to dissolve a clot) and other medications.

According to the Mayo Clinic, “A stroke is a medical emergency, and prompt treatment is crucial. Early action can reduce brain damage and other complications…. Effective treatments can also help prevent disability from stroke.”

The CDC reported that stroke-related costs in the United States “came to nearly $53 billion between 2017 and 2018. This total includes the cost of health care services, medicines to treat stroke, and missed days of work.”

For more info about Open Waters, visit: https://openwaterslouisiana.com/
Asset Allocation

<table>
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<th>Asset Class</th>
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<td>U.S. Government securities</td>
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<td>10% - 30%</td>
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<tr>
<td>Corporate stocks</td>
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<tr>
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<tr>
<td>cash and cash equivalents</td>
<td>5%</td>
<td>3% - 7%</td>
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The Trustees review the Plan’s investment policy on a regular basis and make periodic changes when, based on all available information, it is prudent to do so.

Under the Plan’s investment policy, the Plan’s assets were allocated among the following categories of investments, as of the end of the Plan Year.

<table>
<thead>
<tr>
<th>Asset Allocations</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>1. U.S. Government securities</td>
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<tr>
<td>2. Corporate stocks</td>
<td>20%</td>
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<td>3. Real estate investment trusts</td>
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<td>4. Cash and cash equivalents</td>
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</tbody>
</table>

For more information about coverage rights under COBRA, please refer to the July 1, 2022 “Guide to Your COBRA Benefits.” The guide is also available in PDF format on the SIU website, www.siu.edu/seafarer deberá y su/your monthly benefit by the participant’s years of service ($600/10), which equals $60. The guaranteed benefit increases that were made under a plan within 60 months before the earlier of the plan’s termi-

Valuation Date

<table>
<thead>
<tr>
<th>Fair Market Value of Assets</th>
<th>December 31, 2021</th>
<th>December 31, 2020</th>
<th>December 31, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash (Interest-bearing and non-interest bearing)</td>
<td>$1,224,775,657</td>
<td>$1,225,775,657</td>
<td>$1,225,775,657</td>
</tr>
<tr>
<td>Investments</td>
<td>$7,460,929,999</td>
<td>$7,460,929,999</td>
<td>$7,460,929,999</td>
</tr>
<tr>
<td>Total Market Value of Assets</td>
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</tbody>
</table>

Endangered, Critical, or Declining States

Under federal pension law, a plan generally is in “endangered” status if its funded percentage is less than 80 percent or in “critical” status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in “critical and declining” status if it is in critical status and is projected to become in critical status within the next three plan years.

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the “funded percentage.” The Plan’s funded percentage for the Plan Year and each of the two preceding plan years is shown in the chart below.

The chart also states the value of the Plan’s assets and liabilities for the same periods.

<table>
<thead>
<tr>
<th>Valuation Date</th>
<th>Funded Percentage</th>
<th>Fair Market Value of Assets</th>
<th>Investments</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 1, 2021</td>
<td>151.6%</td>
<td>$1,217,992,769</td>
<td>$7,466,929,999</td>
</tr>
<tr>
<td>January 1, 2020</td>
<td>149.9%</td>
<td>$1,227,392,769</td>
<td>$7,466,929,999</td>
</tr>
<tr>
<td>January 1, 2019</td>
<td>131.9%</td>
<td>$1,270,798,767</td>
<td>$7,466,929,999</td>
</tr>
</tbody>
</table>

In addition, the total number of participants and beneficiaries covered by the plan on the valuation date was 19,197. Of this number, 7,312 were current employees, 6,785 were retired and receiving benefits, and 5,100 were eligible to purchase continuation coverage.

For more information about the plan’s investment in any of the following types of investments as described in the chart above – common/collective trusts, pooled separate accounts, master trust investment accounts, 103-12 investment entities, and mutual funds – you may obtain a copy of the Plan’s annual report by making a written request to: Plan Administrator, 5201 Capital Gateway Drive, Camp Springs, Maryland 20746.
This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund, Inc., filed with the U.S. Department of Labor. The report is called the “Form 5500.” These reports contain financial and other information. You may obtain an electronic copy of your Plan’s annual report by going to www.edgar.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 2650 Constitution Avenue, NW, Room N1533, Washington, DC 20210, or by calling 202-623-0375. You may request a copy of the Plan’s annual report by writing or calling the office of SIU Pacific District Seafarers Medical Center Fund, Inc., at the address given above does not include a charge for the copying of these portions of the report because these portions are not included in the annual report.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the SIU Pacific District Seafarers Medical Center Fund, Inc., at the address given above.

Where to Get More Information
For additional information about the PBGC and the pension insurance program guarantees, go to the Multi-Employer Plan helpful page or contact the Plan sponsor.

