

SEAFARERS LOG

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



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President's Report

Recognizing Industry's Importance

Recent remarks by the deputy commander of the United States Transportation Command (USTRANSCOM) underscored the high-level military support enjoyed by the U.S. Merchant Marine.

U.S. Army Lt. Gen. John Sullivan addressed attendees at this year's Admiral of the Ocean Sea (AOTOS) gathering in New York City on Oct. 28. As longtime Seafarers know, the AOTOS ceremony is an important event for our industry, in large part because it raises money to benefit mariners through the United Seamen's Service, and also because it generates publicity for an often-overlooked industry.



Michael Sacco

Sullivan thanked the maritime industry for its history, dedication and patriotism, emphasizing to the audience that this year's honorees (including SIU members and executives from SIU-contracted companies) represent a vital component of our nation's security and economy.

He also cited the enormous "impact our maritime community has made over the past months in supporting USTRANSCOM's movement of material to the European continent. Even before Russia's blatant aggression in Ukraine, with your assistance,

USTRANSCOM began delivering supplies to reinforce our allies and partners," he said. "The sheer volume of material moved by sealift has been incredible and has contributed immensely to this effort."

Importantly, Sullivan explained that although "as a nation we have enjoyed the luxury of being able to strategically move forces and sustain them worldwide with relative impunity" throughout his career, the investments by foreign nations into their respective maritime industries makes it "foolish to believe that we will continue to enjoy that luxury."

With that in mind, he stressed that mariners, U.S.-flag operators and American bottoms have a massive effect on USTRANSCOM's ability to project and sustain combat power worldwide, and it will be a team effort to "navigate, communicate, and adjust to the dynamic requirements of the joint force we support. ... I am extremely proud of the relationship between USTRANSCOM and our maritime industry."

The SIU is equally proud of that partnership, and we remain committed to always delivering the goods.

New Ships Ordered

One of the biggest stories in our industry is the recent order by Seafarers-contracted Matson for three new vessels, to be built at Philly Shipyard (a union facility). This is another example of American maritime's viability, and it points to a future that will be as bright as we're willing to make it.

You've probably heard the expression that America has always been a maritime nation. That's because our industry has always been important to U.S. national, economic and homeland security. Maintaining a solid shipbuilding capability is an important part of that equation, as is keeping and building upon our shipboard manpower pool.

On that last point, we continue to ramp up our recruiting efforts and encourage our members to invite people to check out what we've got to offer. We've got no shortage of work, and our contracts and benefits are sources of pride.

Election Results

As you know, the SIU supports those elected officials who support us – no matter the party. That is why we have worked well with whoever is in the White House and whoever runs Congress.

That won't change in 2023. We'll work with President Biden, who has long stood by us. We'll work with the new leadership of Congress to make sure the Jones Act, cargo preference, and the Maritime Security Program remain strong.

Happy Holidays

And just like that, another year has flown by. I extend heartfelt best wishes to our members, retirees and their families for a safe and happy holiday season. Extra thanks go to those who are spending the holidays at sea, which is part of the job but not always easy.

Last but not least, I extend my gratitude to all of our women and men in uniform. Thank you for your ongoing service, please stay safe – and know that you always can rely on the SIU.



U.S. Sen. Roger Wicker (R-Mississippi)



SIU President Michael Sacco, pictured earlier this year, is among those leading an effort to educate New Jersey legislators on facts about the Jones Act and the law's critical importance to the United States.

Senator, Maritime Unions Stand Up for Jones Act

A prominent United States senator and a number of labor organizations (including the SIU) recently spoke out in support of America's freight cabotage law.

In early November, U.S. Sen. Roger Wicker (R-Mississippi), ranking member of the Senate Committee on Commerce, Science, and Transportation, sent a letter to Department of Homeland Security (DHS) Secretary Alejandro Mayorkas criticizing the "unnecessary and improper Jones Act waivers" issued by the agency for petroleum and liquid natural gas shipments to Puerto Rico following Hurricane Fiona.

"These waivers were unlawful, unnecessary, and in direct contradiction to the government's longstanding expressed interest in protecting American industry," Wicker wrote. "Both waivers were issued for vessels that had already left port and were in route to Puerto Rico, sending a direct signal to foreign companies that our current political leadership is willing to suspend traditional norms and bipartisan support for the American maritime industry during times of crisis."

Wicker continued, "When reviewing future Jones Act waiver requests, I urge you to consider the implications of unnecessary waivers, abide by the law, and put the domestic maritime industry ahead of foreign competition."

He further noted, "The U.S. Merchant Marine is vital to our economic security and defense readiness. The issuance of these waivers sets a dangerous precedent and sharply erodes the strength of our domestic maritime industry. Both waivers were issued for vessels that had already left port and were in route to Puerto Rico, sending a direct signal to foreign companies that our current political leadership is willing to suspend traditional norms and bipartisan support for the American maritime industry during times of crisis. Based on your recent decisions, Jones Act waiver requests will inevitably increase in frequency...."

Meanwhile, the SIU and allies are pushing back against an attack that originated in mid-October in the New Jersey legislature. State senate officials passed a non-binding resolution asking Congress to "permanently waive" the Jones Act between mainland U.S. ports and

Puerto Rico, due to natural disaster-caused shortages on the island commonwealth.

In response, the SIU, the Maritime Trades Department and several other labor organizations sent communications to Craig J. Coughlin, speaker of the New Jersey General Assembly, pointing out that the Jones Act helps maintain hundreds of thousands of American jobs and contributes billions of dollars each year to the national economy. SIU President Michael Sacco was among the signatories.

One of those letters also pointed out, "The domestic maritime industry (governed by the Jones Act) contributes \$3.8 billion annually to the New Jersey economy and supports more than 15,000 domestic maritime industry jobs there. This means New Jersey is one of the nation's leaders in Jones Act-supported jobs – and they're all at risk, because of the aforementioned resolution.

"Crisis arbitrage is nothing new, and that's especially the case regarding the Jones Act and Puerto Rico," the letter continued. "Enemies of American-flag shipping routinely try to weaken or eliminate the law in the immediate aftermath of natural disasters, despite there being no factual justification for doing so. The Jones Act does not adversely affect prices in the territory and it not only doesn't impede relief efforts, it helps ensure reliable, dedicated service to the island. Numerous studies have verified that Puerto Rico greatly benefits from the Jones Act.

"There is nothing to gain and much to lose by exempting Puerto Rico from this commonsense law," the letter added. "The island already receives most of its cargo from foreign-flag ships – vessels whose rates for Puerto Rico skyrocketed during the pandemic while U.S.-flag costs to the territory remained steady. Meanwhile, there's simply no evidence that the law has ever had negative effects on the island during any rebuilding effort."

The organizations further pointed out that more than 90 countries around the world maintain some form of cabotage law and then described the state senate resolution as "a deeply flawed, completely unnecessary attack on the United States."

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Volume 84 Number 12

December 2022

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Capital Gateway Drive; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

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

Hurricane Relief Efforts Continue



The union's outreach for hurricane victims in Puerto Rico and Florida continues. The photo at left shows relief items being picked up outside the hiring hall in Fort Lauderdale, Florida, while the snapshot at right features Seafarers and other allies in the effort in Puerto Rico. SIU Asst. VP Amancio Crespo is third from left in the image at right.

Matson Adding 3 New Aloha-Class Vessels

Union-Staffed Philly Shipyard to Build LNG-Fueled Containerships

Seafarers-contracted Matson, Inc. recently announced that it has signed contracts with Philly Shipyard Inc. – which employs union labor – to build three new 3,600 TEU Aloha-Class containerships. The first vessel is expected to be delivered in the fourth quarter of 2026, with subsequent deliveries in 2027.

The new vessels will join the two Aloha-Class ships previously built for Matson by Philly Shipyard: the *Daniel K. Inouye* in 2018 and the *Kaimana Hila* in 2019. Like their sister ships, the new vessels will be equipped with dual fuel engines that are designed to operate on either conventional marine fuels or liquefied natural gas (LNG), as well as other “green ship technology” features, such as a fuel-efficient hull design and environmentally safe double hull fuel tanks and freshwater ballast systems. While the earlier ships required some modification to operate with LNG, the new ships will be designed to run on LNG from the start.

The overall order is valued at around \$1 billion, according to Matson and the shipyard.

“We are excited by this announcement and look forward to the continued modernization of the SIU-crewed fleet,” said SIU Vice President Contracts George Tricker. “The fact that the ships are being built by fellow union members makes the announcement even better.”

Steinar Nerbovik, Philly Shipyard’s president and chief executive officer, stated, “We are both honored and filled with immense pride that Matson has once again chosen Philly Shipyard to build its vessels. We have a proven track record of building high quality containerships and are greatly looking forward to this renewed partnership. With a revitalized workforce nearing 1,400, our shipyard is ready for this important work.”

The 854-foot Aloha-Class vessels are the largest containerships ever built in the U.S., and are designed to operate at speeds



Existing vessels in the Aloha Class include the *Daniel K. Inouye* and the *Kaimana Hila* (above). (Photo courtesy of Matson)

in excess of 23 knots. The three new Aloha-Class ships will replace three vessels currently deployed in Matson’s China-Long Beach Express (CLX) service, which will in turn replace three older vessels currently deployed in its Alaska service, re-deploying bigger and faster vessels into that trade lane.

