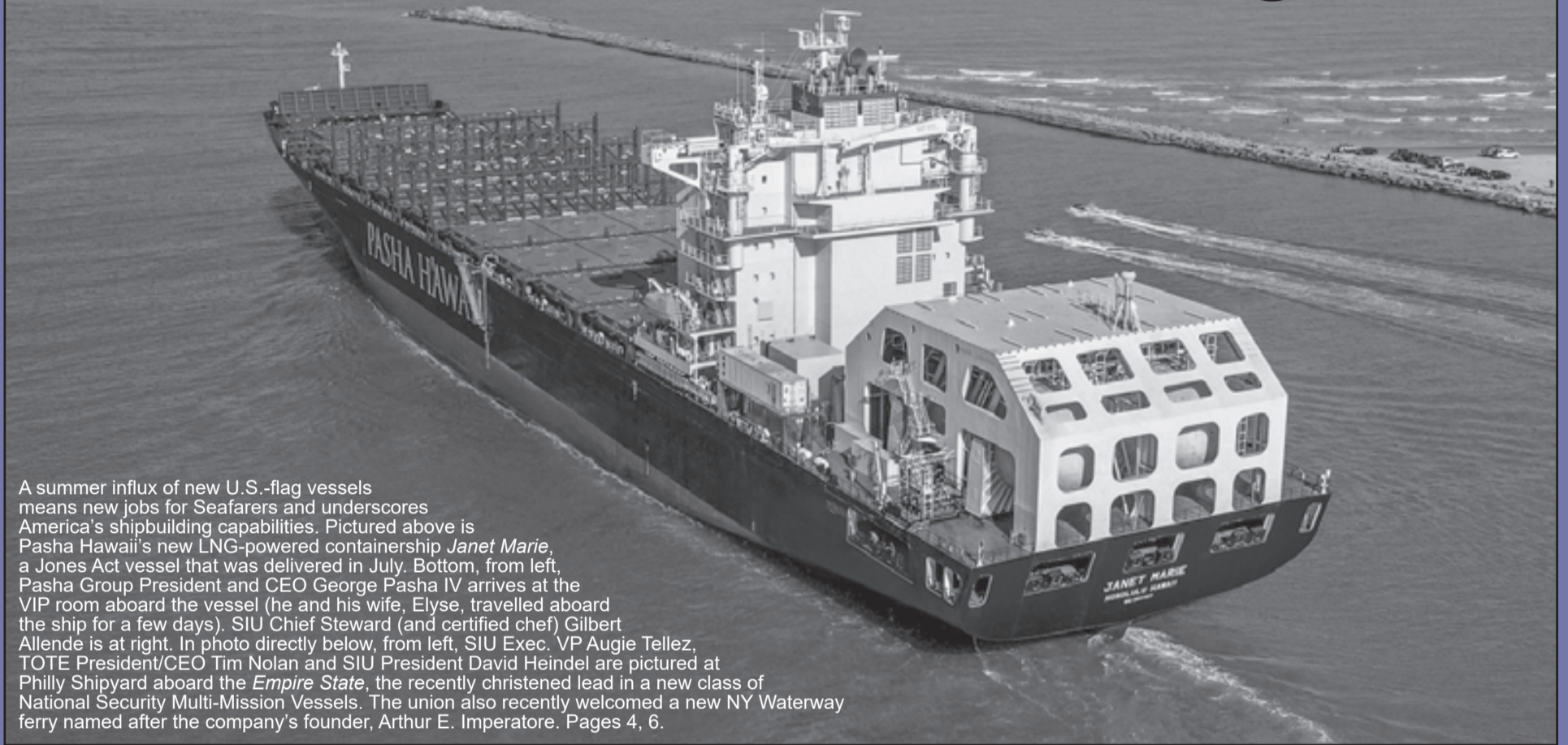


# SEAFARERS LOG

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

## Union Welcomes New Tonnage



A summer influx of new U.S.-flag vessels means new jobs for Seafarers and underscores America's shipbuilding capabilities. Pictured above is Pasha Hawaii's new LNG-powered containership *Janet Marie*, a Jones Act vessel that was delivered in July. Bottom, from left, Pasha Group President and CEO George Pasha IV arrives at the VIP room aboard the vessel (he and his wife, Elyse, travelled aboard the ship for a few days). SIU Chief Steward (and certified chef) Gilbert Allende is at right. In photo directly below, from left, SIU Exec. VP Augie Tellez, TOTE President/CEO Tim Nolan and SIU President David Heindel are pictured at Philly Shipyard aboard the *Empire State*, the recently christened lead in a new class of National Security Multi-Mission Vessels. The union also recently welcomed a new NY Waterway ferry named after the company's founder, Arthur E. Imperatore. Pages 4, 6.



## Members Ratify Contract With Great Lakes Dredge and Dock

Seafarers have strongly approved a new three-year contract in the Great Lakes Dredge and Dock hopper dredge division featuring significant wage increases and other gains. Pictured (below) aboard the *Galveston Island* during the ratification process are (from left) SIU Asst. VP Mike Russo, First A/E Matt Schleicher, C/E Michael Carron, C/E Chris Shedd and SIU New Orleans Port Agent Chris Westbrook. Page 3.



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# President's Report

## On the Right Course

Both within the SIU and in the larger U.S. maritime industry, we naturally spend most of our time focused on current and future tasks and challenges. At the same time, it's important to step back every now and then and acknowledge the good work we're doing and the very real progress we've made.



David Heindel

For examples, look no further than this issue of the *LOG*. We're reporting on new, American-made tonnage in different sectors of the industry. This includes a deep-sea containership (sailing in the Jones Act trade), a passenger ferry, and the lead in a new class of multi-purpose training vessels. Collectively, those vessels signal new jobs for SIU members, and they reinforce the excellent capabilities of our brothers and sisters in domestic shipbuilding.

I also salute the good-hearted volunteerism of our SIU brothers and sisters in the Pacific Northwest, who once again stepped up for the annual "Paint Tacoma" project. While their efforts aren't new, they also aren't taken for granted. And those labors of love speak volumes about the rank-and-file membership. Our members may

sometimes have tough exteriors, but they are generous, community-minded people who are happy to help others.

Speaking of assisting others – and switching subjects back to our everyday work – the SIU recently signed on in support of new legislation aimed at ensuring that U.S.-grown commodities remain the cornerstone of international food aid. The American Farmers Feed the World Act of 2023 offers numerous potential benefits, not the least of which is that it would boost the amount of cargo available to American-flag vessels (and their U.S. citizen crews).

The bill has bipartisan support. Upon its introduction, one of our industry's most steadfast supporters, U.S. Rep. John Garamendi (D-California), said in part: "American agriculture feeds the world, and United States-flag vessels are ready to deliver critical food aid to those countries most in need. Congress always intended for these foreign relief programs to be a triple bottom line: A win for America's farmers in years when they grow more than they can sell. A win for our nation's shipbuilding and maritime industries, guaranteeing cargo during peacetime so we have the U.S.-flag vessels needed during wartime. And a win for projecting the generous spirit of Americans to help those starving around the world. Our bipartisan bill restores this careful balance to ensure that taxpayer dollars for foreign relief are spent on American-grown foods transported on U.S.-flag vessels, not foreign alternatives."

This is one more example of why the SIU remains politically active. Seafarers know that our industry is heavily regulated, especially at the federal level. Our advocacy is vital to maintaining laws and programs like the Jones Act, the Maritime Security Program and cargo preference. Our political efforts also help lead to gains such as the new Tanker Security Program and the Cable Security Fleet.

Put another way: We're politically active because SIU jobs depend on it. And our advocacy for U.S. crews, American-flag ships and domestic shipbuilding is buoyed by the consistently outstanding work of Seafarers. People know that we are proud to serve as part of America's fourth arm of defense, and we're always committed to delivering the goods. This was quite evident during the pandemic, when our members and many other mariners stayed on the job while others worked from home. Any concerns about the supply chain did not apply to American-flag ships and American mariners.

We do indeed have a lot of work ahead of us, but I'm optimistic about our course.

### August Membership Meetings

Seafarers always are encouraged to attend the monthly membership meetings, but it's especially important this time around. We are going to request member approval to upgrade the currently non-constitutional and informational port offices in Norfolk, Virginia; Jacksonville, Florida; Wilmington, California; and Tacoma, Washington, to constitutional ports. This will benefit rank-and-file members. It's vitally important that these major ports help make the decisions that affect the whole of the membership while they are at sea, as reflected in our constitution. It's the right time for such a change.

## Efforts Underway to Curtail Chinese Logistics Tracking of U.S.-Flag Ships and Cargo

*Editor's note: The following article was posted by the Maritime Trades Department, AFL-CIO, to which the SIU is affiliated.*

Imagine the following scenario: American military forces are placed on alert for possible immediate action in a destination without a nearby military base. The equipment they will need to sustain their involvement is scheduled to be delivered aboard U.S.-flag merchant ships being loaded at various ports in the United States.

Massive Chinese-built cranes with electronic devices used for cargo tracking load the containers while electronic monitoring devices and software systems record which boxes stacked on which vessels carry the materiel and note the final destinations.

En route, the civilian-crewed ships receive orders to alter their plans as the original locations for disembarking have been disabled. American military forces, meanwhile, are left without their valuable and much-needed gear.

Think this is a movie plot awaiting an ending because of the writers' strike? Think again. This is one of numerous situations involving international logistics under consideration by elected officials, government agencies and port operators.

There are two linked threats. The first is a Chinese data management system increasingly being used around the world called LOGINK, "a logistics management platform that aggregates logistics data from various sources, including domestic and foreign overseas ports, foreign logistics networks, hundreds of thousands of users in the People's Republic of China and other databases," according to the Baker Institute of Rice University. (The Baker Institute is a 30-year-old nonpartisan think tank named for former U.S. Secretary of State James A. Baker III.)

The Baker Institute report adds, "LOGINK offers Beijing [China's capital] a means to monitor and shape the international logistics market, increase foreign strategic dependency on China, and exploit the vulnerabilities of LOGINK users for economic and geostrategic purposes."