For information about the Plan’s investment in any of the following types of investments common/collective separate accounts, or individual separate accounts, contact Margaret Brown, 5201 Capital Gateway Drive, Camp Springs, MD 20746-4275, (301) 699-0767.

For more information about the Plan, or if you have any questions or concerns, contact the Plan administrator.

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund, Inc., filed with the U.S. Department of Labor. The report is called the “Form 5500.” These reports contain financial and other information. You may obtain an electronic copy of your Plan’s annual report by going to www.edgar.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 2650 Constitution Avenue, NW, Room N1533, Washington, DC 20210, or by calling 202-623-0375. You may request a copy of the Plan’s annual report by writing or calling the office of SIU Pacific District Seafarers Medical Center Fund, Inc., at the address given above does not include a charge for the copying of these portions of the report because these portions are not included in the annual report.

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For more information about the Plan, or if you have any questions or concerns, contact the Plan administrator.
In an effort to assist in combating the de-
glop of the National Maritime Center (MMC) for renewing Merchant Credentials (MMC), the Vocational Office of the Paul Hall Center for Maritime Training and Edu-
cation has identified a frequent issue that causes applications to be delayed.

If a mariner is renewing their MMC and holds endorsement(s) for Tanker Assistant DL and/or Tanker Assistant LG, they must meet the sea service requirement for renewal. To do this, one must show proof of 90 days of seattime, on a DL or LG tanker, within the past five years, to maintain the endorsement.

For new or renewal applications the mariner will need to provide the necessary information in the allotted time, as the renewal application will be delayed and an “Informing Information” letter will be mailed requesting it. If the information is not provided, the requested endorsement will not be renewed.

Coast Guard: Shipboard Mask Mandate No Longer in Effect

The CDC mask order applies to all per-
tions traveling on commercial maritime con-
voyances into, within, or out of the United States, and includes vessels.

The term commercial maritime conveyance means all forms of commercial maritime vessels, including but not limited to cargo

In the interim, the Coast Guard will not enforce the directives requiring

If the mariner does not provide this in-
formation, the renewal application will be
delayed and an “Informing Information” letter will be mailed requesting it. If the information is not provided, the requested endorsement will not be renewed.

For more information, visit:
https://www.dco.uscg.mil/national_maritime_center/
MEETING WITH PRO-WORKER CANDIDATE – SIU Port Agent Ashley Nelson (right) and Patrolman Adam Bucaleo (left) chat with Florida Agriculture Commissioner Nikki Fried during a labor-sponsored “meet and greet” at an IBEW hall. Fried is running for governor of Florida.

FULL BOOK IN HOUSTON – OSM Carlos Velasquez (left) receives his full B-book at the hiring hall. He’s pictured with SIU Patrolman Clay Casteel.

ABOARD GLOBAL SENTINEL – Recertified Bosun Lee Hardman (photo at immediate left) and AB Desmond Utuoa (directly above) display mahi-mahi they caught in Hawaii, while AB John Escobar (photo at far left) puts the finishing touches on his new artwork aboard the SubCom vessel.

ON THE RECRUITING TRAIL – In-person career fairs are becoming more common as COVID-19 restrictions ease throughout much of the nation. In photo at right, SIU Jersey City Port Agent Ray Henderson (right) and Patrolman James Bast man the SIU table at a recruiting event in Brooklyn, New York. In the photo above, SIU Houston Patrolmen Kelly Krick (right) and Clay Casteel (second from right) chat with students at a “Career Day” event hosted by Aransas Pass High School.

June 2022

At Sea and Ashore with the SIU

Seafarers LOG
At Sea and Ashore with the SIU

WITH CIVMARS ON WEST COAST – SIU Asst. VP Joe Vincenzo and SIU Government Services Division Representative Jesse Ruth recently met with federal mariners in San Diego. They also helped conduct habitability inspections on two new builds at General Dynamics NASSCO, a union shipyard. The photo at left was taken at NASSCO; Vincenzo is second from right, while Ruth is at left. The other two individuals are from the U.S. Military Sealift Command. The large group photo below was taken aboard the USNS Miguel Keith, while the remaining snapshot above includes new and longtime CIVMARS waiting at a local hotel for vessel assignments.

ABOARD ARC COMMITMENT – Many thanks to Bosun Anthony Newbill (below left) for these recent photos from one of the newer additions to the SIU-crewed fleet. “It’s a very nice and clean ship with an around-the-world trip,” the bosun noted. “The crew aboard the vessel has seemed very happy with the size of the rooms and the Wi-Fi.” The Commitment is operated by TOTE Services for American Roll-On Roll-Off Carrier.
NEW DUTIES IN OAKLAND – SIU Patrolman Antjuan Webb (left), who sailed as a recertified bosun, shipped out his first member in early April: Recertified Steward Robert Bostick.