“Our existing Aloha-Class ships are among the fastest, most efficient vessels in the Matson fleet,” said Matt Cox, chairman and chief executive officer of Matson. “These new Jones Act compliant vessels will be built specifically for our China-

Long Beach Express service, and like their sisterships, are expected to help Matson achieve its 2030 greenhouse gas emissions reduction goal while also providing additional capacity and speed benefitting our Hawaii service as well as the CLX.”

Philly Shipyard is a leading U.S. commercial shipyard constructing vessels for operation in the domestic Jones Act trade lanes. Prior to Matson’s first two Aloha-Class ships, the shipyard delivered four newly built Jones Act containerships for Matson between 2003 and 2006.

“Winning this order creates historic

backlog for Philly Shipyard, as well as great visibility through 2027 for its shareholders and other stakeholders,” said Kristian Rokke, chairman of the board of Philly Shipyard ASA. “Long term, it also supports the yard’s vision to deliver quality vessels, while pivoting between commercial and government contracts.”

“It is the ultimate compliment when a former customer returns for another project. We are proud of the six vessels previously delivered to Matson, and are again ready to execute and deliver this important project,” added Nerbovik.

Union Members Propel Pro-Worker Candidates in Key Political Races

Control of Congress May Take a While to Determine

Once again, citizens across the United States recently were reminded that Election Day isn’t necessarily “results day.”

They also proved that pollsters sometimes miss the mark.

Control of the House and Senate remained up for grabs even after Nov. 8, with final results not expected for days or perhaps weeks. Most projections indicated that Republicans would gain a majority in the House, while Senate seemed too close to call.

SIU Political and Legislative Director Brian Schoeneman on Nov. 9 stated, “Yet again, voters have demonstrated that no amount of polling or punditry can accurately forecast what happens after the votes are counted. Despite claims that this would be a wave year like 2006 or 2010, what we’ve seen is another very close election cycle with House and Senate control still not determined, and Senate control likely not determined until December.

“Regardless of the outcome,” he continued, “the SIU works hard every election cycle to support maritime-friendly candidates and oppose those who don’t stand with the U.S. Merchant Marine. Whatever the outcome, we remain



Pictured in photo directly above at the Maryland State and D.C. AFL-CIO Convention (which took place in Baltimore in October) are (from left) Shane Sterry, representative with the SIU-affiliated Seafarers Entertainment and Allied Trades Union; SIU Port Agent Mario Torrey; Wes Moore, who weeks later was elected as Maryland Governor; and SIU Port Agent John Hoskins. In the photo at center are Sterry, U.S. Sen. Chris Van Hollen (D-Maryland) and Hoskins. Van Hollen won re-election last month.

ready and willing to work with everyone in Congress to protect, promote and defend our industry.”

AFL-CIO President Liz Shuler applauded the grassroots efforts of working families and said that those investments paid off.

“While it may be days or weeks until every vote is counted and we know the full results of this election, it’s clear the tireless organizing efforts of working people to engage voters in one-on-one

discussions about the issues that matter made a critical difference this year in many races,” Shuler said. “No matter the outcome after all the votes are counted, working people know the fight isn’t over; in fact, it’s just getting started. The foundation that unions built through our 365-day-a-year political organizing campaign will engage voters every day through 2024 and beyond to create an economy that works for all of us.”

She added, “This year’s AFL-CIO political organizing program was unlike any in history. The issue-based conversations that were the heart and soul of this effort will only intensify in the coming months as we head toward 2024. Soon, the midterm elections will be in the rearview mirror. But working people aren’t heading home. We’re staying in the fight to rebuild our economy, brick by brick, until America’s promise is fully realized.”



SIU Port Agent Ray Henderson (left) and U.S. Rep.-Elect Rob Menendez (D-New Jersey) prepare for a block walk the weekend before Election Day, beginning at the hiring hall in Jersey City.

Union Membership Meeting Dates for 2023

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

Editor's note: Membership meeting at several ports will be held on other than traditional dates (indicated by bold type in chart above) in Calendar Year 2023. Affected ports and the reasons for these changes are as follows:

- Piney Point change in January created by New Year's Day Observance
- Piney Point change in September created by Labor Day Observance
- Jersey City change in July created by Independence Day Observance

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

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

2023 Health and Benefits Plan Scholarship Program

Scholarships totalling \$132,000 are available under the 2023 Seafarers' Health and Benefits Plan Scholarship Program. The grants are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

Seafarers Scholarships

Three scholarships designated for active Seafarers:

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

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Benefits menu, open the "Core Plus and Core Benefits" section, scroll to "Applications and Forms," and select Scholarship Application. Although the booklet says 2021, all information is still current for the 2023 SHBP Scholarships.

Dependents Scholarships

Five scholarships designated for dependents:

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

Please send me the 2023 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

This application is for (circle one): Self Dependent

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

12/22

National Glory Crew Rescues 7 Boaters

Seafarers once again answered the call on Oct. 29, as those sailing aboard the *National Glory* aided in the rescue of seven adrift boaters off the coast of Cuba.

Shortly before 6 p.m., a small craft was spotted off the starboard side of the Intrepid Personnel and Provisioning-managed containership. The SIU crewed vessel diverted course, and quickly determined that those aboard the small boat were in need of assistance, as their craft had lost propulsion and they were adrift.

All seven passengers were brought aboard and received blankets and dry clothes, as the cargo ship proceeded to a designated rendezvous with the U.S. Coast Guard. The passengers were transferred to the Coast Guard just after midnight, and the *National Glory* resumed its previous route to Houston.

Bosun **Nagi Ahmed Mihakel** said, "If we didn't see them, seven lives would be gone. The ocean doesn't have mercy, and if a heavy wind hits, or a strong wave, it can wash away islands or cities. That tiny raft, which was custom built, wouldn't last a second."

Mihakel continued, "They told us we were the only ones that went back to save them. A few ships passed them, and they weren't sure

if they even saw them, or if they thought they were okay."

The officers and crew of the *National Glory* included Capt. Thomas Lisante II, Chief Mate Kevin Wood, 2nd Mate Alexander Jenkins, 3rd Mate Peter Carnazza, Bosun Mihakel, ABs **Moises Nolberto Arzu**, **Carlos Alberto Lasso** and **Marlon Enrique Suazo Fernandez**, OSs **Dexter Omar Arriola Arzu** and **Jose Enrique Soler Cifre**, Chief Engineer Jacob Emery, 1st Asst. Engineer Devin Glossin, 2nd Asst. Engineer Justin Kretzmer, 3rd Asst. Engineer Sean Grace, QMED/Electrician **Edward Williams**, Oilers **Ibrahim Mohamed Mansoor Ahmed** and **Thomas Bateman**, Recertified Steward **Lionel Packnett** and Chief Cook **Esperanza Crespo**.

In an email sent to the bosun after the rescue, the captain wrote, "Great job by you and the entire SIU crew spotting the raft, notifying the bridge, helping translate with the survivors and safely recovering all seven survivors. Together, the crew represented the best of what the U.S. Merchant Marine is all about. It is pleasure sailing with you and this crew of professional SIU mariners. The survivors will forever be grateful for the crew's professionalism, seamanship and compassion shown."



The *National Glory* (slightly visible in far right section of photo) maneuvers next to the disabled boat.



Some of the SIU crew members are pictured with the seven individuals they helped rescue.

Beck Notice

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

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

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

1. Benefits of union membership — While non-members do not receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIW are the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a

role in the development and formulation of union policies.

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

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

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

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2021 calendar year, the fee cost associated with this representa-

tion amounts to 79.54 percent of the dues amount. This means that the agency fee based upon the dues would be \$397.70 (three hundred ninety-seven dollars and seventy cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2023 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2022 and November 30, 2023 will have this calculation applied to their 2023 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2024, your objection must be received by December 1, 2023.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Capital Gateway Drive, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2021.

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

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

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

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

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

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

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

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

Sincerely,
David Heindel
Secretary-Treasurer

'The Perfect Place for Me'

Longtime Piney Point Fixture Rogers Retires

Though he initially balked at sailing and had envisioned a different career, Bart Rogers says he truly found a home with the SIU.

"This ended up being the perfect place for me," states Rogers, who retired Nov. 30 following more than 42 years with the union and its affiliated school in Piney Point, Maryland. "It's been my privilege to be part of this. It really has."

Rogers, 65, served both organizations in numerous capacities, most recently as the assistant vice president at the Paul Hall Center (PHC). At various times, his titles (official or otherwise) included manpower coordinator, dispatcher, recruiting coordinator, admissions director, athletic director, and president of an old local union that's affiliated with the SIU.

"Bart has been an integral component at the school for decades, doing everything and anything that needed to be done," notes PHC Vice President Tom Orzechowski. "Many of the things he's done have been behind the scenes or without fanfare, and he's always handled them in the best fashion, always been an asset to the school. He'll be missed."

SIU Executive Vice President Augie Tellez was among the first people in the union to meet Rogers.



Rogers addresses an advisory board meeting at the Paul Hall Center in 2009

"I remember Bart the wide-eyed young man as I dispatched him to his first two ships from the Brooklyn hall," Tellez recalls. "Since then, Bart has been such a positive force in every aspect of Piney Point life, whether as a mentor to the trainees/apprentices or as the union's manpower director. He is someone you can always count on. Our current manpower system is due in large part to his contributions and has been the paramount reason for our success in meeting our obligations to the industry. I wish him and (wife) Cindy and the family only the best as he enjoys his retirement."