LOGINK (which stands for China's state-supported National Public Platform for Transportation and Logistics) started late in this century's first decade as a provincial truck and logistics tracking system. By 2010, it was used for tracking data in northeast Asia including ports in China, Japan and South Korea.

According to the Baker Institute, LOGINK today has the ability to collect and funnel transportation and logistics information around the world. Using statistics from a Naval War College Review and included by the Baker Institute, China has a "presence in at least 95 overseas ports."

The second risk is due to China's dominance in building and supplying cranes used to load and offload cargo. These cranes are in use at ports in the United States and around the world. The software used to run these cranes can be remotely accessed and, as Chinese companies must follow the orders of the Chinese Communist Party, could be used to disable these cranes, thus stopping any loading or offloading. That is not some hypothetical threat: hacking has occurred with remote control of the cranes as reported by Forbes in 2019 (several foreign

ports) and by CNN in 2021 (Houston).

In a report delivered to the AFL-CIO International Affairs Committee earlier this month, Commissioner Michael Wessel of the U.S.-China Economic & Security Review Commission stated China wants to be a "transportation superpower by 2049."

Wessel noted that the Chinese offer LOGINK "to be a one-stop-shop replacing many of the functions of third-party logistics providers," but the companies/facilities "have to adopt Chinese standards." Additionally, the Baker Institute pointed out that China "stated as early as 2017 that LOGINK offers opportunities for the government to shape markets in the internet era."

The Chinese Communist Party directed that LOGINK be offered free of charge to ports globally and that strategy is working. Besides the Asian theater, Wessel stated LOGINK is being used in the ports of Rotterdam, Antwerp and Hamburg.

So, what does all this mean to the U.S. Merchant Marine?

Currently, ports that utilize Chinese-built cranes operate in the U.S. ports of Los Angeles, Long Beach, Oakland, Seattle, Charleston, Baltimore, Boston and Norfolk.

Quoting other sources, Wessel told the AFL-CIO committee that "some national-security and Pentagon officials have compared ship-to-shore cranes made by the China-based manufacturer to a Trojan horse. While comparably well-made and inexpensive, they contain sophisticated sensors that can register and track the provenance and destination of containers, prompting concerns that China could capture information about materiel being shipped out of the country to support U.S. military operations around the world."

In fact, The Wall Street Journal published a story on March 5 titled "Pentagon Sees Giant Cargo Cranes as Possible Chinese Spying Tools."

Recently, the chair of the House Homeland Security Committee, Army veteran Rep. Mark Green (Tennessee), stated, "On behalf of the American people, this committee is demanding answers on the risks these cranes pose to U.S. cybersecurity and the resilience of our critical infrastructure, which is a core aspect of the homeland security mission."

In addition, U.S. Rep. Dusty Johnson (R-South Dakota) has included an amendment to the 2024 National Defense Authorization Act making its way through Congress that would prohibit U.S. ports from utilizing LOGINK. "If LOGINK gained access to U.S. carriers and ports, the [Chinese government] would be at an extreme competitive advantage, allowing them to underbid foreign competitors and further increase dependency on Chinese markets," Johnson said, according to The Journal of Commerce.

"For U.S. mariners, being tracked by a foreign country brings visions of the First and Second World Wars when German U-Boats indiscriminately sunk our vessels," SIU President David Heindel recalled. "These logistics systems could allow for precise targets. Congress must act appropriately and swiftly to address this potential threat."

"These threats aren't part of some science fiction plot. They are real," Wessel declared. "America must respond."

## For a Great Cause



SIU VP Contracts George Tricker (right) and Maersk Line, Limited President and CEO Bill Woodhour (left) present a check to Boulder Crest Foundation Director of Philanthropy Janet Reid in Bluemont, Virginia. The proceeds came from this year's Seafarers Waterfront Classic (see the June *LOG* and/or the SIU website for coverage). The Boulder Crest Foundation is a non-profit organization serving military veterans, first responders and their families.

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

# Members Ratify 3-Year Contract

## Gains Secured for Great Lakes Dredge and Dock Crews

Seafarers employed in the Great Lakes Dredge and Dock (GLDD) hopper dredge division recently ratified a three-year contract that substantially increases wages, maintains benefits, and includes other gains.

Voting took place aboard the vessels, and a large majority of rank-and-file members approved the new agreement, which covers nearly 140 Seafarers. Bargaining sessions were conducted in Houston earlier this year (one each in January and February).

The SIU negotiating committee consisted of Vice President Contracts George Tricker, Assistant Vice President Mike Russo, AB **Billy Born**, Chief Engineer **Jeff McCranie**, Capt. **Alex Penzi**, and AB **Clayton Stanley Byrd**.

Representing the company were executives Chris Roberts, George Strawn, James Walker, and Robert Worrell.

The pact maintains top-of-the-line medical coverage, calls for yearly wage increases, and boosts pension benefits. It also maintains vacation benefits along with access to the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

"As a result of member input, the committee drafted a proposal reflecting the desires of a majority of rank-and-file members," stated Tricker, who pointed out that ratification followed a pair of 60-day extensions of the previous contract. "I'm confident we addressed every issue, and that is reflected by a sizeable majority voting in favor of the new contract. I extend special thanks to Mike Russo for his work, and I also appreciate the time invested by all of our delegates."

Russo said, "Everybody stuck together, and that's how we achieved a hard-fought agreement. This is a fair contract, and it's worth noting that we had no givebacks. Credit to George for doing a great job leading our committee. Thanks also to (SIU Norfolk Port Agent) Mario Torrey and SIU Houston Patrolman) Kelly Krick for their work during the ratification."

Asked to identify what he considers highlights of the contract, McCranie replied, "Health care, retirement, and money in the pocket. Those were the three basic things that everybody wanted, so the majority of the crews should be happy with the final result."

McCranie, a frequent upgrader at the Paul Hall Center, also said he appreciated the fleet receiving balanced representation of its various components (different dredges, ratings, and shipboard departments) during negotiations.

"This contract shows that a union representing licensed and unlicensed mariners can work together for the improvement of all its members," he said.

Born stated, "All in all, I think it was fair for both parties. We had a really good group of guys on the committee, and we didn't lose anything."

He said highlights include the pay increase, a more efficient path for progressing from oiler to QMED, and the pension increase that brings all of the crews on the same scale.

Byrd said the negotiations "went really well. All the delegates had a lot of input, and George was really enthused about what we had to say. I felt like he took our input seriously, and the delegates did all we could do. I also appreciate all that Christ Roberts, George Strawn, Jimmy Walker, and Robert Worrell did."

GLDD, headquartered in Houston, is self-described as "the largest provider of dredging services in the United States" and "has a long history of performing significant international projects. We own and operate the largest and most diverse fleet in the U.S. dredging industry, comprising approximately 200 specialized vessels. In 2021, Great Lakes formed our Off-shore Wind sector – a strategic growth area for the company."

Its areas of operation include New York; Miami; Jacksonville, Florida; Charleston, South Carolina; Savannah, Georgia, and more.



In the photos above and below, members aboard the *Douglas B. Mackie* approve the new agreement. The top photo also includes SIU Norfolk Port Agent Mario Torrey (right) and SIU Norfolk Patrolman Joshua Rawls (left).



Second Mate Max Smeby, SIU Asst. VP Mike Russo, Capt. Alex Penzi and SIU New Orleans Port Agent Chris Westbrook meet aboard the *Padre Island*. Penzi and Russo served on the SIU negotiating committee.



Capt. Gabe Cuevas, SIU Norfolk Port Agent Mario Torrey and AB Nick Holt review the new contract aboard the *Ellis Island*.



SIU Houston Patrolman Kelly Krick (second from left) meets with members aboard the *Liberty Island* as part of the ratification process.



Among those pictured aboard the *Liberty Island* are SIU Houston Port Agent Joe Zavala (fourth from left) and members Capt. James Hoffman, First Asst. Engineer Justin Violanti, AB Kyle Hart, SA Florentino Espiritu, Cook Noah Schluder, Oiler Salomon Prado, Chief Engineer Oscar Palacios, Second Engineer Matt Gillespie and Chief Mate Steven Bergmann.

# Union-Built Multi-Mission Vessel Christened



The *Empire State* is the first of five in a class known as National Security Multi-Mission Vessels.

SIU officials recently helped celebrate the official welcoming of a union-built vessel in the Keystone State.

SIU President David Heindel, Executive Vice President Augie Tellez and Port Agent Joe Baselice represented the union June 26 at the *Empire State's* christening ceremony, hosted by Philly Shipyard.

The ship is the first of five in a class known as National Security Multi-Mission Vessels (NSMV). Seafarers-contracted TOTE is the vessel construction manager, as selected by the U.S. Maritime Administration (MARAD). TOTE also is the vessel operator for at least one year, and it is expected the SIU will provide shipboard manpower if the *Empire State* is activated.

As previously noted by the agency, "MARAD provides ships from the National Defense Reserve Fleet (NDRF) as training vessels for the six state maritime academies. The agency is currently working to replace these older ships with new, purpose-built training vessels that will better meet the academies training needs while also providing the U.S. with ships that can support disaster response and other critical national needs. The NSMV is designed to provide a state-of-the-art training platform that ensures the U.S. continues to set the world standard in maritime training. The ship is outfitted with numerous training spaces to include eight classrooms, a full training bridge, lab spaces and an auditorium. The NSMV has space to train up to 600 cadets at sea, maximizing the capability of the ship and its mission to provide our cadets with a world-class education."

MARAD further reported, "In addition to being an educational platform, this vessel is a highly functional national asset. Designed to fulfill numerous roles, the NSMV can effectively support the federal response to national disasters such as Hurricanes Maria and Harvey. The vessel will have state-of-the-art hospital fa-

cilities, a helicopter landing pad and the ability to berth up to 1,000 people in times of humanitarian need. Alongside its humanitarian capacities, the NSMV has a roll-on/roll-off ramp and container storage allowing it to provide aid to damaged ports... Investment in the NSMV will foster the growth of the Nation's maritime transportation workforce, men and women working in the shipbuilding and repair industry, while addressing a critical shortage of U.S. merchant mariners needed to crew commercial and government-owned sealift ships during a military crisis."