REMEMBERING BROTHER BROYLES – Aboard Matson’s Mahimahi, vessel master Capt. Leonard Lambert (left) presents SIU Patrolman Antjuan Webb with the paperwork and flag from Recertified Steward Greg Broyles’ burial at sea. (The paperwork is illegible in the photo only because of lighting.) Brother Broyles shipped out of Oakland and sailed with the SIU since 1989. He passed away in December, at age 58, after a courageous battle with cancer. His last ship was the Mahimahi.

FIRST TRIP COMPLETE – SA Maximo Bencosme (right) is pictured at the San Juan hall with his wife, Vivian, after completing his first voyage as a Seafarer (aboard the Crowley-operated USNS Able).

WELCOME ASHORE IN JERSEY CITY – QMED James Sieger (left), who began sailing with the SIU in 1973, displays his first pension check at the hiring hall. SIU Port Agent Ray Henderson is at right.

SPRUCING UP HOUSTON HALL – Bosun Sergio Gonzalez volunteers some time and elbow grease in early April in the Lone Star State.

At Sea and Ashore with the SIU

CONNECTING IN ATLANTIC – The SIU-crewed tanker Maersk Peary (right) and the fast combat support ship USNS Supply (left), whose crew includes members of the SIU Government Services Division, met April 21 in the Atlantic Ocean. According to the U.S. Navy, they conducted “the first two-station consolidated cargo replenishment at sea (CONSOL). CONSOL capability is when a specially outfitted commercial tanker charted by Military Sealift Command conducts underway refueling operations, transferring cargo to a fleet oiler at sea.” (U.S. Navy photo by 2nd Mate Daniel Hall)

WELCOME ASHORE IN TACOMA – Recertified Bosun Gregory Agren (left) is pictured at the hiring hall as he receives his first pension check (SIU Port Agent Warren Asp is at right). Agren started sailing with the SIU in 1987.

WELCOME ASHORE IN JERSEY CITY – QMED James Sieger (left), who began sailing with the SIU in 1973, displays his first pension check at the hiring hall. SIU Port Agent Ray Henderson is at right.
Everyday savings just for you

Looking for new ways to save? **Union Plus** makes everyday life more affordable with wireless savings, cash back shopping, discounts at restaurants and on movie tickets and live events, and much more.

Wireless Savings  Cash Back Shopping  Restaurant Discounts  Movie Tickets & Live Events

Exclusive discounts for union families

See more at unionplus.org
State Dept. Offers Passport Reminder

Editor’s note: The U.S. Department of State issues notices in June & July.

Effective February 18, 2022

To better serve mariners during this time we are updating some temporary provisions for passport renewals. These provisions will remain in effect until further notice and some operations are on a more normal footing:

Qualifications

* Be a credentialed merchant mariner;
* Be eligible to apply on a DS-82 application for passport renewal;
* Check eligibility at https://pptform.state.gov;
* Submit signed, dated and traceable overnight delivery service;
* State Dept. Offers Passport Reminder

Passport Application Instructions

Applications must submit the fol-

* DS-82 application completed, signed, and dated; Please enclose a color photo.
* Current passport;
* Copy of Merchant Mariner Credential (MCC), front and back;
* Check or money order for the amount of $208.32 payable to U.S. Department of State if applying for a passport only. If applying for both your passport book and card, the total fee is $316.82. This amount includes passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit state.gov);
* Supervisor’s or union representative’s signature;
* Date the letter was issued.

Applicants must be sent by traceable overnight delivery service to El Pasee Passport Agency (DPT-1073), 1073 Snelling Ave., St. Paul, MN 55107-1073. Attn: EP 44132 Mercure Circle, PO Box 1073, Sterling, VA 20166-1073. The superscripts and titles of applicant’s supervisor or mariner’s union representative;

Applicants can apply for a second passport as outlined on our website.

For more information, please see: travel.state.gov.

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

Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must include the following details:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Application stating describing the need for a second passport (This is required in addition to the company letter authorizing use of these special procedures); and
- Include payment for both applications in a single check totaling $316.82 ($208.32 per application).

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

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited processing time of five weeks. In general, the state of the passport will appear to indicate a second passport. (This passport will appear to be a renewal.)

Applicants can apply for both a second passport and an additional passport as outlined on our website for a single check totaling $416.64 ($208.32 per application).

For more information, please see: travel.state.gov.