SIU Secretary-Treasurer David Heindel describes Rogers as "a big brother to many apprentices and their predecessors, the trainees, for more than 40 years. Many of those individuals owe their careers to Bart's efforts – his steady guidance and support. While his presence will be missed, it is reassuring that his legacy will be picked up by others stepping into his shoes."

If someone in the late 1970s had described to Rogers how his career would unfold, he wouldn't have believed it. He had graduated from college but couldn't immediately find a job in his chosen field (education and coaching). A family member knew about the SIU and recommended shipping out as a stopgap measure.

Despite initial reluctance, Rogers went to the Brooklyn hiring hall and then secured his credentials.

"I met a young fellow named Augie Tellez," he remembers. "Augie (then a patrolman) put me on my first ship, a Puerto Rico Marine vessel. I sailed for a while and then was asked to start a physical education program in Piney Point."

"I remember my first day at the school (Sept. 3, 1980) like it was yesterday," Rogers continues. "I drove for what seemed like forever, and keep in mind you followed a printed map in those days. The next morning, I woke up to 350 trainees coming down the avenue with Ken Conklin" (trainee commandant and de facto founder of the program).

A few years later, then-SIU President Frank Drozak asked Rogers for ideas on creating a system to track shipping and registration.

"The current manpower operation was borne from that effort," Rogers says. "We had something very small at the school in 1984 – KC (Conklin) was keeping track of the LNG ships. But we brainstormed and started with an original mainframe, and that's how it began."

As his duties expanded, Rogers also achieved his original objective of coaching. He teamed up with other volunteers to, essentially, introduce lacrosse to the local area, both at public schools and via clinics. Fast-forward to 2022, and the sport has become a southern Maryland staple – while Rogers is in his twenty-fifth year coaching at Leonardtown High School, a regular contender for championships.

"There are similarities between coaching and working at the school," explains Rogers, whose sports passions also include supporting the NFL's New York Giants. "In both cases, you feel like you're making a difference in kids' lives. That's something I really enjoy. Plus, it keeps me feeling young and in shape."

Reflecting on his time with the SIU and the PHC, Rogers says it is collectively "the best thing I ever did. Everything I have in this world came from the SIU. I also learned more here than I did at any school anywhere. It's one of the most unique places



In addition to ably fulfilling his duties with the union, Rogers (pictured in 2018) is an accomplished lacrosse coach.

I've been to, and I've been around."

He credits SIU President Michael Sacco, Tellez, Drozak, Conklin and others not only for guidance but also for instilling enthusiasm that "makes it become a passion to work here and not just a job. I want the people who mentored me to know I did my very best; it was always my goal to represent them properly and do things the way they'd want them done."

Looking ahead, Rogers plans to travel with his wife but will still live in the area. He's confident that the PHC will continue advancing, and offers the following advice to those entering the maritime industry: "Stay motivated, be disciplined, have structure and know how to conform. Those are four keys to success in anything you do."

He says he'll miss "seeing our successes, kids coming to the office to get their sea project, seeing them come back (for upgrading). The other day, a member came in to say hello and brought a picture of us standing on a softball field. I hadn't seen him in 30 years. Those are things I'll miss, but if the SIU needs me for anything, I'm available to help."

Piracy Incident Level Lowest in 3 Decades

ICC International Maritime Bureau Releases Quarterly Report



Personnel from the Arleigh Burke-class guided-missile destroyer *USS Gridley* participate in a counter-piracy exercise aboard a foreign-flag ship in San Diego. (U.S. Navy photo by Mass Communication Specialist 2nd Class Colby A. Mothershead)

The International Chamber of Commerce's (ICC) latest piracy report revealed that recorded incidents of piracy are at their lowest level in three decades.

According to the report, which tracked piracy incidents from Jan. 1 to Sept. 30, 2022 and is released quarterly by the ICC's International Maritime Bureau (IMB), there were a total of 90 attacks throughout the world. Of those attacks, 85 vessels were boarded, four attacks were thwarted, and a single vessel was hijacked. Twenty-seven crew members were taken hostage during the period.

According to the IMB, "Of the 90 global piracy and armed robbery incidents, 13 have been reported in the Gulf of Guinea region – compared to 27 over the same period of 2021 – signaling a positive and significant decline in the number of reported incidents in the region off West Africa which emerged as the world's biggest piracy hotspot in recent years."

IMB Director Michael Howlett said, "We commend the efforts of the coastal authorities of the Gulf of Guinea. While the decline is welcome, sustained and continued efforts of the coastal authorities and the presence of the international navies remain essential to safeguard seafarers and long-term regional and international shipping and trade. There is no room for complacency."

Additionally, reports out of Callao Anchorage in Peru have dropped from 15 in 2021 to eight in 2022, signaling a

change for the better in that area. However, incidents in the Singapore Straits have increased, with 31 incidents reported during the period, compared to 21 last year. As detailed in the report, "Vessels underway, including several large vessels and tankers, were boarded in all 31 reports and in most cases, ship stores or properties were stolen. Crews also continue to be at risk with weapons reported in at least 16 incidents, including some involving very large bulk carriers and tankers."

According to the report, "The IMB Piracy Reporting Centre also believes there is a degree of underreporting as well as late reporting of incidents from these waters and encourages masters to report all incidents as early as possible so that local authorities are able to identify, investigate and apprehend the perpetrators."

Since 1991, the IMB Piracy Reporting Centre has served as a single point of contact for mariners to report attempted acts of piracy, 24 hours a day. As stated by the ICC, "Their prompt forwarding of reports, and liaison with response agencies, broadcasts to shipping via GMDSS Safety Net Services, and email alerts to CSOs, all provided free of cost, help the response against piracy and armed robbery globally. As evidenced by the standing up of multiple regional cooperation, reporting, and response mechanisms, its reports have over time increased awareness, resulting in the allocation of adequate resources to make waters safer."

AOTOS Event Includes Accolades for Seafarers

Mariners from four SIU crewed vessels were among those recognized Oct. 28 in New York as the United Seamen's Service conducted its 53rd annual Admiral of the Ocean Sea (AOTOS) Awards dinner. The primary awards were given to (from left in photo at immediate right) International Longshoremen's Association President Harold Daggett, American Roll-On Roll-Off Carrier Group President and CEO Eric Ebeling, and American President Lines President Edward Aldridge. Pictured from left in the photo at lower right are SIU VP Atlantic Coast Joseph Soresi, Port Agent Ray Henderson, Bosun Damon Zschoche and Patrolman Jose Argueta. Zschoche was honored along with other personnel from the *Maersk Peary* (for a rescue at sea). The other mariners receiving awards were from the *Pacific Tracker* (TOTE Services), *Herodote* (APL), and *USNS Yuma* (whose crew includes members of the SIU Government Services Division). The photo below left includes SIU Exec. VP Augie Tellez (right) and Daggett, while the remaining photo includes SIU Secretary-Treasurer David Heindel (right) and U.S. Army Lt. Gen. John Sullivan, deputy commander, U.S. Transportation Command.



Notice/Reminders About SIU Text Message Alerts

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

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual's phone-service plan that they have with their provider. People can unsubscribe from SIU text alerts at any time, simply by texting the word STOP to (412) 899-8989.

To sign up for the alerts, text the word JOIN to (412) 899-8989.

Terms and Conditions

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

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

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

Union Member Rights

Bill of Rights - Union members have:

- Equal rights to participate in union activities
- Freedom of speech and assembly
- Voice in setting rates of dues, fees, and assessments
- Protection of the right to sue
- Safeguards against improper discipline

Copies of Collective Bargaining Agreements:

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

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

Officer Elections: Union members have the right to:

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

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

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

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

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

Union Officer Responsibilities

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

punishable by a fine and/or imprisonment.

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

Labor Organization Reports: Union officers must:

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

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

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

Officer Elections: Unions must:

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

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

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

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

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

- Permit candidates to have election observers.

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

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

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

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

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

Summary Annual Report for Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2021 to December 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$343,071,717 as of December 31, 2021 compared to \$300,647,795 as of January 1, 2021. During the plan year the plan experienced an increase in its net assets of \$42,423,922. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$138,490,188. This income included employer contributions of \$118,363,940, employee contributions of \$471,300, realized gains of \$2,614,340 from the sale of assets and earnings from investments of \$16,039,966, and other income of 1,000,642. Plan expenses were \$96,066,266. These expenses included \$14,774,870 in administrative expenses and \$81,291,396 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

that report:

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

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

The charge to cover copying costs will be \$12.75 for the full report or \$0.25 per page for any part thereof.

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

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

Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Paperwork Reduction Act Statement

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

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

Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2021 to December 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$15,014,584. These expenses included \$1,226,343 in administrative expenses and \$13,788,241 in benefits paid to participants and beneficiaries. A total of 14,956 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$170,534,853 as of December 31, 2021 compared to \$158,781,538 as of January 1, 2021. During the plan year the plan experienced an increase in its net assets of \$11,753,315. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$26,767,899, including employer contributions of \$9,703,984, employee contributions of \$107,600, gains of \$532,318 from the sale of assets, earnings from investments of \$ 16,417,567 and other income of \$6,430.