U.S. Rep. Joe Courtney (D-Connecticut) issued a statement following the christening. He described the ceremony as "a powerful statement about the impact of a strong domestic shipbuilding policy and the potential for our nation's hard-working shipbuilders to rise to the challenges we face today. At a time when many are rightly focused on the need to restore domestic manufacturing and shipbuilding, the National Multi-Mission Vessel program is an example of where Congress, specifically the House Seapower and Projection Forces Subcommittee, has successfully acted to do something to meet our nation's shipbuilding demands. As a result, the Maritime Administration and the Philly Shipyard will deliver five U.S.-built ships that are largely on time and on budget. This is a dramatic change in pace as, just a few short years ago, prior to Congressional action, the Philly Shipyard had only a small number of employees and a nearly empty shipyard. Now, we have a proven contracting model and architecture to not only train mariners but boost our sealift program without relying on the vagaries of the foreign market."

Courtney added, "To capitalize on this success, I authored amendments in the Committee-passed annual defense bill to replicate the architecture at Philly Shipyard for our entire U.S. sealift program. I look forward to seeing these provisions passed in the House..."

## NY Waterway's Newest Ferry Honors Company's Founder

The newest vessel in the SIU-crued NY Waterway fleet salutes the company's visionary founder.

Union members and officials were on hand July 10 for the christening of the *Arthur E. Imperatore* at the Weehawken (New Jersey) Port Imperial Ferry Terminal. Representing the SIU were Executive Vice President Augie Tellez, Vice President Atlantic Coast Joseph Soresi, Port Agent Ray Henderson and numerous rank-and-file members.

"The SIU has an excellent history with NY Waterway and we were happy to be a part of this important event," Soresi stated. "I know that our members will do a great job aboard this new ferry as well as aboard the others throughout the fleet."

"It was Arthur Imperatore's bold vision that resulted in the transformation of the Weehawken waterfront and revitalized ferry passage across the Hudson. It is only fitting that this great new ship should bear his name," said NY Waterway CEO Armand Pohan, who also acknowledged the decades-long service of SIU crews working aboard the company's ferries along with that of the company's staff.

Attendees also included NJ TRANSIT CEO Kevin Corbett, Mayor Ravi Bhalla of Hobo-



The newest addition to the SIU-crued NY Waterway fleet was built by Yank Marine in Tuckahoe, New Jersey.

ken, Mayor Michael McPartland of Edgewater, Assemblywoman Annette Chaparro and Jacob Roth, a representative of U.S. Sen. Robert Menendez (D-New Jersey).

Emma Thompson, Imperatore's granddaughter, performed the traditional champagne bottle-breaking for the ferry christening.

In a news release, the company described the new vessel as locally built and a "low-emission

2,000-horsepower, Tier 3-compliant ferryboat designed to carry 600 passengers. The ship has a service speed of 21 knots. The vessel is 109 feet long and 32 feet wide and draws just six feet of water depth, reducing the need for dredging near piers."

Imperatore died in November 2020 at age 95. He founded NY Waterway in 1986 in Weehawken, and built it into a mass transit system

which has transported approximately 300 million people.

Mariners sailing aboard SIU-contracted NY Waterway ferries have performed more than 100 rescues. The crews perhaps are best known for their roles in the immediate aftermath of the terrorist attacks of September 11, 2001, when they evacuated upwards of 163,000 people from Manhattan.



Emma Thompson, granddaughter of the late NY Waterway founder *Arthur E. Imperatore*, christens the new ferry bearing his name.



SIU Exec. VP Augie Tellez (right) and NY Waterway CEO Armand Pohan chat at the ceremony.

# Heindel Elected to AFL-CIO Executive Council

## Federation Honors SIU President Emeritus Michael Sacco



SIU President David Heindel addresses fellow AFL-CIO Executive Council members immediately after his unanimous election.

### Reminder: Benefits Conferences Scheduled

As previously reported, representatives from the SIU and the Seafarers Plans will conduct a series of benefits conferences at various hiring halls (the first was scheduled for late July).

Seafarers, retirees and their families are strongly encouraged to attend at least one of the gatherings. Most of the conferences will take place the same days as the respective membership meetings for the given months.

Designed to educate rank-and-file members as well as union employees, the conferences focus on various Seafarers Plans. Conference goals include making enrollees aware of benefits available to them under each plan. Special emphasis is placed on points that plan participants may not know about.

Meeting times will be announced later, but tentative plans call for each staff conference to take place ahead of the membership meeting, followed by a separate conference for members, dependents and retirees immediately after the membership meeting.

Please stay in touch with your hall and keep an eye on the SIU website and upcoming issues of the *LOG* for more details. Meanwhile, the schedule is as follows:

Port	Conference Date
Oakland	Thursday, August 17
Honolulu	Friday, August 18
Wilmington	Monday, August 21
Tacoma	Friday, August 25
San Juan	Thursday, September 7
Piney Point	Monday, October 2
Jacksonville	Thursday, October 5
Houston	Monday, November 13
New Orleans	Tuesday, November 14
Jersey City	Thursday, November 30
Ft. Lauderdale	Monday, February 19, 2024
Algonac	Friday, March 8, 2024



Seafarers International Union President David Heindel is the newest member of the AFL-CIO Executive Council.

Heindel was seated at the beginning of the organization's summer meeting July 18-19 at AFL-CIO headquarters in Washington, D.C. He is one of 55 affiliate presidents and other officers that collectively serve as the governing body for the federation of labor unions. The SIU is an affiliate of the AFL-CIO.

In thanking the council for its unanimous vote, Heindel declared, "Anything the Seafarers can do domestically and internationally for each of the affiliates, we are here to help."

Prior to Heindel's election, AFL-CIO Secretary Treasurer Fred Redmond read a statement thanking retired SIU President Michael Sacco for his tenure on the council (the full text appears below).

AFL-CIO President Liz Shuler noted Sacco was the longest-serving member of the Executive Council when he retired. (He was elected in 1991.) She said she and Redmond were honored to have Sacco run their election to lead the AFL-CIO at last year's convention in Philadelphia.

The statement reads:

#### On the Retirement of Michael Sacco

The AFL-CIO Executive Council celebrates the service of our brother and friend, Michael Sacco, the longest-serving president in the history of the Seafarers International Union (SIU).

During his more than three decades as

international president and six decades of membership with SIU, Sacco proved to be a staunch champion for generations of merchant mariners and America's working families.

A native of Brooklyn, Sacco served in the U.S. Air Force before joining the Seafarers in 1958 and then working aboard U.S.-flag merchant vessels. In 1960, he came ashore to serve the SIU in a succession of union posts, including those of patrolman, port agent and headquarters representative. He served as vice president of the Seafarers Harry Lundeberg School of Seamanship from 1968 to 1979, and helped prepare the next generation of merchant mariners.

From 1980 to 1988, Sacco directed the SIU's Atlantic, Gulf, Lakes and Inland Waters division as vice president, and in June 1988, the Seafarers International Union of North America Executive Board appointed him president, a post he would hold for nearly 35 years.

In November 1991, Sacco was elected to the AFL-CIO Executive Council, beginning his tenure as its longest-serving member.

During his service as SIU president and president of the Maritime Trades Department, AFL-CIO, his leadership brought security and stability to the Seafarers, a successful merger with the National Maritime Union, and solidarity with the numerous maritime unions.

Mike Sacco dedicated his life to the SIU and to furthering the values of trade unionism. He is an inspiration to us all and we wish him a long, happy and healthy retirement.



AFL-CIO Secretary-Treasurer Fred Redmond (right) reads a statement honoring the career of SIU President Emeritus Michael Sacco. At left is AFL-CIO President Liz Shuler.

### Cantwell Receives 'Salute to Congress'

A longtime backer of the U.S. maritime industry recently received a major award.

U.S. Sen. Maria Cantwell (D-Washington) on June 13 accepted the International Propeller Club's 39th annual Salute to Congress award. SIU President David Heindel, Executive Vice President Augie Tellez, Vice President Contracts George Tricker and Political and Legislative Director Brian Schoeneman represented the union at the reception and dinner, which took place just outside the nation's capital in Arlington, Virginia.

Cantwell has served in the Senate since 2001 and is the first woman to chair the Senate Committee on Commerce, Science and Transportation.

With more than 200 labor, industry and government guests in attendance, International Propeller Club President Jim Patti said Cantwell "is in every sense a tireless advocate, a relentless fighter and an unapologetic supporter of a strong U.S.-flag maritime industry."

During her brief remarks, Cantwell recapped various maritime-related legislative wins that have been secured in the last year. The National Defense Authorization Act proved especially vital for the industry, she said.

The senator, whose father served in the U.S. Navy during World War II, reiterated her support for the Maritime Security Program, the Tanker Security Program, and other initiatives and laws that back a strong U.S.-flag fleet along with U.S. mariners.

"The challenges are, we need to continue to build that (maritime) workforce and diversify



Sen. Maria Cantwell (D-Washington) speaks during the Salute to Congress dinner.

it so we have a strong maritime community," Cantwell told the audience. "We need to make sure we have strong shipyards to build the next generation of vessels.... We need to make sure that we're planning for the latest and greatest in global technologies."

She thanked shipboard and shore-side maritime unions "for the sacrifices they made to keep our economy going (during the pandemic). It was true patriotism. Thank you very much for that tireless determination."

She also stressed the need to increase commercial shipbuilding, then concluded, "You can't have a U.S. economy without the Jones Act."

### SIU Members, Contracted Companies Honored by CSA

SIU members and Seafarers-contracted employers recently earned accolades from the Chamber of Shipping of America (CSA).

The CSA on June 20 hosted its annual safety awards luncheon in New Orleans. A number of SIU-contracted companies and SIU crews were among the honorees, including Crescent Towing (tugs *Savannah*, *South Carolina*, and *Lisa Cooper*), OSG (*Overseas Long Beach*), Crowley Maritime Corporation, Keystone, Intrepid Personnel & Provisioning, Ocean Shipholdings, Pasha Hawaii, Seabulk Tankers, E.N. Bisso & Son, Farrell Lines, Maersk Line, Matson, Patriot, and TOTE Services Inc.