State Dept. Offers Passport Reminder

Swarthmore Department

Algonac

Anchorage

Baltimore

Fort Lauderdale

Guam

Jacksonville

Hyderabad

Houston

Jacksonville

Jersey City

Joliet

Mobile

Halifax

Honolulu

Houston

Jacksonville

Oakland

Algonac

Anchorage

Baltimore

Fort Lauderdale

Guam

Harvey

Hyderabad

Honolulu

Houston

Jacksonville

Oakland

June & July Membership Meetings

Piney Point

Algonac

Baltimore

Fort Lauderdale

Guam

Harvey

Hyderabad

Honolulu

Houston

Jacksonville

Oakland

Philadelphia

Port Everglades

San Juan

St. Louis

Tacoma

Wilmington

* Piney Point change in July due to Independence Day observance

* Wilmington change in June due to Juneteenth observance

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

June 2022
This month’s question was answered by Seafarers who recently served on the annual financial committee.

**Question: Why did you enter this industry and why have you stuck with it?**

**Richard Toth**
**Chief Steward**
I got into this industry after being in the restaurant business, back in the mid-1990s. I shipped for seven or eight years and then got back into the restaurant business—went through three or four restaurants, owning, running, consulting. Then I decided the place for me is back at sea, with this wonderful union we have.

**Gerard Costello**
**Recertified Bosun**
I basically wanted to be a free man and control my own life. I saw the opportunity when I was very young—other men that did this—and I followed them. It’s been 38 years now.

**Riley Donahue**
**QMED**
I always liked travel, and you get plenty of that in this industry. You can make good money, too. It’s just a good lifestyle for me.

**Cayetano Toledo**
**Chief Steward**
You can travel around the world for free, and at the same time, you get paid. I’ve been doing this for 26 years and I love it. A number of my family members are also in the SIU.

**Marilou Toledo**
**Chief Cook**
You have a chance to travel all over the world, and it’s a good-paying job. This career has helped me and my family a lot.

**Exxl Ronquillo**
**Recertified Steward**
This was the best opportunity for me and my family. You can travel around the world. I’ve always appreciated the SIU since I joined in 1989.

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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.
DEEPSEA

MOHAMMED ALI
Brother Mohamed Ali, 66, began sailing with the SIU in 1993. He first sailed aboard the Independence and worked in all three departments. Brother Ali upgraded at the Piney Point school and shipped in the Paul Hall Center on multiple occasions. He last sailed aboard the USNS Red Cloud and lives in Oakland, California.

FELICISIMO BALORAN
Brother Felicisimo Baloran, 67, joined the Seafarers International Union in 1999, initially sailing aboard the Independence. He shipped in the steward department, most recently aboard the Maunalei. Brother Baloran is a Honolulu resident.

RICHARD BARNHART
Brother Richard Barnhart, 62, signed on with the Seafarers International Union in 1990 when he sailed on the Fletcher Hall State. He upgraded often at the affiliated Piney Point school and shipped in the deck department. Brother Barnhart’s final vessel was the Horizon Enterprise. He resides in Murrieta, California.

KERMIT BENGTSON
Brother Kermit Bengtson, 67, became a member of the Seafarers International Union in 1999. He worked in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Bengtson’s first vessel was the Long Lines; his last, the Comet. He lives in Wells, Nevada.

RAMON DURAN
Brother Ramon Duran, 65, embarked on his career with the Seafarers in 1992, initially sailing on the Independence. He was a member of the deck department and upgraded at the Piney Point school in 1997. Brother Duran last sailed on the Horizon Pacific and makes his home in Stockton, California.

CARLITO EPSISCO
Brother Carlito Epsisco, 65, signed on with the union in 1988, initially shipping with Crowley Towing and Transportation. He sailed in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Epsisco last shipped aboard the APL Thailand. He is a Las Vegas resident.

REGINALD GREEN
Brother Reginald Green, 65, started sailing with the union in 1978 when he worked for Southern Ohio Towing. He primarily sailed in the deck department and upgraded at the Piney Point school in 1985. Brother Green’s final vessel was the Ambassador. He lives in Tampa, Florida.

JAIME GUERRERO
Brother Jaime Guerrero, 66, joined the union in 2001 and first sailed aboard the Fredericksburg. He sailed in both the deck and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother Guerrero recently shipped on the Maerivoc Detroit and resides in Selma, North Carolina.

PERRY McCALL
Brother Perry McCall, 66, embarked on his career with the SIU in 1982 when he sailed on the Cow Leader. He shipped in the steward department and upgraded often at the Piney Point school. Brother McCall concluded his career on the Cape Orlando and settled in Modesto, California.

SHIRLEY ROGERS
Sister Shirley Rogers, 66, became a member of the Seafarers International Union in 2016. She initially sailed aboard the Edgard A. Carver Jr. and worked in the steward department. Sister Rogers upgraded at the Paul Hall Center on multiple occasions. She most recently sailed aboard the Ohio and called Charleston, Tennessee, home.

JOHN SCHAFER
Brother John Schaefer, 57, donned the SIU colors in 1995 when he initially sailed aboard the Gemini. An engine department member, he upgraded often at the Piney Point school. Brother Schaefer’s final vessel was the Indiana Harbor. He lives in Blauvelt, Minnesota.