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

Your Rights to Additional Information

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

- An accountant's report.
- Assets held for investment.
- Transactions in excess of 5 percent of the plan assets.
- Insurance information including sales commissions paid by insurance carriers; and
- Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

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

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

The charge to cover copying costs will be \$8.75 for the full report, or \$0.25 per page for any part thereof.

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

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

Paperwork Reduction Act Statement

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

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

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

This is a summary of the annual report for the Seafarers International Union AGLIW 401(k) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2021 to December 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$5,745,160. These expenses included \$165,389 in administrative expenses, \$5,518,699 in benefits paid to participants and beneficiaries and \$61,072 in deemed distributions. A total of 15,588 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$62,609,715 as of December 31, 2021 compared to \$54,083,520 as of January 1, 2021. During the plan year the plan experienced an increase in its net assets of \$8,526,195. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$14,271,355, including employee contributions of \$6,807,073, other contributions of \$257,477, earnings from investments of \$7,099,580 and other income of \$107,225.

Your Rights to Additional Information

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

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

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

The charge to cover copying costs will be \$13.50 for the full report, or \$0.25 per page for any part thereof.

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

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

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

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2021 to December 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$34,979,646 as of December 31, 2021 compared to \$32,348,901 as of January 1, 2021. During the plan year the plan experienced an increase in its net assets of \$2,630,745. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$72,864,841. This income included employer contributions of \$70,542,545, realized gains of \$506,395 from the sale of assets, earnings from investments of \$1,636,445 and other income of \$179,456. Plan expenses were \$70,234,096. These expenses included \$7,374,568 in administrative expenses and \$62,859,528 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

- An accountant's report.
- Assets held for investment; and
- Transactions in excess of 5 percent of the plan assets.

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

The charge to cover copying costs will be \$13 for the full report, or \$0.25 per page for any part thereof.

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

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

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

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

At Sea and Ashore with the SIU



ABOARD OVERSEAS LOS ANGELES – These snapshots were taken during an October servicing on the Overseas Ship Management vessel. From left in the group photo at left are AB Michael Adote, AB Noel Engo, GUDE Reynaldo Agbulos, SIU Jacksonville Port Agent Ashley Nelson and GUDE Angel Palacios. The other photo includes Bosun Shawn Rankin (left) and Nelson.



ABOARD CAPE DOUGLAS – GUDE Christopher Skinner takes a meal break on the Keystone vessel in Jacksonville, Florida.

WEST COAST OUTREACH – The SIU in early October took part in San Francisco Fleet Week. SIU Patrolman Dylan Rivera (center) is pictured with U.S. Naval Sea Cadets, discussing maritime career opportunities.

CELEBRATING U.S. SHIPBUILDING – SIU Philadelphia Port Agent Joe Basalice (right) and U.S. Maritime Administrator Ann Phillips were among those attending the keel-laying ceremony for the *Patriot State II* at Philly Shipyard (a union facility) earlier this year. The ship will be a "national security multi-mission vessel" based at Mass Maritime.

ABOARD USNS MAURY – From the Ocean Shipholdings vessel (photo at immediate right), Bosun Adiener "Chu" Alfaro reports the following, regarding a shipboard Blue-nose Ceremony: "After crossing the Arctic Circle, the *USNS Maury* was graced by a visit from his majesty Boreas Rex, Ruler of the North Winds. The King of the Frozen Realms proceeded to deliver a proclamation to all those in attendance that magically transformed every neophyte into a Blue-nose." SIU members and AMO members are among those pictured. Kneeling are Chu Alfaro and Jediah Bishop. In the front row: Brandon Maeda, Brian Peralta, Chris Hunnings, Shardaysha Giles, Kato Geonzon (aka Boreas Rex), Mildrid Seck, Lexter Alfaro, Alex Craft and Zachary Cartwright. Back row: Roman Hutson, Alphonso Amos, Chris Irwin, Katrina Aleska, Marvin Fabrizius, Amos Porter, Joey Liwag, Hermano Sillon, Anthony Jackson, Joe Tegeder, Andres Perez and Steve Welcome.





CATCHING UP IN CAMP SPRINGS – Retired Recertified Steward Denis Burke (left) recently stopped by the union's headquarters building, and chatted with (among others) SIU Secretary-Treasurer David Heindel (right).



A-BOOK IN OAKLAND – AB Peter Mertz (center) receives his A-seniority book. He's pictured at the hiring hall with SIU Port Agent J.B. Niday (right) and SIU Patrolman Dylan Rivera.



AT THE HOUSTON HALL – QMED Edward Williams (above) displays his newly acquired A-book, while AB Thomas Arzu (left in photo at immediate right, with SIU Patrolman Clay Casteel) shows off his full B-book.

At Sea and Ashore with the SIU



AT THE JERSEY CITY HALL – GUDE David Bronshtein (left) receives his full book from SIU Port Agent Ray Henderson

WITH SEAFARERS IN NY – SIU member Stephen Krupp (third from right) receives his full book at Seafarers-contracted Watco. He's pictured with SIU Patrolman Jose Argueta (second from left) and fellow members (from left) Orlando Reveron, Nabeel Alawi, Denis Laren and Sean Wanamaker.





ABOARD HUDSON EXPRESS – Pictured in the group photo directly above are (from left) Bosun James Gregory, SIU Jacksonville Port Agent Ashley Nelson, QEE Francois Doucet and AB Glenn Davis. The galley photo at right features (from left) Chief Cook Alexis Guillory and SA John Ferris, while the remaining photo at left includes AB Chandler Dixon (left) and SIU Jacksonville Safety Director Adam Bucalo. The vessel is operated by Marine Personnel and Provisioning.

At Sea and Ashore with the SIU



GUDE Saif Al Tamimi



Steward/Baker Steven Laubach



FOWT Zeke Pasquarelli



GUDE Jesse Kleinfelter



SA Joseph Burke



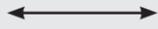
QMED Marco Baez Millan



AB Jeffery Griffin

Seafarers International Union Directory

Michael Sacco, President
 Augustin Tellez, Executive Vice President
 David Heindel, Secretary-Treasurer
 George Tricker, Vice President Contracts
 Tom Orzechowski,
 Vice President Lakes and Inland Waters
 Dean Corgoy, Vice President Gulf Coast
 Nicholas J. Marrone, Vice President West Coast
 Joseph T. Soresi, Vice President Atlantic Coast
 Nicholas Celona, Vice President Government
 Services



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

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

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

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

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

HONOLULU
 606 Kalihi St., Honolulu, HI 96819
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 625 N. York St., Houston, TX 77003
 (713) 659-5152

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 5100 Belfort Rd., Jacksonville, FL 32256
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 1121 7th St., Oakland, CA 94607
 (510) 444-2360

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 (215) 336-3818

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

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

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

ST. LOUIS/ALTON
 4581 Gravois Ave., St. Louis, MO 63116
 (314) 752-6500

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

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

Inquiring Seafarer

Editor's note: Two of the individuals interviewed for this feature – Nathaniel Russell and William Goss – are members of the SIU-affiliated Seafarers Entertainment and Allied Trades Union. All of the interviews took place in Piney Point, Maryland.

Question: What is one of the best gifts you've ever received, and what made it so?



Nathaniel Russell
SEATU Member

Winter socks, for use at the apartment I was living in. It was really awesome and made life more comfortable. We had hardwood floors.



Reinaldo Rivera
Chief Cook

Wow. It's been a long time, so I don't know what to say. I don't recall anything. Sorry about that, but it's true. I'm not going to lie.



William Goss
SEATU Member

A passion for travel and adventure. I consider the interest in travel a gift. I just love new experiences – experiencing other cultures, experiencing the world.



Richetta Jackson
Chief Steward

Coming here (to the school) is a great experience, and so is traveling overseas. Seeing the whole world and providing for your family.



Jamaal McKenzie
Chief Cook

Traveling. Opening my mind up to new ways of living – seeing what other people go through. Going places I would never go without this career.



Ashley Fabor
Chief Cook

My greatest gift has been travel. I get to travel for free, meet new people and upgrade in my career. That's a blessing and a great opportunity. I would also say home ownership has been a great gift.

Pic From The Past



Seafarer Russell Cobb (second from right) and his family enjoy a Christmas celebration at the hiring hall in Norfolk, Virginia, in late December 1970.

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

Notice

Updated COVID Vaccination Policy for Entry into Paul Hall Center, Union Hiring Halls

Editor's note: The following news item was sent to the hiring halls and posted on the SIU website in late October.

Effective immediately, the COVID vaccine will no longer be a requirement to enter a hiring hall or to attend classes at the Paul Hall Center. Apprentices are, however, still required to be vaccinated in order to be assigned to apprentice positions. If anyone else is not fully vaccinated (meaning the original vaccines and any available booster shots), either by choice or by an approved medical or religious exemption, you are required to be masked at all times while indoors

on the properties.

In a memo to SIU vice presidents and the halls, SIU Secretary-Treasurer David Heindel wrote, "We still strongly recommend and encourage all members to be fully protected from the virus." He noted that while the vaccines don't provide complete immunity, they have "been consistently shown to lessen the effects of the illness and keep us out of the hospital or worse. With that in mind, we will continue to provide benefits for the COVID vaccine(s) and booster vaccine(s)."

For more information, Seafarers are encouraged to contact their respective port agents.