"Since 1958, the CSA has also sponsored the Safety Achievement Award program which recognizes outstanding feats of safety that contribute to saving a life, a ship or other property," the organization noted in a news release. "This was the fifty-ninth anniversary of the program. The awards programs are open to both CSA member companies and non-member companies."

In opening remarks, CSA President Kathy Metcalf said, "CSA's members are committed to safe operations, and CSA's involvement in safety is longstanding with our ongoing commitment to represent the industry, domestically and internationally, on safety issues encompassing every facet of ship operations. It is only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who have enabled these many years of safe operations and who are responsible for actions in keeping with the high-

est traditions of the sea – aid to those in peril."

Three vessels received CSA Citations of Merit. The *Overseas Long Beach* was recognized for the rescue of 12 Cuban migrants who were at sea for nearly two weeks with little food or fresh water. Crew members acted as translators and caretakers, providing medical aid, food, supplies and compassion for several days until the survivors disembarked off Key West, Florida.

The tugs *Savannah* and *South Carolina* earned the other two citations. Acting together, their crews "prevented a maritime safety and environmental catastrophe on the Mississippi River when they responded to a breakaway by a berthed bulk carrier due to the strong currents, heading uncontrolled for a nearby petrochemical dock," the CSA reported. "The crews of the *Savannah* and *South Carolina*, in darkness, expertly and calmly navigated the charging current, lack of communication with the bulk carrier and parted mooring lines to bring the bulk carrier under control and into a nearby anchorage."

Three CSA Letters of Commendation were awarded, including ones to Crescent Towing's *Lisa Cooper* and *Savannah*.

According to its mission statement, the CSA "represents U.S.-based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels."

# SIU Crews Up New LNG-Fueled Jones Act Vessel Janet Marie

Seafarers are sailing aboard Pasha Hawaii's newest vessel: the LNG-fueled containership *Janet Marie*, which was delivered July 11.

"We're operating smoothly," said Bosun **Gerardo Arroyo** from aboard the Jones Act ship, while sailing toward the Panama Canal. "We're doing well and doing our best. We're definitely busy, and everybody seems happy with the ship. It's great."

Steward/Baker **Gilbert Allende** stated, "The ship is beautiful. It runs on LNG and purrs like a cat. We have a shaft elevator to bring stuff down from the store room, which is pretty cool."

Allende, a U.S. Navy veteran and certified chef, added that the crew is working quite well together and is "very diverse."

The *Janet Marie* is the second of two new Ohana-Class, 774-foot ships built at AmFELS in Brownsville, Texas. The first, the *MV George III*, started service in August 2022. Both ships serve the Hawaii/mainland trade.

In a news release announcing the *Janet Marie's* delivery, Pasha Hawaii noted, "Operating on liquefied natural gas from day one, the new Jones Act vessel surpasses the International Maritime Organization (IMO) 2030 emission standards for ocean vessels, accompanying its sister ship, *George III*, in representing the most technologically advanced and environmentally friendly vessels to serve Hawaii. Energy efficiencies are also achieved with a state-of-the-art engine, an optimized hull form, and an underwater propulsion system with a high-efficiency rudder and propeller. These Ohana-Class vessels are named in honor of George Pasha III and Janet Marie Pasha, the late parents of The Pasha Group President and CEO George Pasha IV, marking three generations of service to Hawaii."

"We are very grateful to welcome our second ship as a testament to my parents and our incredible Pasha Hawaii team members who continue to raise the bar on excellence and dedication," said George Pasha IV. "Once again, we are extremely proud of the perseverance and commitment of our partners at AmFELS, and the skilled men and women at the shipyard, including our own on-site team members, who have proven once more that ship building and ingenuity are alive and well in the United States."

"We are delighted that *MV Janet Marie* will be joining its sister vessel, *MV George III*, on the West Coast," said Kelvin Fok, president of AmFELS. "We have developed a strong partnership with The Pasha Group through the construction of these two vessels and look forward to continuing this relationship for future ventures."

Pasha Hawaii is a wholly owned subsidiary of the family owned global logistics and transportation company, The Pasha Group, one



The SIU-crewed *Janet Marie* is a new entrant to the Jones Act trade.

of the nation's leading Jones Act shipping and integrated logistics companies, "and is proud to support U.S. shipyards," the company stated.

Among the first SIU members to sail aboard the *Janet Marie* are Arroyo, Allende, ABs **Harold Harper**, **Eric Bell** and **Fredrick Martinez**, QMEDs **Michael Valdez** and **Arturo Reyes**, GUDE **Joey Lata**, Chief Cook **Teresito Reyes**, and SA **Denis Cossio**.

George Pasha and his wife, Elyse, spend a few days sailing aboard the new ship shortly after its delivery. In a note to the crew, they wrote, "Your teamwork, professionalism, and welcoming nature made us feel proud to be a part of the team.... We are impressed by your work ethic and investment in the ship and the industry."

The Jones Act – America's freight cabotage law – has successfully supported America's national, economic and homeland security for more than a century. It's an indispensable foundation that helps maintain a pool of well-trained, reliable, U.S.-citizen mariners, as well as a viable shipbuilding capability along with the vessels themselves.

The law mandates that cargo moving between domestic ports is carried aboard ships that are crewed, built, flagged and owned American. It helps maintain hundreds of thousands of U.S. jobs and contributes billions of dollars to the U.S. economy each year.



Pictured from left are AB Eric Bell, Chief Steward Gilbert Allende, Bosun Gerardo Arroyo and Chief Cook Teresito Reyes, part of the ship's first crew.



The vessel transits the Panama Canal in mid-July.



AB Eric Bell (center) bids farewell to George Pasha (left) and Elyse Pasha, who rode the vessel for a few days.



This Seafaring selfie includes (from left) QMED Arturo Reyes, Pasha Group President/CEO George Pasha IV, and his wife, Elyse Pasha.

SIU steward department personnel quickly established the ship's reputation as a good feeder (photos below and right).





# 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

### MARK ADAMS

Brother Mark Adams, 65, started his career with the union in 2000. He first shipped on the *USNS Victorious* and sailed in the deck department. Brother Adams upgraded often at the Paul Hall Center. He most recently sailed on the *Ocean Trader* and makes his home in Middleburg, Florida.



### MANUEL ALICAWAY

Brother Manuel Alicaway, 66, joined the Seafarers International Union in 2011, initially sailing aboard the *Energy Enterprise*. He upgraded at the Piney Point school on multiple occasions and shipped in the deck department.



Brother Alicaway's final vessel was the *Cape Isabel*. He is a resident of Henderson, Nevada.

### JOHN ALICEA

Brother John Alicea, 68, began sailing with the SIU in 2000. An engine department member, he first sailed aboard the *Independence*. Brother Alicea upgraded at the Paul Hall Center on several occasions and last sailed on the *Ocean Jazz*. He lives in Port St. Lucie, Florida.



### JULIAN AVILA

Brother Julian Avila, 65, signed on with the SIU in 2005, first sailing aboard the *Steven L. Bennett*. He shipped in the engine department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Avila most recently sailed on the *Maersk Chesapeake*. He resides in Winter Springs, Florida.



### PABLO BORJA

Brother Pablo Borja, 67, became a member of the Seafarers International Union in 1998 when he shipped on the *Independence*. He sailed in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Borja's final vessel was the *Louisiana*. He resides in Bremerton, Washington.



### GARY CARDILLO

Brother Gary Cardillo, 63, embarked on his career with the Seafarers

in 1981, initially working on the *Virgo*. He was a member of the deck department and upgraded at the Piney Point school on multiple occasions. Brother Cardillo most recently shipped on the *Horizon Enterprise*. He calls Honolulu home.



### JAMES CARNELL

Brother James Carnell, 65, joined the SIU in 1981 when he sailed on the *Taurus*. He shipped in the engine department and upgraded often at the Piney Point school. Brother Carnell last sailed on the *Baltimore* and makes his home in Saranac Lake, New York.

### DAVID CHISLING

Brother David Chisling, 66, signed on with the union in 2001. He first sailed aboard the *USNS Watkins* and worked in the deck department. Brother Chisling upgraded at the Piney Point school on multiple occasions. He last shipped on the *Maersk Kansas*



and is a resident of Cicero, New York.

### DOUGLAS FELTON

Brother Douglas Felton, 70, began sailing with the Seafarers in 1990, initially shipping on the *USNS Wright*. He sailed in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Felton last shipped aboard the *USNS Capella* and lives in Baltimore.



### RONNIE HALL

Brother Ronnie Hall, 65, donned the SIU colors in 1980. He first sailed on the *Cove Spirit* and worked in the steward department. Brother Hall upgraded at the Piney Point school on multiple occasions. His final vessel was the *Cornhusker State*. Brother Hall is a resident of Virginia Beach, Virginia.



### ALAN HOLLINGER

Brother Alan Hollinger, 66, joined the union in 1978 and first sailed aboard the *Santa Mariana*. He sailed in the steward department and upgraded often at the union-affiliated Piney Point school. Brother Hollinger most recently shipped on the *Kaimana Hila*. He lives in Seattle.



### CECIL HUSTED

Brother Cecil Husted, 60, began his career with the SIU in 1987. A steward department member, he initially sailed aboard the *USNS Hess*. Brother Husted upgraded at the Paul Hall Center on several occasions and last shipped aboard the *President Wilson*. He resides in Wilton, California.



### GEORGE KHAN

Brother George Khan, 65, embarked on his career with the union in 1978 and first sailed aboard the *Borinquen*. A deck department member, he upgraded at the Piney Point school on numerous occasions. Brother Khan concluded his career on the *Horizon Enterprise* and makes his home in Sparks, Nevada.



### ELMO MALACAS

Brother Elmo Malacas, 65, became a member of the Seafarers International Union in 1988 and initially sailed aboard the *Independence*. He worked in the steward department and upgraded on multiple occasions at the Piney Point school. Brother Malacas last shipped on the *Green Dale*. He resides in Vail, California.



### AGUSTIN MIRANDA

Brother Agustin Miranda, 65, began sailing with the SIU in 1998. He initially shipped on the *McDonnell* and was a deck department member. Brother Miranda upgraded at the Paul Hall Center on several occasions. He most recently sailed on the *Pennsylvania* and lives in Katy, Texas.