JOSEPHUS WILLIS
Brother Josephus Willis, 61, began sailing with the union in 1999. He upgraded at the Paul Hall Center on several occasions and was a member of the deck department. Brother Willis’ first vessel was the USNS Puller; his last, the Cape Race. He makes his home in Norfolk, Virginia.

GREAT LAKES

STEVEN Mc DONALD
Brother Steven McDonald, 62, joined the union in 1993 and first sailed with Upper Lakes Barge Lines. He sailed in both the deck department and upgraded at the Paul Hall Center and the Independence. Brother McDonald remains with the same company for the duration of his career. He resides in Escanaba, Michigan.

THOMAS MERCER
Brother Thomas Mercer, 62, started sailing with the Sea- farers in 1996. He sailed in the deck department and upgraded often and at the Paul Hall Center. Brother Mercer was employed by Allied Transportation for his entire career. He resides in Emerald Isle, North Carolina.

JOSE GONZALEZ-MORALES
Brother Jose Gonzalez-Morales, 66, signed on with the union in 1976 when he worked with Crowley Puerto Rico Services. He sailed in the deck department and upgraded at the Piney Point school multiple occasions. Brother Gonzalez-Morales continued working for the same company for the duration of his career. He makes his home in Miami.

DANIEL MORRIS
Brother Daniel Morris, 66, donned the SIU colors in 1986. A deck department member, he was employed by Crowley Towing and Transportation for most of his career. Brother Morris is a resident of Laurel Fork, Virginia.
DEEP SEA

NGOC ALLEN
Pensioner Ngoc Allen, 70, passed away February 15. She joined the Seafarers International Union in 1988 and first shipped on the Honeymoon. Sister Allen sailed in the steward department and con- cluded her career aboard the Ocean Atlas. She became a pensioner in 2016 and settled in Robertsdale, Alabama.

EDWARD CAIN
Pensioner Edward Cain, 81, died April 19. He donated the SIU colors in 1960 when he sailed aboard the Sampson Fitch. Brother Cain was a deck department member and last shipped on the Independence. He retired in 2002 and resided in Grand Bay, Alabama.

DOYLE ELLETTE
Pensioner Doyle Ellette, 75, passed away April 4. He signed on with the SIU in 1969, initially sailing aboard the Eagle Travels. Brother Ellette was a deck department member. He last shipped on the Constellation before going on pension in 2011. Brother Ellette lived in Irvington, Alabama.

REUBEN FIFE
Pensioner Reuben Fife, 74, died March 7. A deck department member, he started sailing with the Union in 1987. Brother Fife’s first vessel was the USNS Silas Zorn; his last, the Intrepid. He became a pensioner in 2015 and settled in Thailand.

JERRY GONZAGA
Pensioner Jerry Gonzaga, 70, passed away March 31. He began his career with the Seafarers in 1989. The deck department member’s first vessel was the Independence. Brother Gonzaga last shipped on the USS Wheeler before retiring in 2017. He resided in Omaha, Nebraska.

DAVID KNUTSON
Pensioner David Knutson, 67, died March 10. He joined the SIU in 1976, initially shipping on the Saginaw Bay. Brother Knutson was a member of the deck department and last sailed aboard the USNS Red Cloud in 2007. He became a pensioner in 2021 and settled in Medford, Oregon.

FERDINAND LUGO

JULIAN MENDOZA
Pensioner Julian Mendoza, 89, died March 26. He embarked on his career with the SIU in 1961, initially sailing with Watan- tern Steamship. Brother Mendoza sailed in all three departments. He last shipped on the Cleveland before becoming a pensioner in 1998.

LUIS PEREZ COLON
Pensioner Luis Perez Colon, 77, passed away April 15. He began sailing with the Seafarers in 1970; one of his first ships was operated by Moore- McCormack. Brother Perez Colon was a deck department member and also worked on shore gangs. He last worked for Horizon Lines of Puerto Rico before retiring in 2006. Perez Perez Colon lived in Puerto Rico.

GILBERTO SERRANO
Pensioner Gilberto Serrano, 84, died April 2. He joined the union in 1961 and was a steward department member. Brother Serra- no first sailed aboard the Alcoa Pilgrim. He was last shipped on the Hawaii and went on pension in 2003. Brother Serrano was a resident of Lauderdale Lakes, Florida.

MIGUEL VINCA
Pensioner Miguel Vinca, 81, passed away March 31. He started sailing with the SIU in 1990. Brother Vinca sailed in the steward department. His first vessel was the USNS Capello; his last, the Cleveland. Brother Vinca became a pensioner in 2006 and settled in Corpus Christi, Texas.