Make Arrangements Before Arriving for Piney Point Stay

Seafarers are welcome to stay at the Paul Hall Center in Piney Point, Maryland, even if they're not enrolled in a class there - if space is available and a reservation has been made.

Members are encouraged to work with their respective port agents or email Jay Wiegman at jaywiegman@seafarers.org regarding reservations for themselves and any family members who want to stay with them at the school. The cost for room

and board for members is \$40 per night (plus tax), and \$10 apiece for each guest. Again, this applies to individuals who are not enrolled in a course. Anyone showing up to the base unannounced will not be allowed on campus.

In addition to verifying arrival and departure dates, members will be required to submit proof of vaccination (or exemption from the requirement) for COVID-19 both for themselves and any guests.

December 2022 & January 2023 Membership Meetings

Piney Point.....	Monday: December 5, *Tuesday: January 3
Algonac.....	Friday: December 9, January 6
Baltimore.....	Thursday: December 8, January 5
Guam.....	Thursday: December 22, January 19
Honolulu.....	Friday: December 16, January 13
Houston.....	Monday: December 12, January 9
Jacksonville.....	Thursday: December 8, January 5
Joliet.....	Thursday: December 15, January 12
Mobile.....	Wednesday: December 14, January 11
New Orleans.....	Tuesday: December 13, January 10
Jersey City.....	Tuesday: December 6, January 3
Norfolk.....	Friday: December 9, January 6
Oakland.....	Thursday: December 15, January 12
Philadelphia.....	Wednesday: December 7, January 4
Port Everglades.....	Thursday: December 15, January 12
San Juan.....	Thursday: December 8, January 5
St. Louis.....	Friday: December 16, January 13
Tacoma.....	Friday: December 23, January 20
Wilmington.....	Monday: December 19, *Tuesday: January 17

* Piney Point change due to New Year's Day observance

* Wilmington change due to Martin Luther King Day observance

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from October 14 - November 14. "Registered on the Beach" data is as of November 14.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	12	4	2	10	5	2	8	21	5	1
Anchorage	0	0	1	1	1	0	1	1	2	1
Baltimore	1	1	1	0	1	1	0	3	2	0
Fort Lauderdale	14	6	6	14	4	6	11	20	13	6
Guam	4	0	2	3	0	1	0	4	0	1
Harvey	9	6	0	8	1	1	1	11	6	3
Honolulu	7	3	0	6	1	0	1	8	5	0
Houston	30	12	3	23	10	3	13	36	21	5
Jacksonville	31	28	6	17	14	3	9	48	44	4
Jersey City	32	10	7	21	4	3	9	44	20	6
Joliet	4	1	0	2	0	0	1	2	1	0
Mobile	5	5	3	4	2	2	2	11	7	3
Norfolk	19	10	4	16	10	4	4	22	11	2
Oakland	9	2	0	6	2	0	3	13	1	0
Philadelphia	2	2	0	1	0	0	0	4	2	1
Piney Point	0	6	0	2	7	0	2	3	1	0
Puerto Rico	10	3	2	5	2	1	3	7	5	1
Tacoma	12	6	4	10	3	0	5	27	10	7
St. Louis	2	1	0	1	0	0	0	3	1	0
Wilmington	22	8	2	18	2	1	12	36	11	2
TOTALS	225	114	43	168	69	28	85	324	168	43
Engine Department										
Algonac	4	0	2	3	0	1	2	6	1	2
Anchorage	0	0	0	1	0	0	0	1	0	0
Baltimore	5	2	0	3	1	1	3	2	2	0
Fort Lauderdale	5	5	1	7	3	0	6	9	6	2
Guam	2	2	1	1	2	1	0	2	2	0
Harvey	3	1	0	1	2	0	1	2	2	0
Honolulu	5	3	1	2	3	0	0	8	7	1
Houston	13	5	1	6	4	2	3	17	7	2
Jacksonville	23	11	2	14	8	0	6	27	20	5
Jersey City	9	3	0	5	6	0	3	12	7	0
Joliet	1	0	0	0	0	0	0	1	2	0
Mobile	0	2	1	1	1	0	1	0	8	1
Norfolk	14	8	4	10	7	3	4	16	12	4
Oakland	6	1	1	2	1	0	1	10	5	1
Philadelphia	3	1	0	1	1	0	0	5	0	0
Piney Point	3	4	0	2	3	0	1	2	3	0
Puerto Rico	5	3	0	3	0	0	0	6	4	0
Tacoma	8	3	1	7	5	1	3	15	5	3
St. Louis	0	2	0	1	1	0	0	3	2	1
Wilmington	12	5	2	13	4	0	5	25	12	4
TOTALS	121	61	17	83	52	9	39	169	107	26
Steward Department										
Algonac	5	1	0	2	1	0	0	6	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	1	0	0
Fort Lauderdale	11	4	0	4	2	0	4	17	13	0
Guam	1	1	0	0	0	0	0	1	2	0
Harvey	3	2	0	2	3	0	2	7	1	0
Honolulu	4	3	2	1	2	1	1	7	3	1
Houston	16	10	2	11	3	3	8	21	11	1
Jacksonville	14	11	1	4	7	1	3	24	19	3
Jersey City	9	5	2	7	1	0	2	13	7	3
Joliet	0	0	0	0	0	0	1	1	0	0
Mobile	2	3	0	0	4	0	2	4	5	0
Norfolk	13	9	5	5	6	1	4	17	14	8
Oakland	9	3	1	6	2	3	5	14	3	1
Philadelphia	1	1	0	0	0	0	0	1	2	0
Piney Point	1	8	2	2	5	0	3	3	4	2
Puerto Rico	2	2	2	3	2	0	2	5	4	4
Tacoma	7	3	0	3	2	0	4	13	3	0
St. Louis	3	2	0	2	2	0	0	2	0	0
Wilmington	21	4	1	15	4	1	9	32	15	3
TOTALS	122	72	18	67	46	10	50	189	108	26
Entry Department										
Algonac	1	11	4	0	8	4	5	2	10	9
Anchorage	1	0	1	0	0	0	0	1	3	3
Baltimore	0	0	4	0	0	3	0	0	0	2
Fort Lauderdale	0	3	3	0	1	2	1	0	5	6
Guam	0	0	3	0	0	2	0	0	0	1
Harvey	1	1	3	0	1	1	1	2	0	5
Honolulu	0	1	3	0	1	5	1	0	3	3
Houston	2	14	17	3	9	9	3	2	16	22
Jacksonville	4	28	53	0	6	23	6	5	40	100
Jersey City	1	12	8	1	5	8	1	2	15	21
Joliet	0	0	1	0	0	1	1	0	1	2
Mobile	1	1	0	0	0	0	0	1	1	1
Norfolk	0	8	21	0	9	12	6	0	16	31
Oakland	0	1	3	0	4	4	4	3	8	6
Philadelphia	0	0	0	0	1	2	0	0	1	2
Piney Point	0	2	11	0	3	10	3	0	1	7
Puerto Rico	0	0	0	0	0	0	0	0	0	0
Tacoma	2	9	5	1	4	3	1	3	24	8
St. Louis	0	1	1	0	1	0	0	0	0	1
Wilmington	2	14	7	0	5	3	1	4	30	11
TOTALS	15	106	148	5	58	92	34	25	174	241
GRAND TOTAL:	483	353	226	323	225	139	208	707	557	336

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.

EDWARD A CARTER, JR (Sealift Inc) April 25 – Chairman **Reynaldo Tinay**, Secretary **Janelle Harper**, Educational Director **George Box**. Chairman went over concerns regarding gym equipment. He announced his plans to write a formal letter to company requesting a new weight machine and new flooring in gym. Everything directed to company should be addressed in writing per Chairman. Educational director reported difficulties among members who are trying to get into Paul Hall Center classes within a timely manner. No beefs or disputed OT reported. Ship to dock May 2. Crew was advised of upcoming annual Coast Guard inspection. New educational director and several new delegates were announced for deck and engine departments. Members requested company-supplied coveralls, couch covers, repair to washers and dryers and updated material in Library. Next Port: Chinhae, Korea.

LIBERTY (Tote Services), October 6 – Chairman **David Denizac**, Secretary **Rondell Richardson**, Deck Delegate **Antonio Zorrilla**. Chairman encouraged crew to read President's column in the *Seafarers LOG*. Educational director advised members to inquire about scholarships and to upgrade at the union-affiliated Piney Point school. He reminded crew to keep all documents up to date. No beefs or disputed OT reported. Chairman urged members to support SIU leadership and to keep up on issues concerning union jobs. Secretary suggested lowering sea time required to qualify for retirement. Steward department was thanked for a job well done. Crew voiced concerns with onboard living conditions as well as the passageway cameras that they see as an inva-

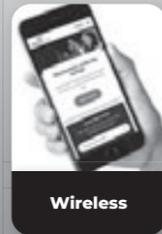
sion of privacy. Members went over wages and asked for higher payrates on weekends and holidays. Bosun thanked the deck department for a job well done with no injuries. Crew requested mattresses, pillows, towels and electric fans in each room. Members emphasized the need for a slop chest.

ARC DEFENDER (TOTE Services), October 11 – Chairman **Timothy Fogg**, Deck Delegate **Eric Chapman**, Engine Delegate **Norman Pandey**. Chairman thanked everyone for helping get vessel in good order. Educational director encouraged fellow mariners to upgrade at union-affiliated school in Piney Point, Maryland, and to keep documents updated. No beefs or disputed OT reported. Crew discussed upcoming overseas voyage and related contractual items.