### CALVIN REID

Brother Calvin Reid, 59, signed on with the union in 1991. He sailed in the deck department and first worked on the *USNS Contender*. Brother Reid upgraded at the Piney Point school on numerous occasions. He most recently shipped on the *Louisiana* and settled in Nashville, North Carolina.



### JAMES ROSS

Brother James Ross, 66, started his career with the Seafarers in 2011, working aboard the *Pride of America*. He sailed in the engine de-



partment. Brother Ross upgraded at the Piney Point school on numerous occasions. He most recently sailed aboard the *Pacific Tracker* and makes his home in Ros-

eville, California.

### SERGEY SITNIKOV

Brother Sergey Sitnikov, 65, joined the SIU in 2005 and first sailed on the *Pride of America*. He shipped in the deck department and last sailed on the *Alaskan Explorer*. Brother Sitnikov makes his home in Van Nuys, California.



### MANUEL UY

Brother Manuel Uy, 65, started his career with the Seafarers International Union in 2001. A member of the deck department, he first shipped on the *Liberator*. Brother Uy upgraded at the Paul Hall Center on multiple occasions. He concluded his career aboard the *Maersk Hartford* and settled in Houston.

### ROBERT VAN BRUNT

Brother Robert Van Brunt, 65, began sailing with the SIU in 1980. He sailed in the deck department and first shipped with *Dixie Carriers*. Brother Van Brunt last sailed on the *Sam Houston*. He lives in Slidell, Louisiana.



### PAUL WILLIAMS

Brother Paul Williams, 67, signed on with the SIU in 1996, first sailing aboard the *USNS Effective*. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Williams' final vessel was the *Cape Domingo*. He resides in Highland Park, Michigan.



### GERALD YOUNG

Brother Gerald Young, 66, joined the union in 1996 and initially worked aboard the *USNS Kane*. He sailed in the deck department and upgraded at the Piney Point school on several occasions. Brother Young last shipped on the *Little Hales*. He makes his home in New Orleans.

### JOHN YOUNG

Brother John Young, 56, started sailing with the Seafarers in 1990 when he worked on the *American Heritage*. A deck department member, he upgraded



on numerous occasions at the Paul Hall Center. Brother Young concluded his career on the *Gem State*. He lives in Rodeo, California.

## INLAND

### DAVID GRADER

Brother David Grader, 62, embarked on his career with the Seafarers in 2008 when he shipped on the *Integrity*. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Grader continued to work aboard the same ship for the majority of his career. He makes his home in Green Cove Springs, Florida.



### HENRY SALLES

Brother Henry Salles, 62, joined the Seafarers International Union in 1982 when he sailed with Virginia Pilot Corporation. He worked in both the deck and steward departments and upgraded at the Paul Hall Center on multiple occasions. Brother Salles' final vessel was the *Horizon Pacific*. He resides in Honolulu.



### KEVIN TESCHNER

Brother Kevin Teschner, 71, signed on with the Seafarers in 1990. A deck department member, he upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Teschner was employed with Port Imperial Ferry for his entire career. He makes his home in Englewood, New Jersey.

### BRIAN WILLIS

Brother Brian Willis, 62, joined the SIU in 1991. He first shipped with McAllister Towing of Virginia and worked in the deck department. Brother Willis upgraded at the Paul Hall Center on numerous occasions. He last sailed with Express Marine and lives in Beaufort, North Carolina.



### HARVEY WILSON

Brother Harvey Wilson, 65, donned the SIU colors in 1998 when he worked on the *USNS Algol*. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Wilson concluded his career with OSG Ship Management. He is a resident of Pensacola, Florida.







**SUPPORTING MARITIME STALWART** – Union officials participated in a Maryland Democrats gathering in Baltimore in late June. Pictured from left are SIU Baltimore Port Agent John Hoskins, SEATU/UIW Representative Shane Sterry, SIU Piney Point Safety Director Jose Argueta and SIU Exec. VP Augie Tellez. The event, which honored U.S. Rep. Steny Hoyer (D-Maryland), also featured speeches from U.S. Sen. Ben Cardin (D-Maryland), Maryland Gov. Wes Moore, House Minority Leader Rep. Hakeem Jeffries (D-New York) and others.



**PROMOTING MARITIME CAREERS** – SIU Wilmington Safety Director Gordon Godel (left) and his wife, Kay, ably work a table at a Juneteenth picnic and job fair in southern California.



**FULL BOOK IN ALGONAC** – OS Ebrahim Al Muntaser (left) receives his B-book at the hiring hall. He's pictured with SIU Safety Director Jason Brown.



**ABOARD AMERICAN CHAMPION** – Pictured aboard the American Marine Corporation tugboat in Honolulu Harbor are (from left) AB Rodrick Miller, Engineer Paul Schmidt, Capt. Lance Laybourn, AB Akona Adolpho, Mate Justin Compton and company VP Michael MacDonald.



**CELEBRATING U.S. INDEPENDENCE** – Apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education led this year's July 4 parade through Dundalk, Maryland, along with SIU Baltimore Port Agent John Hoskins and U.S. Rep. Kweisi Mfume (D-Maryland). The route covered approximately three miles. The congressman is pictured directly behind the banner, towards the middle (light shirt).



**READY TO SAIL** – Paul Hall Center Apprentice Timothy Resultan (center) prepares to ship out as a wiper aboard the *Green Ridge* (Waterman). He's pictured in Piney Point with SIU Safety Director Jose Argueta (right) and SIU Patrolman Martin Baker.

## At Sea and Ashore with the SIU



**BACKING PRO-WORKER CANDIDATE** – SIU personnel and other guests are pictured at a campaign kickoff event for John Whitmire, the labor-endorsed candidate for Houston mayor. Pictured from left, starting second from left, are SIU ITF Inspector Shwe Aung, Port Agent Joe Zavala, Patrolman Kelly Krick, Asst. VP Mike Russo, and (far right) Recertified Bosun Charles Hill.



**ABOARD LIBERTY GRACE** – Many thanks to Steward/Baker Pauline Crespo for these photos from a recent voyage to Egypt aboard the Liberty Maritime vessel. She's pictured (above, center) holding pineapple turnover cupcakes, while Chief Cook Nick Valentin (above, right) shows off some pizza, and SA Luis Ojeda (remaining photo) displays macaroni salad.

**TAKING THE OATH IN TACOMA** – SA Calvin Johnson (right) obtains his B-book from SIU Port Agent Warren Asp. They're pictured at the hiring hall in the Pacific Northwest.



**ABOARD ENDURANCE** – Pictured aboard the TOTE ship are (from left) OMO Travis McIntyre, AB Paul Amato, Bosun Robert Hoppenworth and SIU Houston Port Agent Joe Zavala.



**WELL-EARNED RETIREMENT** – Recertified Bosun George Khan (right) picks up his first pension check at the hall in Oakland, California. At left is his longtime friend SIU VP West Coast Nick Marrone, who first met George in 1979 – when Marrone taught union education and Khan was in his class. Khan most recently sailed aboard the *Horizon Enterprise*, earlier this year.



**ABOARD USNS HARVEY MILK** – Many thanks to AMO member Capt. Doug Voss for this snapshot from the new vessel's sea trials. The union-built ship (General Dynamics NASSCO) will be crewed by SIU CIVMARS for the Military Sealift Command, but the SIU and Seafarers-affiliated AMO provided manpower for the sea trials. "The SIU crew did an excellent job," Voss noted. Pictured from left are AB James Zaro, AB Edward Mills and Recertified Bosun Renato Govico.



**GARDEN STATE MEETING** – SIU Jersey City Port Agent Ray Henderson (third from left) and Safety Director Jerome Werkheiser (third from right) meet with Seafarers at Watco in Elizabeth, New Jersey. Pictured from left are Kyle Pillsworth, Tim Pillsworth, Henderson, Sami Taha, Werkheiser, Eric Valdez and Ulises Quinones.



**NEXT GENERATION** – Spurred by encouragement from his grandfather – Recertified Steward Fernando Guity (right) – Taquarius Atkinson (left) is headed for the apprentice program in Piney Point. They are pictured at the Houston hall with SIU Asst. VP Mike Russo.

## At Sea and Ashore with the SIU



**CONGRATS IN LONE STAR STATE** – STOS Venancio Bonifacio Suazo (third from left) displays his newly acquired full book at the hiring hall in Houston. He is pictured with (from left) Patrolman J.B. Niday, Asst. VP Mike Russo, VP Gulf Coast Dean Corgoy, Safety Director Kevin Sykes, Patrolman Kirk Pegan and Patrolman Kelly Krick.



**ON THE RECRUITING TRAIL** – SIU Jersey City Port Agent Ray Henderson and Safety Director Jerome Werkheiser recently manned a table at the Essex County (New Jersey) Job Fair. More than 1,500 people attended. Henderson is pictured second from left in the group photo, while Werkheiser is shown at the SIU/Paul Hall Center table.



**NEXT STEP IN NORFOLK** – GUDE Tyrone Wilson (left) receives his full book at the temporary hall in Virginia. He's pictured with SIU Patrolman Joshua Rawls.



**CHECKING IN AT THE HONOLULU HALL** – Two Seafarers recently received their respective B-books in the Aloha State. They are SA Jaclyn Kaluhiwa (left in photo above left, with SIU Port Agent Hazel Galbiso) and STOS Ransom Kauwe (left in remaining photo, with SIU Safety Director Amber Akana).

## At Sea and Ashore with the SIU



**MARITIME TALK IN VIRGINIA** – From left: SIU Patrolman Joshua Rawls, U.S. Rep. Jen Kiggans (R-Virginia) and SIU ITF Inspector Barbara Shipley are pictured at a maritime industry event in Norfolk, Virginia, in late June.



**ABOARD POHANG PIONEER** – Pictured aboard the U.S. Marine Management vessel are (from left) ABS Lloyd La Beach and Nahun Bernardez, SIU Guam Port Agent Victor Sahagon and Bosun Mohamed A. Mohamed.