GREAT LAKES

JAMES JOHNSON

LYNN MINER
Pensioner Lynn Miner, 72, passed away February 25. He signed on with the SIU in 1978 when he worked with Michi- gan Interstate Railway. Brother Miner worked in all three departments and last shipped on the Buffalo. He became a pensioner in 2014 and resided in Beulah, Michi- gan.

RICHARD ROWLAND

INLAND

ELTON ADAMS
Pensioner Elton Adams, 79, passed away March 15. A member of the deck department, he joined the union in 1963. Brother Adams first worked for Marine Midland. He was last employed with Crowley Towing and Transporta- tion. Brother Adams became a pensioner in 2005 and made his home in Hemphill, Texas.

WAYNE BERRY
Pensioner Wayne Berry, 66, died March 28. He signed on with the Seafarers in 1987. Sailing in the deck department, Brother Berry worked for Crowley Towing and Transportation for the duration of his career. He went on pension in 2007 and was a Phoenix resident.

BERNARD CAIRES
Pensioner Bernard Caires, 78, passed away March 8. He joined the SIU in 1981 and first sailed with Gloucester Fisherman’s Fund. Brother Caires was a member of the deck department. He concluded his career with Crowley Towing and Transportation and retired in 2009. Brother Caires resided in Cape Canaveral, Florida.

STEWARD CORRY
Pensioner Stewart Corry, 89, died August 15. He began sailing with the SIU in 1962. Brother Corry was employed by G&H Towing for his entire ca- reer. He became a pensioner in 1999 and settled in Houston, his birthplace.

MICHAEL DOUTHITT
Pensioner Michael Douthitt, 74, passed away March 23. He signed on with the union in 1983, initially working with Dravo Basic Ma- terials. Brother Douthitt sailed in the deck depart- ment. He was last employed by Martin Marietta and went on pension in 2011. Brother Douthitt made his home in Houma, Louisiana.

HENRY FOSTER

ELVIN LEBEOUE

JERRY MUNSON
Pensioner Jerry Munson, 83, died April 2. He donated the SIU colors in 1970, initially sailing with Michigan Tank- ers. Brother Munson was a member of the deck department and was last employed by Mariner Tow- ing. He became a pensioner in 2000 and settled in Green Bay, Wisconsin.

WILLIAM PARKS
Pensioner William Parks, 92, passed away February 26. He embarked on his career with the union in 1979 when he worked for Moran Tow- ing of Virginia. Brother Parks sailed in the deck department and was last employed by STC Peggy S. Corporation. He retired in 1991 and lived in Ouan- cock, Virginia.

THEOPHILOUS WALLACE

NMU

GEORGE BROWN
Pensioner George Brown, 78, died March 25. He sailed with the NMU prior to the 2001 merger with SIU. Brother Brown was an engine de- partment member. He last sailed aboard the Eric G. Gibson before be- coming a pensioner in 2008. Brother Brown made his home in Shreve- port, Louisiana.

In addition to the foregoing individu- als, the following union members have also passed away. Insufficient information was available to de- velop summaries of their respective careers.

NAME AGE DOB
Fernandez, Miguel 94 04/09/2022
Kady, Benny 100 01/06/2022
Walker, Earl 89 04/12/2022
West, Lawrence 93 04/16/2022
Chairman thanked members for a job well done organizing storage, cost of living increases and keeping the mess halls clean. Secretary reiterated the importance of remaining ready and available due to the ongoing war in Ukraine. Members requested internet access.

ISLA BELLA (TOTE Services), March 27 – Chairman John Codeno, Secretary

Gongora, Secretary Glenn Williams, Educator Director Saketh Saihantes, Deck Delegate Zachary Ballard, Steward Delegate Adelle Miranda. Chairman commended crew for a wonderful trip. Secretary reported no monies were contribut- ed to political candidates for elective offices. Steward report noted the importance of remaining ready and available due to the ongoing war in Ukraine. Members requested internet access.

ISLA BELLA (TOTE Services), March 27 – Chairman John Codeno, Secretary

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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.