ALASKAN NAVIGATOR (Alaska Tanker Company), October 18 – Chairman **Adel Ahmed**, Secretary **Albert Sison**, Educational Director **Imran Khan**, Deck Delegate **Bonifacio Fortes**, Engine Delegate **Aljohn Fernandez**, Steward Delegate **Branden Williams**. Four new TVs ordered. Members went over the president's report and new pay scale. Bosun reminded crew to maintain the laundry room. Steward department was commended for good food and good housekeeping. They thanked Bosun for installing new flooring in steward bathroom. Educational director advised crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew requested 20 for 30 vacation time and better Wi-Fi. Members motioned for steward assistant wages to be increased to match all other entry level positions. Next Port: Long Beach, California.

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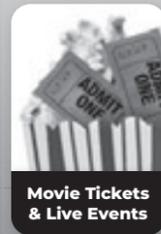
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Flowers & Gifts



Restaurants



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12/22

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

OHENEBA FRANCIS ACKON

Brother Oheneba Francis Ackon, 65, started his career with the union in 2005. He first shipped on the *Pride of America* and sailed in both the deck and engine departments. Brother Ackon upgraded at the Paul Hall Center on multiple occasions. He most recently sailed on the *Seabulk Challenge* and makes his home in Fairfield, Ohio.



OLIVER BALICO

Brother Oliver Balico, 65, joined the Seafarers International Union in 1993, initially sailing aboard the *Independence*. He upgraded at the Piney Point school on multiple occasions and shipped in the deck department. Brother Balico's final vessel was the *Maersk Saratoga*. He is a resident of Bergenfield, New Jersey.



JEROME BUTLER

Brother Jerome Butler, 65, embarked on his career with the SIU in 1981 when he sailed on the *Coastal California*. He shipped in both the deck and engine departments and upgraded at the Paul Hall Center within his first year of membership. Brother Butler's final vessel was the *Stonewall Jackson*. He resides in Tickfaw, Louisiana.

ELDIN EBANKS

Brother Eldin Ebanks, 66, joined the Seafarers International Union in 1997, initially sailing on the *Liberty Sun*. He worked in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Ebanks last shipped on the *Green Cove* and calls Savannah, Georgia, home.



ARMANDO EVANGELISTA

Brother Armando Evangelista, 67, started sailing with the SIU in 1999 when he worked on the *Beaver State*. He primarily shipped in the steward department and upgraded at the Paul Hall Center in 2001. Brother Evangelista's final vessel was the *Seabulk Challenge*. He resides in Metairie, Louisiana.

PAUL FLORES

Brother Paul Flores, 65, joined the union in 2001. A deck department member, he first sailed aboard the *Chilbar*. Brother Flores upgraded at the Piney Point school in within the first year of his membership.



He last sailed on the *Maersk Utah* and lives in Fall River, Massachusetts.

MICHAEL GELLIZEAU

Brother Michael Gellizeau, 66, donned the SIU colors in 1999 when he sailed aboard the *USNS Bowditch*. He was an engine department member and last shipped on the *USNS Waters*. Brother Gellizeau is a resident of Shelbyville, Indiana.



HAYDEN GIFFORD

Brother Hayden Gifford, 65, joined the union in 1978. A deck department member, he first sailed aboard the *Constitution*. Brother Gifford upgraded on several occasions at the Paul Hall Center. He last sailed on the *Horizon Enterprise* and resides in Saipan, Northern Mariana Islands.



ABDUL HASAN

Brother Abdul Hasan, 66, signed on with the SIU in 1985 and first sailed aboard the *Sealand Mariner*. He upgraded at the Piney Point school on several occasions and was a steward department member. Brother Hasan most recently sailed on the *Horizon Anchorage*. He makes his home in Tukwila, Washington.



GEORGE HENDERSON

Brother George Henderson, 65, became an SIU member in 1990 when he sailed on the *USNS Silas Bent*. He upgraded often at the Paul Hall Center and worked in the engine department. Brother Henderson's final vessel was the *Liberty Island*. He is a resident of Mountain City, Tennessee.



PAUL JOHNSON

Brother Paul Johnson, 65, embarked on his career with the Seafarers in 1975, initially sailing on the *Aguadilla*. He was a member of the engine department and upgraded at the Piney Point school on multiple occasions. Brother Johnson last shipped on the *Buyer* and calls Cheyenne, Wyoming, home.



JUMA JUMA

Brother Juma Juma, 68, joined the

SIU in 1997 when he sailed with Moran Towing of Philadelphia. He sailed in the engine department and upgraded at the Paul Hall Center on several occasions. Brother Juma most recently shipped on the *Garden State* and makes his home in Philadelphia.



GARY LOFTIN

Brother Gary Loftin, 67, signed on with the union in 1980. He first sailed aboard the *Monticello* and worked in the steward department. Brother Loftin upgraded often at the Piney Point school. He last shipped on the *Horizon Kodiak* and is a resident of Lacey, Washington.



RONALD LUKACS

Brother Ronald Lukacs, 73, began sailing with the Seafarers in 1978, initially working aboard an Altair Steamship vessel. He sailed in the engine department and upgraded at the Paul Hall Center on several occasions. Brother Lukacs most recently shipped on the *Cape Kennedy*. He lives in Slidell, Louisiana.



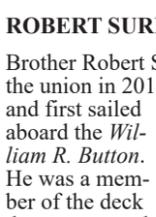
NIEVES NUNEZ

Brother Nieves Nunez, 65, donned the SIU colors in 1991. He first sailed aboard the *Independence* and worked primarily in the deck department. Brother Nunez upgraded at the Piney Point school on multiple occasions. He last sailed on the *Maersk Iowa* and resides in the Bronx, New York.



PHILIP PAQUETTE

Brother Philip Paquette, 66, signed on with the SIU in 1990. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Paquette's first vessel was the *Sea Wolf*; his last, the *Maersk Kensington*. He makes his home in Byron, Maine.



ROBERT SURETTE

Brother Robert Surette, 65, joined the union in 2011 and first sailed aboard the *William R. Button*. He was a member of the deck department and upgraded often at the union-affiliated Piney Point school. Brother Surette last shipped on the *Sunshine State*. He lives in Bristol, Tennessee.



EUGENE TUGGLE

Brother Eugene Tuggle, 72, embarked on his career with the Seafarers in 1999 when he shipped on the *USNS Watson*. He sailed in the deck department and upgraded at the Paul Hall Center in 2018. Brother Tuggle's final vessel was the *Liberty Peace*. He resides in Harvey, Louisiana.



GREAT LAKES

MICHAEL FORBES

Brother Michael Forbes, 69, signed on with the SIU in 2012. He was employed by Port City Marine Services for the duration of his career, often working aboard the *Prentiss Brown*. Brother Forbes was a deck department member. He resides in Cuba City, Wisconsin.

JEFFERY JOHNSON

Brother Jeffery Johnson, 65, started sailing with the union in 1988, initially shipping on the *USNS Assertive*. He sailed in both the deck and engine departments and upgraded at the Paul Hall Center in 2008. Brother Johnson concluded his career aboard the *Walter J. McCarthy* and calls Trempealeau, Wisconsin, home.



BRENDAN MURPHY

Brother Brendan Murphy, 65, donned the SIU colors in 1976 when he worked with H&M Lake Transport. He upgraded often at the Paul Hall Center and sailed in the deck department. Brother Murphy's final vessel was the *Cleveland*. He settled in Morgan City, Louisiana.



STEVEN ROZNOWSKI

Brother Steven Roznowski, 65, signed on with the SIU in 1977, initially sailing on the *E.M. Ford*. An engine department member, he upgraded at the Piney Point school on several occasions. Brother Roznowski last sailed on the *American Mariner* and settled in Alpena, Michigan.



INLAND

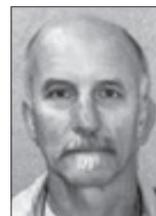
MATTHEW LESTER

Brother Matthew Lester, 64, joined the Seafarers International Union in

1988. He was a member of the deck department and worked for Tampa Bay Pilots for the duration of his career. Brother Lester lives in Tampa, Florida.

GORAN MILISIC

Brother Goran Milisic, 66, signed on with the Seafarers in 2000 when he sailed with American Marine Corporation. An engine department member, he upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Milisic was most recently employed by Crowley Towing and Transportation. He makes his home in La Mesa, California.



STANLEY RIEDER

Brother Stanley Rieder, 63, began sailing with the Seafarers in 1979. He was a deck department member and worked for Crescent Towing & Salvage for his entire career. Brother Rieder lives in Destrehan, Louisiana.

RICHARD ROEL

Brother Richard Roel, 63, started his career with the union in 1978 when he worked with McAllister Towing of Philadelphia. He shipped in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Roel last sailed on the *Padre Island*. He is a resident of Sturgeon Bay, Wisconsin.



ROBERTO VALENTIN VEGA

Brother Roberto Valentin Vega, 62, joined the SIU in 1976. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Valentin Vega was employed by Crowley Puerto Rico Services for the duration of his career. He resides in Arecibo, Puerto Rico.