**AT THE HALL IN GUAM** – Chief Cook Rolando Odon (left) receives his full book from SIU Port Agent Victor Sahagon.



**BACK FROM UPGRADING** – Seafarer Maximo Bencosme (center) recently completed the certified chief cook course at the union-affiliated school in Piney Point, Maryland. He is displaying the course certificate at the San Juan hall, with his wife, Vivian (right), and SIU Asst. VP Amancio Crespo.



**FULL BOOKS IN HOUSTON** – Receiving their respective full B-books at the hiring hall are SA Porfirio Avila Ruiz (left in photo above, right) and AB Steven McKelvey (left in other photo). Both Seafarers are pictured with SIU Patrolman Kelly Krick.



**BOSUN STRENGTH** – Recertified Bosun Tavell Love knows how to set up a photo. That's him in front of the *Isla Bella* (TOTE), in a shipyard in the Bahamas.



**FULL BOOK IN PINEY POINT** – SA Reshawn Solomon (left) obtains his full B-book at the union-affiliated school in southern Maryland. He's pictured with SIU Safety Director Jose Argueta.



**WEST COAST RIDE** – Bosun Paul Narro and his union-made 2017 Harley Davidson are pictured outside the hall in Wilmington, California. According to a reliable source, the bike features a Rev Tech belt drive engine and custom construction IronHorse frame.



**ABOARD ISLA BELLA** – OMU Richard (“Red”) Vega is pictured aboard the TOTE ship during a shipyard period.



**WELCOME ASHORE IN HAWAII** – ABs Gary Cardillo and Henry Salles recently became pensioners, after lengthy careers. Both are pictured at the Honolulu hall, with SIU Port Agent Hazel Galbiso, picking up their first pension checks. Cardillo (above, left) started sailing with the union in 1981 and finished earlier this year, aboard the *Horizon Enterprise*. Salles (remaining photo) joined in 1982 and most recently sailed in 2015.

## *At Sea and Ashore with the SIU*



**PROUD MOMENT** – OS Mohamed Suwaileh displays his newly acquired full B-book at the hiring hall in Algonac, Michigan.



**ABOARD USNS RED CLOUD** – The SIU steward department went all out for this year’s Independence Day celebration aboard the Patriot ship. Pictured from left are SA Gedrick Reyes, SA Emily Lepley, vessel master Capt. Karen Annette Reyes, Chief Cook Rashaad Mangram and Chief Steward Dennison Dizon.



**AT THE WILMINGTON HALL** – SA Deshante Luchien (right) receives his full B-book. He’s pictured at the hiring hall with SIU Safety Director Gordon Godel. (Bonus points to all concerned for including the *Seafarers LOG* in the background.)



**WELCOME ASHORE** – Bosun John Young (left), who sailed with the union for 33 years, receives his first pension check at the hall in Oakland, California, from SIU Port Agent J.B. Niday.



**ABOARD MAUNAWILI** – Pictured from left aboard the Matson vessel are Chief Steward Marcus Rowe, Chief Cook Erni Lizada, ACU Nasser Hussain and SIU Oakland Port Agent Duane Akers.

## 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.

**ALLIANCE FAIRFAX** (Maersk Line, Limited), April 9 – Chairman **James Bishop**, Secretary **Rocky Dupraw**, Educational Director **Marvin Sacaza**. Chairman thanked everyone for an accident-free, overall good trip. He reviewed the ship schedule and reminded everyone to clean rooms before turnover. Secretary thanked members for a smooth voyage. He advised crew to get new linens for oncoming members from SA and to leave dirty linen in laundry room. No beefs or disputed OT reported. Crew congratulated David Heindel for his new position as SIU president and thanked Michael Sacco for his many years of dedicated service. Ship to get Starlink installed in Jacksonville, Florida. Crew would like monthly pay vouchers and a paid day off every month. Steward department was thanked for great meals and hospitality.

**MAERSK DENVER** (Maersk Line, Limited), April 23 – Chairman **James Walker**, Secretary **Jack McElveen**, Educational Director **Austin Blake**, Steward Delegate **Noel Segovia**. Crew thanked Michael Sacco for his many years serving as the union president and congratulated newly appointed SIU President David Heindel. Secretary reminded members to make sure their documents are updated. Educational director recommended members upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located

in Piney Point, Maryland. No beefs or disputed OT reported. Starlink system expected to be installed in the near future. Crew requested increased allowances for work boots, dental care and eyeglasses. Members discussed requirements for pension and also suggested adding supplemental insurance.

**MAERSK HARTFORD** (Maersk Line, Limited), April 30 – Chairman **Anecito Limboy**, Secretary **Fernando Lopes**, Educational Director **Wordell Prescott**, Deck Delegate **Arls Ballestero**. Chairman gave thanks to steward department for a job well done. He encouraged members to donate to SPAD (Seafarers Political Activity Donation), the union's voluntary political action fund. Payoff will be in Port Elizabeth. Educational director urged crew to upgrade at the Piney Point school and to check documents for expiration dates. One beef reported for overtime in deck department. Members requested increases to pension payments and also discussed shipboard data limits.

**MATSON TACOMA** (Horizon Lines), May 14 – Chairman **Christopher Pompel**, Secretary **Lovie Perez**, Educational Director **Kevin Willis**, Deck Delegate **Michael Salatto**, Steward Delegate **Christopher Hopkins**. Chairman advised crew to keep documents up to date. Extension for rotary and permanents are in effect until notice of any changes to

shipping rules. Chairman encouraged members to donate to SPAD (Seafarers Political Activity Donation). Educational director suggested upgrading at the Paul Hall Center as often as possible. No beefs or disputed OT reported. Crew reviewed latest president's report in *Seafarers LOG*. Members would like physical exams to be required annually, and better internet service on board. They asked for two job calls a day: one in the morning and one in the afternoon. Crew reported difficulty getting stand-by for days off and asked for overtime rates to return. Members want shipping papers to be internet accessible or deliverable by mail. Next port: Tacoma, Washington.

**ALLIANCE NORFOLK** (Maersk Line, Limited), May 21 – Chairman **Richard Gathers**, Secretary **Timothy Dowd**, Deck Delegate **Ramsey Ingram**, Steward Delegate **Gladiz David**. Chairman discussed TWIC expiration dates. No beefs or disputed OT reported. Crew requested an increase in food budget and for water pressure to be fixed. Members asked for raises in pension, new vacation pay increases and better Wi-Fi.

**MAERSK SELETAR** (Maersk Line, Limited), May 21 – Chairman **Cleofe Castro**, Secretary **Ronald Byrd**, Educational Director **Jerome Culbreth**, Steward Delegate **Stanford Drakes**. Chairman

reviewed ship funds and announced change in payoff date. Education director advised members to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Crew was instructed to write down any issues to give to the patrolman and were encouraged to ask about Seafarers Money Purchase Pension Plan at the hall. Crew requested increases in vacation and pension benefits and also asked for reimbursement for transportation to ship. Members were reminded to apply for renewal of all expiring documents six months or more ahead of time. Steward department thanked for a job well done. Next port: Newark, New Jersey.

**ALASKAN NAVIGATOR** (Alaska Tanker Company), May 28 – Chairman **Adel Ahmed**, Secretary **Albert Sison**, Educational Director **Leland Peterson**, Deck Delegate **Bonifacio Fortes**, Engine Delegate **Aljohn Fernandez**, Steward Delegate **Mark Brooks**. Ship now has Wi-Fi. Each crew member has 400 MB of data to use per week. Chairman encouraged everyone to read his report and talked about the newly contracted Crowley tankers. He went over the new rule that requires members to return jobs within 48 hours. Crew was advised to renew documents early and to handle medical requirements as soon as possible. Chairman gave special thanks to Chief Cook Mark Brooks for

tasty meals. Members expressed their gratitude to union administrators and trustees for adding mental health coverage to the dependents of eligible mariners. Secretary thanked crew for keeping lounge area clean. No beefs or disputed OT reported. Crew discussed thoughts about timeliness of job postings. Relief is reportedly occurring at the last minute. Members would like an increase to vacation days per month as well as the ability to file for vacation after 30 days of work. Crew voiced concerns with steward assistant pay rate and would like to see it match the pay rates for entry-level positions in the deck and engine departments. Next port: Long Beach, California.

**MAERSK KENSINGTON** (Maersk Line, Limited), June 4 – Chairman **Koksal Demir**, Secretary **Anthony Harrell**, Educational Director **Ethan Love**, Deck Delegate **Jasper Hayward**, Engine Delegate **Christopher Edwards**, Steward Delegate **Esper Jordan**. New treadmill to be ordered. Chairman thanked the steward department for doing a great job as well as the entire crew for no accidents. Educational director urged crew to take advantage of the upgrading opportunities at the Paul Hall Center. No beefs or disputed OT reported. AB needs transformer for room. Members requested game system for crew and 30 for 30 vacation. Steward department was praised for preparing excellent food.

## Know Your Rights

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

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

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

receipt requested. The proper address for this is:

George Tricker, Chairman  
Seafarers Appeals Board  
5201 Capital Gateway Drive  
Camp Springs, MD 20746

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

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

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

**PAYMENT OF MONIES.** No monies are

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

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

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

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

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

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

David Heindel, President  
Seafarers International Union  
5201 Capital Gateway Drive  
Camp Springs, MD 20746

## Seafarers International Union Directory

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



**HEADQUARTERS**  
 5201 Capital Gateway Drive  
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**ALGONAC**  
 520 St. Clair River Dr., Algonac, MI 48001  
 (810) 794-4988

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

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

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

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

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

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

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

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

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

**NORFOLK**  
 115 Third Street, Norfolk, VA 23510  
 (757) 622-1892

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

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

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

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

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

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

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

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

## Inquiring Seafarer

*This month's question was answered by upgraders at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.*

### Question: Why do you continue sailing as a merchant mariner?



**Ashely Burke**  
*QMED/Electrician*

I continue to sail because it's a great career and it helps me provide for my family, and also to show other women that we are out here and we can do this.



**Michael McGlone**  
*Electrician*

I've been a member of the SIU for over 30 years. I love the travel. I've had a great career. Also, the benefits are great. This is a good place to start a career and be prosperous.