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start Date</th>
<th>Date of Completion</th>
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<tbody>
<tr>
<td>Able Seafarer-Deck</td>
<td></td>
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<tr>
<td>Radar/ARPA</td>
<td>October 10</td>
<td>October 21</td>
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<tr>
<td>Lifeboat/Water Survival</td>
<td>August 1</td>
<td>August 12</td>
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<tr>
<td>Fast Rescue Boat</td>
<td>June 20</td>
<td>June 24</td>
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<tr>
<td>RFPNW</td>
<td>July 25</td>
<td>August 12</td>
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<tr>
<td>Leadership and Management Skills</td>
<td>August 8</td>
<td>August 12</td>
</tr>
<tr>
<td>Advanced Shiphandling</td>
<td>August 22</td>
<td>September 2</td>
</tr>
<tr>
<td>Advanced Meteorology</td>
<td>September 12</td>
<td>September 16</td>
</tr>
<tr>
<td>Advanced Stability</td>
<td>September 5</td>
<td>September 9</td>
</tr>
<tr>
<td>RFPEW</td>
<td>July 25</td>
<td>August 19</td>
</tr>
<tr>
<td>FOWT</td>
<td>August 29</td>
<td>September 23</td>
</tr>
<tr>
<td>Junior Engineer</td>
<td>July 11</td>
<td>September 2</td>
</tr>
<tr>
<td>Marine Electrician</td>
<td>October 31</td>
<td>December 2</td>
</tr>
<tr>
<td>Marine Refer Tech</td>
<td>September 19</td>
<td>November 11</td>
</tr>
<tr>
<td>Advanced Refer Containers</td>
<td>July 18</td>
<td>July 29</td>
</tr>
<tr>
<td>Welding</td>
<td>July 11</td>
<td>September 26</td>
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<tr>
<th>Title of Course</th>
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</thead>
<tbody>
<tr>
<td>Engine Department Upgrading Courses</td>
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<tr>
<td>Welding</td>
<td>October 31</td>
<td>November 18</td>
</tr>
<tr>
<td>Engineroom Resource Management</td>
<td>August 1</td>
<td>August 5</td>
</tr>
<tr>
<td>Steward Department Upgrading Courses</td>
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<tr>
<td>Certified Chief Cook</td>
<td>July 11</td>
<td>August 12</td>
</tr>
<tr>
<td>ServSafe Management</td>
<td>July 4</td>
<td>July 8</td>
</tr>
<tr>
<td>Advanced Galley Operations</td>
<td>June 20</td>
<td>July 15</td>
</tr>
<tr>
<td>Chief Steward</td>
<td>July 18</td>
<td>August 12</td>
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<tr>
<td>Safety/Open Upgrading Courses</td>
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<tr>
<td>Combined Basic/Advanced Firefighting</td>
<td>September 19</td>
<td>September 23</td>
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<tr>
<td>Medical Care Provider</td>
<td>September 26</td>
<td>September 30</td>
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<tr>
<td>Basic Training</td>
<td>August 8</td>
<td>August 12</td>
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<tr>
<td>Basic Training Revalidation</td>
<td>July 8</td>
<td>July 8</td>
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<tr>
<td>Basic Training Revalidation</td>
<td>November 4</td>
<td>November 4</td>
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<tr>
<td>Advanced Galley Operations</td>
<td>July 8</td>
<td>July 8</td>
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<tr>
<td>Basic Training Revalidation</td>
<td>November 4</td>
<td>November 4</td>
</tr>
<tr>
<td>Basic Training/Adv. FF Revalidation</td>
<td>August 29</td>
<td>September 2</td>
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<tr>
<td>Government Vessels</td>
<td>June 27</td>
<td>July 1</td>
</tr>
<tr>
<td>Marine Refer Tech</td>
<td>September 19</td>
<td>September 23</td>
</tr>
<tr>
<td>Tank Ship Familiarization DL</td>
<td>June 27</td>
<td>July 1</td>
</tr>
<tr>
<td>Tank Ship Familiarization LG</td>
<td>October 31</td>
<td>November 4</td>
</tr>
</tbody>
</table>

UPGRADING APPLICATION

Name_____________________________ Date______________________
Address____________________________
Telephone (Home)_________________________ (Cell)_________________________

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

- Social Security #_________________
- Book #_________________
- Department_________________
- Home Port_________________

Are you a graduate of the SHLS/PHC trainer program?  Yes  No
If yes, class # and dates attended

Have you attended any SHLS/PHC upgrading courses?  Yes  No

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: 45535 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.

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20 Seafarers LOG

June 2022
Paul Hall Center Classes


UA to AS-D – Graduated March 4 (above, in alphabetical order): Bryan Aleman Medina, Robert Coleman III, Jake Couvillon, Richard Diaz Jr., and Brandon Holsington. (Note: Not all are pictured.)


Tank Ship Familiarization LG (Phase III) – Graduated April 22 (above, in alphabetical order): Alexander Boothby, Padgett Carpenter, Robert Cruz, Desdan Gallagher, Daniel Moran, Travis Morris and Jaime Rios.

Paul Hall Center Classes


Small Arms – Graduated March 24 (above, in alphabetical order): Munassar Hassan Ahmed, Franz Eder, Noel Ramos Gemo, Gregory Jackson, Charles James, Mustafa Abdul Malik, Tomas Menel, Godofredo Froiland Milatro III, Nadiyah Taylor and Montlesha Wilcox. (Note: Not all are pictured.)

Tank Ship Familiarization LG – Graduated April 22: Juan Rafael Santiago Robles (left) and Ricardo Ramos-Rodriguez.