ROBERT WARD

Brother Robert Ward, 64, joined the union in 2003. He worked for Crowley for the duration of his career. Brother Ward makes his home in Berlin, New Jersey.

NMU

JOSE DE BRITO MORENO

Brother Jose De Brito Moreno, 65, joined the Seafarers International Union during the 2001 SIU/NMU merger. An engine department member, he last sailed aboard the *Mormac Sun*. Brother De Brito Moreno resides in Seekonk, Massachusetts.

Final Departures



DEEP SEA

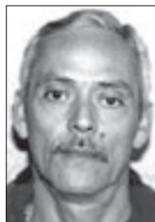
JAMES ADAIRE

Pensioner James Adaire, 80, died September 28. Born in Clyde, Ohio, he embarked on his career with the SIU in 1963. Brother Adaire first sailed with Penn Export Company. He worked in the deck department and concluded his career aboard the *Sam Houston* in 1997. Brother Adaire began collecting his pension the following year and called Folsom, Louisiana, home.



LUIS ALMODOVAR

Pensioner Luis Almodovar, 70, passed away October 1. He joined the Seafarers International Union in 1970. Brother Almodovar's first vessel was the *Guayama*. He sailed in the engine department and also worked on shore gangs. Brother Almodovar was last employed by Cargotec Services and retired in 2012. He lived in Staten Island, New York.



JORGE BERMEO

Pensioner Jorge Bermeo, 77, died January 16. He began his career with the SIU in 1969 when he shipped on the *Del Valle*. Brother Bermeo was an engine department member. He last sailed aboard the *Expedition* before becoming a pensioner in 2001. Brother Bermeo resided in Linwood, New Jersey.



WILLIAM DICKEY

Pensioner William Dickey, 79, passed away October 25. He began sailing with the SIU in 1967. Brother Dickey was a deck department member and first shipped on the *Western Comet*. He last sailed on the *Florida* and retired in 2007. Brother



Dickey made his home in Livingston, Texas.

RICARDO ELLIS

Pensioner Ricardo Ellis, 66, died November 1. He became a member of the SIU in 1984 when he sailed with Orgulf Transport. Brother Ellis worked in the steward department and most recently shipped



on the *Pennsylvania*. He became a pensioner in 2021 and settled in the Bronx, New York.

REGINALD GREEN

Pensioner Reginald Green, 65, passed away October 22. He signed on with the Seafarers International Union in 1978, initially sailing with Southern Ohio Towing. Brother Green sailed in both the deck and engine departments. He last shipped aboard the *Ambassador* in 1991. Brother Green began collecting his pension earlier in 2022 and lived in Tampa, Florida.



RUSSELL HAYNES

Pensioner Russell Haynes, 70, died November 2. He started sailing with the union in 1969. A deck department member, Brother Haynes first shipped on the *Jefferson Davis*. He concluded his career aboard the *Liberty Spirit* before retiring in 2012. Brother Haynes resided in Shenandoah, Texas.



CHARLES MOLL

Pensioner Charles Moll, 81, passed away October 26. He joined the union in 1967 and first sailed aboard the *Chilore*. Brother Moll sailed in all three departments and also worked on shore gangs, but spent most of his time with the SIU sailing in the deck department. He most recently sailed on a Waterman ship, in 1992. Brother Moll lived in DeFuniak Springs, Florida.

ARDEN SELLICK

Pensioner Arden Sellick, 83, has passed away. An engine department member, he joined the Seafarers in 1963 when he worked with Isco Inc. Brother Sellick's final vessel was the *Walter Rice*. He began collecting his pension in 2003 and made his home in Portland, Oregon.



WILLIAM SMITH

Brother William Smith, 68, has passed away. He signed on with the union in 2011 and first sailed aboard the *Courage*. Brother Smith shipped in the deck department, most recently aboard the *Lawrence Gianella* in 2017. He lived in Orono, Maine.



GREAT LAKES

MICHAEL BUDNIK

Pensioner Michael Budnik, 71, passed away October 9. He joined the SIU in 1970 and was an engine department member. Brother Budnik's first vessel was the *Lewis G. Harriman*. He last sailed aboard the *American Republic* in 1993. Brother Budnik went on pension in 2016 and settled in Pearland, Texas.

JOSE VERA

Pensioner Jose Vera, 98, died October 22. He donned the SIU colors in 1964 when he shipped with Great Lakes Associates. Brother Vera worked in the engine department and last sailed on the *Steel Crapo*. He began collecting his pension in 1989 and lived in Laredo, Texas.

INLAND

ALTON BERTRAND

Pensioner Alton Bertrand, 87, passed away October 12. He signed on with the Seafarers International Union in 1985 and shipped in the deck department. Brother Bertrand was employed by Higman Barge Lines for the duration of his career. He retired in 1996 and made his home in Lake Arthur, Louisiana.

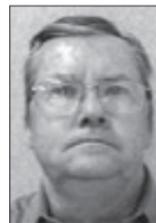


JAMES CONNOR

Brother James Connor, 63, died September 23. Born in Philadelphia, he donned the union colors in 1996. A deck department member, Brother Connor worked with Crowley for his entire career. He called Cherry Hill, New Jersey, home.

LEVY LAWRENCE

Pensioner Levy Lawrence, 78, passed away October 14. He joined the SIU in 1979 and was a deck department member. Brother Lawrence was employed with Allied Transportation for the majority of his career. He retired in 2007 and made his home in Norfolk, Virginia.



WILFRED POPOUR

Pensioner Wilfred Popour, 88, died October 23. He started sailing with the union in 1977 when he worked with Gulf Atlantic Transportation. Brother Popour was a member of the deck department. He was last employed by Admiral Towing and Barge and went on pension in 1996. Brother Popour



called Orange Park, Florida, home.

STUART STEPHENS

Pensioner Stuart Stephens, 74, passed away September 25. He signed on with the Seafarers International Union in 1997. Sailing in the deck department, Brother Stephens worked for Crowley Towing and Transportation for his entire career. He became a pensioner in 2013 and resided in Port Orange, Florida.



JOSEPH VOLIVA

Pensioner Joseph Voliva, 76, died October 22. A deck department member, he began his career with the Seafarers in 1963. Brother Voliva was first employed by R.K. Davis Transportation. He retired in 1997, after concluding his career with Penn Maritime. Brother Voliva made his home in Belhaven, North Carolina.



NMU

BIENVENIDO PAGAN

Pensioner Bienvenido Pagan, 71, passed away January 24. He sailed with the NMU prior to the 2001 merger with the SIU. Brother Pagan was an engine department member and last sailed aboard the *Lykes Explorer* in 2004. He went on pension 2015 and settled in Houston.

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

NAME	AGE	DOD
Abrahams, Douglas	102	10/19/2022
Bellas, John	93	10/24/2022
Carter, Ashley	83	10/22/2022
Cruz, Antonio	90	10/31/2022
Gomes, Ricardo	73	10/16/2022
James, Robert	97	11/04/2022
Molis, Gloria	89	08/27/2022
Nickerson, Lawrence	94	10/18/2022
Wilson, Raymond	93	10/14/2022



Seafarers Money Purchase Pension Plan Update

Recently, statements were mailed that provide lifetime income illustrations for participants in the SMPPP. This statement is in addition to the one that you will receive in April of each year.

New federal regulations require us to send you an estimate of your SMPPP benefit if it is paid as a monthly annuity beginning at age 67. In that case, your current account balance is converted to monthly payments.

The example in the notice assumes that payments began December 31, 2021 and that you were at least age 67 on that date. If you are younger or older when you retire, and elect a monthly benefit payment, that will affect the amount.

Please note that this statement does not reflect any benefit that may be available from the Seafarers Pension Plan.

The notice may be confusing, so if you have any questions, please contact the Membership Assistance Department (MAP) at 1-800-252-4674.

Credentials Lost Due to Hurricanes Fiona and Ian

In accordance with Federal regulations, duplicate Merchant Mariner Credentials (MMCs) may be issued free of charge to mariners whose credentials were lost or destroyed as a result of Hurricane Fiona in Puerto Rico and Hurricane Ian in Florida. Affected mariners should follow the steps below to obtain an expedited replacement credential:

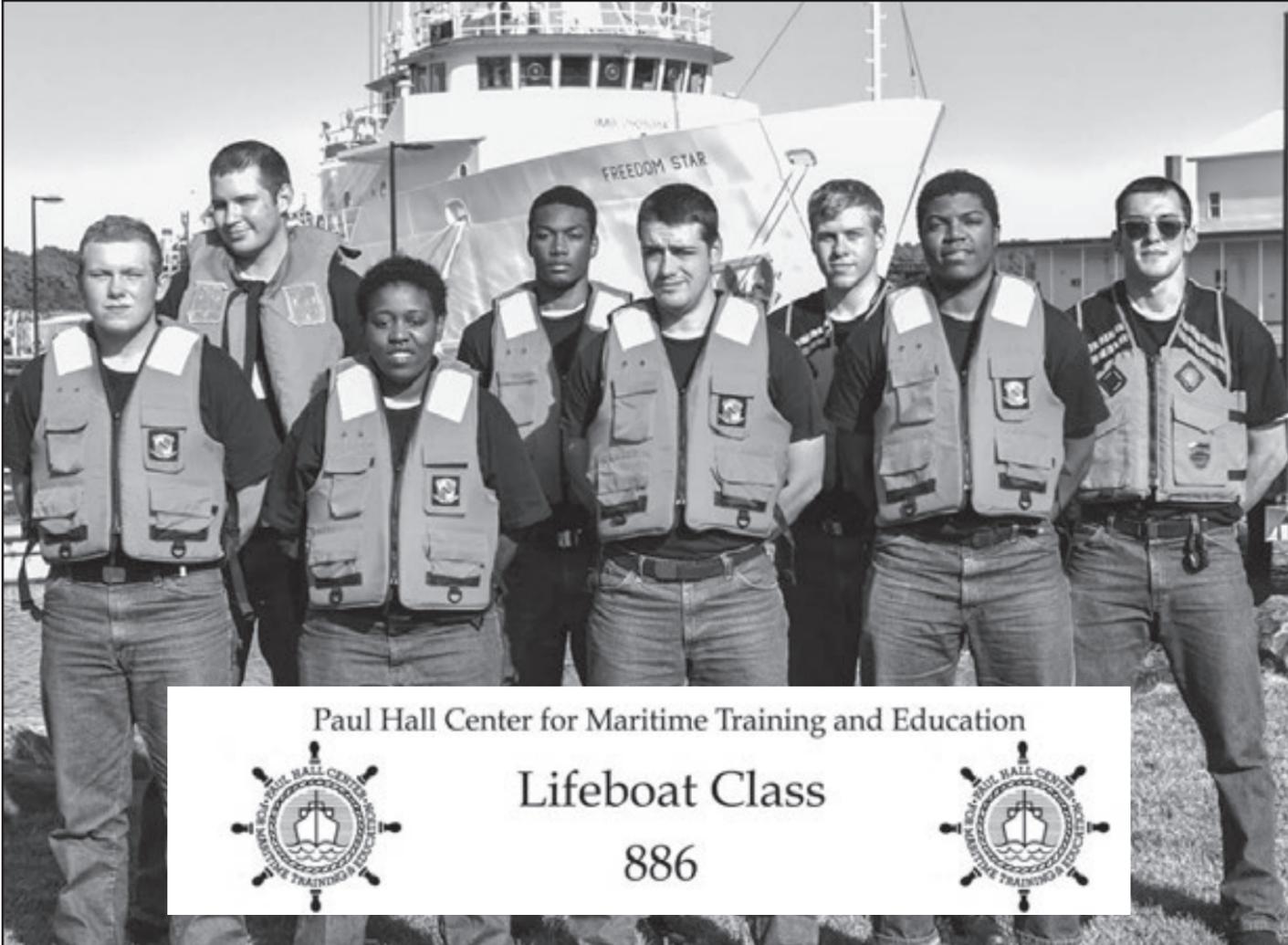
Provide a statement of loss to the National Maritime Center (NMC) via fax at (304) 433-3412 or via e-mail at IASKNMC@uscg.mil. The statement should contain the following:

- Mariner's full name
- Mariner's date of birth
- Mariner's reference number (MRN) (if you don't know the MRN, include the mariner's Social Security number)
- The mailing address that the replacement credential should be sent to
- Current phone number and/or e-mail address that the NMC can use to contact the mariner with questions, if necessary
- Description of the circumstances surrounding the loss/destruction of the credential.

Unless otherwise requested, any duplicate MMCs issued per the request process above will include a corresponding Medical Certificate, if previously issued. We will make every effort to have duplicate credentials mailed out the next business day. Alternatively, mariners may submit form CG-719B, Application for Merchant Mariner Credential, to one of the Regional Exam Centers with the information above. If your credential is unserviceable due to damage or your lost credential is subsequently found, that credential should be mailed to the NMC.

If you have questions or feedback regarding duplicate credentials, please contact the NMC via our Online Chat or Ticketing System, by e-mailing IASKNMC@uscg.mil, or by calling (888) IASKNMC (427-5662).

Paul Hall Center Classes



Water Survival (Upgrader) – Yahia Obadi Yahia (above) recently completed his requirements in this course. A GUDE who ships out of Tacoma, Yahia graduated Oct. 10.

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

Apprentice Water Survival Class #886 – Graduated Oct. 7 (above, in alphabetical order): Diego Diaz Florez, Britorria Hogan, Craig Lash II, Matthew McManus, Pyron Meyers, Kaicee Proctor, Christopher Rolbiecki and Ubaydulwakeel Shambley.



RFPNW (Phase III) – Graduated Oct. 14 (above, in alphabetical order): Marc-Antony David Arcila, Corey Bellezza, Jacob Burleson, Elijah Courtney, Dashiell Depaulis, Elijah Dejean Diallo, Nathan Dixon, Tyler Dreschel, Mark Ina Jr., Dion Martin, Julian Ramirez, Alexander Reay, Riley Russ, Kamron Jaquez Stripling, Stephanie Lee Marie Vidro, Steven Ware and Landon Williams. Upon the completion of their training, each plans to work in the deck departments aboard SIU-crewed vessels. Instructor Dominic Hix is second from left.

Tank Ship Familiarization DL – Graduated Oct. 28 (photo at right, in alphabetical order): Jonathan Augusto Bernardez, Jessina A.K. Fernandez, Terren Fields, David Garrett, Jasen Lapointe, Alexander Ruiz-Fernandez, Dennis Salvatore Saggese, Mica Sexton, Jason Springer and Blake Stoltenwerck.



Paul Hall Center Classes



Government Vessels – Graduated Oct. 21 (above, in alphabetical order): Ayesh Saleh Boobak Ahmed, Marciano Amancio Amandoron, Loren Arriola, Julien Kei Charlet, Marcil Ducre Jr., Marques Johnson, Paul Manning, Thomas Nelson Jr., Alexander Ruiz-Fernandez, Simone Solomon, Ruel Antigro Torres, Pomaikai Nathaniel Velasquez, Jonathan White and Philip Anthony Villaflor Zulueta.



Chief Steward – Graduated Oct. 7 (above, in alphabetical order): Edgar Villanueva Castillo, Reynard Akeem Gibbs, Madina Lawless, Emmanuel De Gracia Matias, Salah Kayd Omar and Ekedra Turner.



Certified Chief Cook (Module 4B) – Graduated Oct. 14 (above, in alphabetical order): Gregory Castor, Arlando Comboy Espin, Khaleel Saeed Saleh Heidra Sr., and Steven Johnson.



Certified Chief Cook (Module 4A) – Graduated Oct. 14 (photo at left, in alphabetical order): Cameron Keating, Steven Laubach, Luis Alberto Mejia Lambert, Nagi Ahmed Musa, Edgardo Padagdag and Andrea Sharpe.



Captain Credits Mariners For 'Outstanding' Response

Alliance Fairfax Crew Aids Migrants



SIU members played key roles in a recent mobilization supporting Cuban migrants on an overloaded boat in the Straits of Florida.

Mariners from the *Alliance Fairfax* (operated by Maersk Line, Limited) provided medical assistance, water and general support for the 18 people aboard the small craft, beginning around 7 a.m. on Oct. 18. The SIU crewed ship launched its lifeboat and remained on the scene until U.S. Coast Guard personnel arrived.

ABs **Jairo Jacob Rochez** and **Benjamin Romero** were part of the lifeboat crew.

Vessel master Capt. Chuck Hendricks said the *Alliance Fairfax* was headed to Port Arthur, Texas, when a crew member spotted smoke on the horizon. The smoke soon died out, but mariners then identified the small boat.

"We got a little closer and the people on the boat started waving at us," Hendricks said. "I called the Coast Guard, and they asked us to stay on scene until they got there in an hour or so. We then launched a rescue boat."

One of the migrants had passed out. The bilingual ABs facilitated communications with the Cubans, while all of the lifeboat personnel teamed up in delivering water and making sure the distressed individual became stable.

"This was the first time I've done anything like this, but there were no problems," said Romero. "We had a plan, and everything went fine. For me, it was very nice to help people."

"Luckily, it was the perfect day for a rescue," said Recertified Steward **Rocky Dupraw**. "Bosun **Boyce Wilson** and Captain Hendricks and the rest of the sailors in the

deck department made it seamless. We were able to stop and help these people climb to safety (aboard the Coast Guard ship). I'm sure this was the last thing anyone could have expected waking up this morning, but we train for this. This is why we're professionals: to do a job and make sure everyone gets home safely. That means everybody."

Hendricks said the crew's response "was

outstanding. They really shined and did a great job of carrying on the tradition of maritime unions helping people at sea who are in distress. Everybody just jumped in right away and helped out wherever they could. It was all very professional and safe, and made me proud to say I work with those guys."

SIU members aboard the *Alliance Fairfax* during the voyage included Wilson, Rochez,

Romero, Dupraw, ABs **Andrew Bennett** and **Durlas Ruiz**, QEE **Ricardo Ducay**, OMUs **Leonilo Arano** and **Randy Slue**, Chief Cook **Santiago Amaya** and SA **Joshua Moore**.

Built in South Korea in 2005, the *Alliance Fairfax* is a roll-on/roll-off ship that's enrolled in the U.S. Maritime Security Program. The vessel is approximately 653 feet long and has a 104-foot beam.



The lifeboat from the *Alliance Fairfax* (right) approaches the migrant boat. Later, a U.S. Coast Guard vessel (left in photo at top of page) stops to pick up the passengers.