**Christine Price**  
*Storekeeper*

I have been sailing a little over 10 years. I started just to get out of the corporate world, and I'm still sailing because this place has always had my best interests at heart. I have brothers and nephews and cousins that have sailed for years now, and I love this union.



**Robert Natividad**  
*Recertified Bosun*

I've been in the union 42 years and have had many family members be in the union. We love it. I enjoy traveling, making money, meeting new friends. It's a wonderful life.



**Isaac Nugen**  
*QMED*

I'm still a merchant mariner because I've provided a life for my kids that I could have only hoped to have. I've seen the world and have made a decent dollar doing it.



**Yahya Mohamed**  
*Electrician*

I've been sailing for 20 years and I will continue to sail because it's a good way to support my family. I also like to travel and get to know different cultures.

## Pics From The Past



From the August 1986 LOG: "The crew of the SIU-contracted *ITB Baltimore* (Apex Marine) was awarded the Ship Safety Achievement Award by the American Institute of Merchant Shipping. They won the honor for their rescue last November of five people from a capsized sailboat and later that same day the *Baltimore's* crew rescued five others from a life raft in stormy Atlantic seas."

*If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to [webmaster@seafarers.org](mailto:webmaster@seafarers.org)*

# Final Departures



## DEEP SEA

### JUAN CARVAJAL

Pensioner Juan Carvajal, 82, died May 29. He started sailing with the union in 1967, initially working on the *Cortland*. Brother Carvajal sailed in the deck department and concluded his career aboard the *Del Mar* in 1978. He went on pension in 2006 and was a resident of Lynchburg, Virginia.

### JAIME CASTILLO

Pensioner Jaime Castillo, 78, passed away June 3. He joined the SIU in 1993 when he sailed on the *Independence*. Brother Castillo was a member of the steward department and last shipped on the *Maersk Alabama*. He became a pensioner in 2016 and made his home in San Diego.



### DONALD HAMRICK

Pensioner Donald Hamrick, 67, died December 13. He began his career with the Seafarers in 1988. Brother Hamrick first shipped on the *USNS Indomitable* and was a member of the deck department. He last sailed aboard the *Charleston Express* and retired in 2021. Brother Hamrick resided in Kensett, Arkansas.



### ANGEL HERNANDEZ

Pensioner Angel Hernandez, 69, passed away June 20. An engine department member, he started sailing with the union in 1971. Brother Hernandez's first vessel was the *Charleston*; his last, the *Maersk Ohio*. He went on pension in 2021 and made his home in Orlando, Florida.



### AHMED ISHAQ

Pensioner Ahmed Ishaq, 84, died June 11. He signed on with the Seafarers International Union in 1966, initially sailing on the *Reiss Brothers*. Brother Ishaq was a steward department member and last shipped on the *Freedom* in 1983. He began collecting his pension in 2009 and lived in Dearborn, Michigan.

### THOMAS KELLY

Pensioner Thomas Kelly, 72, passed away May 30. He donned the SIU colors in 1989.

Brother Kelly first shipped on the *Independence*, and worked in the steward department. He concluded his career aboard the *USNS Brittin* and became a pensioner in 2016. Brother Kelly was a Seattle resident.



### PLURINSUS ORDANSA

Pensioner Plurinsus Ordansa, 89, died June 12. He became a member of the union in 1966 and worked in the steward department. Brother Ordansa was first employed by Valentine Chemical Carriers. He last sailed aboard the *Richard G. Matthiesen* and began collecting his pension in 1998. Brother Ordansa lived in Severna Park, Maryland.



### KIRT PUGH

Pensioner Kirt Pugh, 73, passed away June 3. He signed on with the SIU in 1991, initially sailing aboard the *Sealift Mediterranean*. Brother Pugh was a deck department member and concluded his career aboard the *USNS Brittin*. He became a pensioner in 2015 and was a resident of Canton, Illinois.



### ALI SALEH

Pensioner Ali Saleh, 72, died May 7. He joined the Seafarers International Union in 1975. Brother Saleh first shipped on the *Mobile* and sailed primarily in the deck department. He concluded his career on the *Cape Intrepid* in 2008. Brother Saleh became a pensioner the following year and made his home in Tacoma, Washington.



### WILLIAM SCULLY

Pensioner William Scully, 81, passed away June 14. He donned the SIU colors in 2001 and first sailed with Keystone Shipping Services. Brother Scully sailed in the steward department and continued working for the same company until his retire-



ment in 2011. He resided in Erie, Pennsylvania, his birthplace.

### NATIVIDAD ZAPATA

Pensioner Natividad Zapata, 70, died May 31. He joined the union in 1992 when he sailed aboard the *Independence*. Brother Zapata was a member of the steward department. He last shipped on the *Maersk Detroit* and went on pension in 2018. Brother Zapata lived in Houston.



## GREAT LAKES

### JAMES FISHER

Pensioner James Fisher, 81, passed away June 22. He started sailing with the union in 1979. Brother Fisher was employed by Luedtke Engineering for the duration of his career. He became a pensioner in 2003 and called Toledo, Ohio, home.



## INLAND

### THOMAS GOLDY

Pensioner Thomas Goldy, 76, died June 25. He became a member of the SIU in 1996 and sailed in the deck department. Brother Goldy worked with Crowley for his entire career. He became a pensioner in 2009 and settled in Conway, South Carolina.



### JOE JOHNSON

Pensioner Joe Johnson, 73, passed away June 20. He joined the union in 1981. Brother Johnson primarily sailed in the engine department and worked with Allied Transportation for the duration of his career. He became a pensioner in 2012 and lived in Norfolk, Virginia.



### JOHN RUSSEFF

Pensioner John Russeff, 94, died May 5. He began sailing with the Seafarers in 1993 and worked in the engine department. Brother Russeff was employed with Brusco Tug and Barge for the duration of his career. He went on pension in 2000 and called Longview, Washington, home.

## KENNETH WALL

Pensioner Kenneth Wall, 75, passed away June 18. He embarked on his career with the union in 1966 when he shipped with Moran Towing of Virginia. Brother Wall sailed in the deck department. He was employed with G&H Towing for the majority of his career, before retiring in 2015. Brother Wall resided in Grand Cane, Louisiana.



### RICHARD WALSH

Pensioner Richard Walsh, 70, died April 3. He joined the SIU in 1977, initially sailing with Higman Barge Lines. Brother Walsh worked in the deck department and concluded his career with G&H Towing in 1997. He began collecting his pension in 2014 and made his home in New Concord, Kentucky.



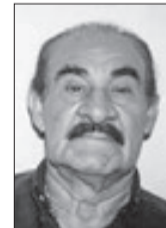
## NMU

### AHMED ALI

Pensioner Ahmed Ali, 95, passed away April 16. He was last employed with Rouge Steel Company and went on pension in 1989. Brother Ali lived in Bakersfield, California.

### CARMELO APONTE

Pensioner Carmelo Aponte, 95, died June 14. Born in Puerto Rico, he started his career in 1946. He initially sailed aboard the *Orchard Knob* and shipped in both the deck and engine departments. Brother Aponte's final vessel was the *James Lykes*. He became a pensioner in 1992 and settled in Houston.



### DAVID BAARSVIK

Pensioner David Baarsvik, 73, passed away June 26. He was a deck department member and last sailed with Woods Hole Shipping. Brother Baarsvik began collecting his pension in 2008. He resided in Falmouth, Massachusetts.



### STELLA CALVARY

Pensioner Stella Calvary, 74, died April 23. Sister Calvary was a steward

department member. She most recently shipped aboard the *Cape Decision*. Sister Calvary retired in 2017 and made her home in North Charleston, South Carolina, her home state.

### JAMES LEE

Pensioner James Lee, passed away May 29. He shipped in the steward department. Brother Lee last sailed aboard the *Jean Lykes* in 1996 before retiring the following year. He lived in Port Arthur, Texas.

### JEFFERSON LYDA

Pensioner Jefferson Lyda, 95, died June 4. He was born in Chico, Texas. A deck department member, Brother Lyda last worked on the *Star Massachusetts*. He went on pension in 1991 and resided in Brookeland, Texas.

### LEONILA MANNING

Pensioner Leonila Manning, 87, passed away April 21. Sister Manning was a steward department member. She last shipped aboard the *Prince William Sound* in 2000 before retiring the following year. Sister Manning called San Pablo, California, home.

### FREDERICK MCARDLE

Pensioner Frederick McArdle, 76, died April 28. He was last employed with Woods Hole Shipping and became a pensioner in 2002. Brother McArdle lived in East Falmouth, Massachusetts, his home state.

### VICENTE SEGARRA

Pensioner Vicente Segarra, 101, passed away April 28. Brother Segarra was a deck department member and concluded his career aboard the *American Argo*. He went on pension in 1987 and lived in Puerto Rico, his birthplace.



### HECTOR VILLARREAL

Pensioner Hector Villarreal, 86, died June 25. He became a pensioner in 1997 after concluding his career aboard the *Kansas Trader*. Brother Villarreal lived in Columbia.