June 2022

Basic Firefighting (Upgraders) – Graduated April 8: Ronald Caoleng Santos (left) and George Stephanos Galanis.

Basic First Aid – Graduated April 29: LBJ Bliss Tanoa.


Certified Chief Cook (Module 4) – Graduated April 15 (above, in alphabetical order): Juan Domingo Cardona, Jocel Lugo Rivera, Nadine Cecile Nomed-Ryf, Samuel Ortiz Reyes, Johanns Rivera-Rivera, Kevin Santiago De Jesus, Dewayne Thomas and Dennis B. Vega. (Note: Not all are pictured.)

Advanced Galley Ops – Graduated April 29: Nicoll Quinones-Rodriguez (left) and Agnes Jocson Gamboa.

Important Notice To All Students

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can’t attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.
Seafarers-Crewed Ocean Giant Finishes Operation Deep Freeze

Bosun Richard Hamilton did his homework before sailing to Antarctica for the first time, but reading about Operation Deep Freeze (ODF) definitely isn’t the same as helping run it. “I knew what to expect but, being from Florida, I didn’t know much about winter clothing,” Hamilton said. “The only ice I knew about goes in a glass.”

Nevertheless, he and his shipmates aboard the Waterman-operated Ocean Giant earlier this year successfully wrapped up the latest iteration of ODF, the annual resupply mission to McMurdo Station, which is overseen by the U.S. National Science Foundation. The mission began in late December on the West Coast; the Ocean Giant returned to Port Hueneme, California, in late March. (Earlier, the SIU-crewed Maerkki Peary delivered fuel to McMurdo during the first segment of ODF.)

“We had to keep moving to stay warm,” Hamilton recalled. “The crew did very well. Everybody did their job. Overall, it was a good discharge, especially considering the conditions we were working in.”

According to the U.S. Military Sealift Command (MSC), the Ocean Giant arrived at McMurdo Station, which is overseen by the U.S. National Science Foundation. The mission began in late December on the West Coast; the Ocean Giant returned to Port Hueneme, California, in late March. (Earlier, the SIU-crewed Maerkki Peary delivered fuel to McMurdo during the first segment of ODF.)

“SIU crews have supported Operation Deep Freeze 2022 and we look forward to our continued support to the National Science Foundation in the years ahead.”

Hamilton said the crew made the best of it despite not being able to leave the ship due to COVID-19 protocols, and seen forward to our continued support to the National Science Foundation in the years ahead. Hamilton said the crew made the best of it despite not being able to leave the ship due to COVID-19 protocols, and despite worsening weather. “The first day, the weather was beautiful, cold, but not bad,” he said. “It turned a lot worse from that point on. Minus-15 degrees was the coldest, and the warmest was 0. I had never experienced cold weather like that before, but everything went well between the crew, the McMurdo personnel, Navy personnel and others who were involved.”

He added that he would make the voyage again: “It’s definitely something to see.”

SIU crews have supported Operation Deep Freeze for decades; the first mission took place in 1955.

Virginia Backs Jones Act

The Virginia General Assembly earlier this year passed a resolution supporting the Jones Act, America’s freight carriage law. Text of the resolution follows, WHEREAS, Virginia’s rich history of shipbuilding and maritime trade makes the Commonwealth a critical hub in the nation’s transportation system and essential to the growth of offshore renewable energy development, and

WHEREAS, the COVID-19 pandemic has demonstrated the critical importance of maintaining resilient domestic industries and transportation services for Virginia’s citizens and workforce, and

WHEREAS, the Merchant Marine Act of 1920 known as the Jones Act and codified in Title 46 of the United States Code, requires that vessels carrying cargo between locations in the United States be owned by American companies, crewed by American mariners, and built in American shipyards; and

WHEREAS, America’s ability to project and deploy forces globally and to supply and maintain military installations domestically depends on the civilian fleet of Jones Act vessels and mariners; and

WHEREAS, maritime industry jobs create ladders of opportunity through higher paying, family-wage careers that offer significant career advancement without generally necessitating advanced formal education and extensive student loans; and

WHEREAS, the Jones Act fleet, more than 40,000 vessels strong, supports nearly 650,000 family-wage jobs and over $15.4 billion in economic output nationally, including more than $4 billion in the Virginia economy; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the General Assembly hereby express its support for the Jones Act. In affirming its resolute support for the Jones Act, the General Assembly also celebrates the centennial of the Jones Act as it continues to foster a strong domestic maritime industry that is critical to Virginia’s and the nation’s economic prosperity and national security, and, be it

RESOLVED FURTHER, That the Clerk of the Senate transmit copies of this resolution to the Speaker of the United States House of Representatives, the President of the United States Senate, and the members of the Virginia Congressional Delegation so that they may be apprised of the sense of the Senate General Assembly of Virginia in this matter.