*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	Date of Death
Brown, Andrew	91	04/22/2023
Casanova, Carlos	90	05/08/2023
Palmer, Stanley	94	04/20/2023
Smith, Lewis	87	06/11/2023
Suarez, Miguel	98	04/05/2023

# Paul Hall Center Upgrading Course Dates

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

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

Title of Course	Start Date	Date of Completion
<b>Deck Department Upgrading Courses</b>		
Able Seafarer-Deck	August 28 October 23	September 15 November 10
Lifeboat/Water Survival	August 28 October 23	September 8 November 3
RFPNW	August 14 October 9 November 13	September 1 October 27 December 1
Advanced Shiphandling	September 25	October 6
Advanced Stability	October 9	October 13
Advanced Meteorology	October 16	October 20
Search & Rescue Management Level	October 23	October 25
<b>Engine Department Upgrading Courses</b>		
RFPEW	August 14 November 13	September 8 December 15
FOWT	October 2	October 27
Junior Engineer Program	August 21 October 23	October 13 December 15
Marine Electrician	September 18	October 20
Marine Refer Tech	August 7	September 15
Advanced Refer Containers	October 23	November 3
Pumpman	September 18	September 22
Machinist	September 25	October 13
Welding	August 28 October 16	September 15 November 3
<b>Steward Department Upgrading Courses</b>		
Certified Chief Cook	August 21 September 25 October 30 December 4	September 22 October 27 December 1 January 5

Title of Course	Start Date	Date of Completion
ServSafe Management	August 14	August 18
	September 18	September 22
	October 23	October 27
	November 27	December 1
Advanced Galley Operations	October 16	November 10
Chief Steward	September 11	October 6
	November 13	December 8
<b>Safety/Open Upgrading Courses</b>		
Basic Training	August 28	September 1
	October 9	October 13
Government Vessels	August 14	August 18
	August 28	September 1
	September 11	September 15
	September 25	September 29
	October 16	October 20
Tank Ship DL (PIC)	October 23	October 27
	November 6	November 10
	August 14	August 18
Tank Ship Familiarization DL	September 18	September 22
Tank Ship Familiarization LG	September 25	September 29



## UPGRADING APPLICATION

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

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

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

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

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

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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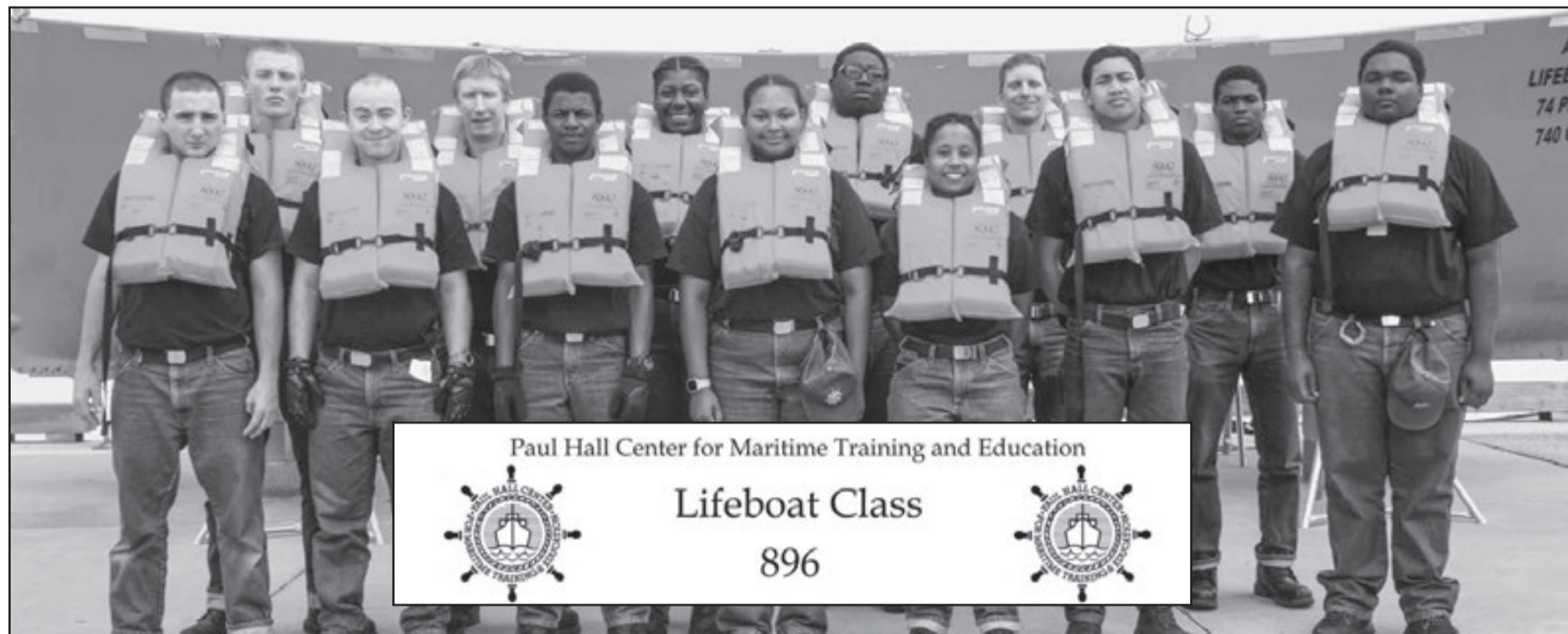
LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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



## Paul Hall Center Classes



**Apprentice Water Survival Class #896** – Graduated June 16 (above, in alphabetical order): Brize Agbayani, David Chatoﬀ, Robert Crain, Khadajah Dillard, Phillip Hartsfield, Laron James, Jared Johnson Jr., Sadie Johnson, Robiana Murphy, Nesta Pafford, Christian Smith, Dallas Smith and J'lon Williams.



**Government Vessels** – Graduated June 16 (above, in alphabetical order): Munasser Abdulaziz Ahmed, Shawn James Diaz Benosa, Albert Bharrat, William Bingham, Braden Horne, Brice Ilae, Lally Cervantes Manalo, Milan Marshall-Hampton, Shannon Martin, Fredrick Martinez, Jack McElveen IV, Jamison McIntyre, Hector Regalado and Eric Young. (Note: Not all are pictured.)



**Advanced Galley Operations** – Graduated June 16 (above, in alphabetical order): David Johnson Jr., Arturo Montoya, Neyda Oviedo Bermudez, Michael Poblete and Ammar Sailan. (Note: Not all are pictured.)



**Fireman/Oiler/Watertender** – Graduated July 7 (above, in alphabetical order): Saif Al Tamimi, Keshun Corpus, Ricardo Gonzalez Jr., Dennis Smith Jr., Joseph Smith and Alexia Villaescusa.

## Paul Hall Center Classes



**Able Seaman Deck** – Graduated June 23 (above, in alphabetical order): Marc-Antony Arcila, Dashiel Depaulis, Mark Dixon, Destini Dunlap, Matthew Epstein, Mark Ina Jr., Mikael Lassiter, Dion Martin, Kelvin Oliver Jr., Richard Russ Jr., Kyle Smith and Stephanie Vidrio. (Note: Not all are pictured.)



**RFPEW** – Graduated June 8 (above, in alphabetical order): Marcel Gordon, Shannon Martin, Jose Palacios Arriola, Donald Slue and Joseph Smith.



**Medical Care Provider** – Graduated June 16 (above, in alphabetical order): Anthony Brown Jr., Kirk Chambers, Will Jordan, Kyle Miller, Patrick Montgomery, Rahjahn Sorey and Michael John Estavillo Valdez.



**Tank Ship Familiarization DL** – Graduated June 16 (above, in alphabetical order): Alec Burak, Christopher Edwards, Merville Lariosa Gallema, and Muafa Musad.



**Government Vessels** – Graduated June 23 (above, in alphabetical order): Charles Villamia Catunao, Jason Devine, Merville Lariosa Gallema, Ryan Heimberger, Algje Mayfield Jr., Michael Poblete and Ryan Ray Racoma. (Note: Not all are pictured.)



**Water Survival (Lifeboatman)** – Graduated June 16 (above, in alphabetical order): Charles Catunao, Ryan Heimberger and Carlos Jones.



**Certified Chief Cook (Module 4 – Group A)** – Graduated June 30 (above, in alphabetical order): Maximo Bencosme, William Moran IV, James St. Amand, Glen Ward and Brittany Williams.

# Paul Hall Center Classes



**Government Vessels** – Graduated June 9 (above, in alphabetical order): John Joseph Alcos, Badr Bouziane, Alec Burak, Billy Burgos-Burgos, Jasmine Garrett, Bryan Nystrom, Christopher Pace, Eugenia Porter, Reshawn Solomon, Courtney Turner and Fredrick Wright.



**Certified Chief Cook (Module 4 – Group B)** – Graduated June 30 (above, in alphabetical order) Julian Abreu, Roslyn Anderson, Michael Caquias Garcia, Jacarta Gibson and Joseph Hall.



**Combined Basic/Advanced Firefighting** – Graduated June 9 (above, in alphabetical order): Marco Baez Millan, Anthony Brown Jr., Jacob Casarez, Kirk Chambers, Will Jordan, Marquis Mainor, Jamison McIntyre, Kyle Miller, Rahjahn Sorey, Joseph Toth and Michael Wittenberg.



**Junior Engineering – Plant Maintenance II** – Graduated June 30 (above, in alphabetical order): Majed Alsharif, Christian Fredrick, Mohammed Alam Gir, Tracy Mitchell Jr., Michael Papaioannou, Corey Reseburg, Alonzo Sanz, Tara Trillo, Jorge Valencia Bon, Oscar Jan Vencer III and Roberto Wadsworth. Instructor Christopher Morgan is also pictured (far right).



**Junior Engineering - Plant Maintenance** – Graduated April 21 (above, in alphabetical order): Samuel Ray Ayers, Jonathan Bernardez Bernardez, Elyser Valdez Carpio, Roman Hutson, Kenneth Kauffman, Eli Lopez, Jacob Massie, Christopher McAfee, Julian Mislá Mendez, Tresten Porter and Anthony Solovyov. Instructor Timothy Van Pelt is also pictured (front row, second from left).



**Tank Ship Familiarization LG** – Graduated June 23 (above, in alphabetical order): Juan Baquera, Alec Burak, Eduardo Centeno Rosario, Sanjay Gupta, Joey Frederick Lata, Fredrick Martinez, Jack McElveen IV, Paul Newman, Maksim Shpylyevy and Da'von Wright.



**Welding & Metallurgy** – Graduated June 23 (above, in alphabetical order) Marvin Fabrizius, Marlon Green and David Smart. Instructor Chris Raley is at far right.

# SEAFARERS LOG

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

**Paul Hall Center  
Class Photos  
Pages 17-19**

## Seafarers Revitalize Local Home Annual Philanthropic Project Aids Tacoma Resident

In late June, a team of SIU philanthropists picked up their paintbrushes to bring color to the lives of a Tacoma, Washington-area homeowner in need as a part of the annual Paint Tacoma Beautiful project.

Summer 2023 marks the 39th season that the city of Tacoma, Washington, has upheld its tradition of renovating local homes as part of their efforts to aid low-income, elderly, and disabled residents. Cumulatively, the Paint Tacoma Beautiful project (founded in 1985) and its volunteers have successfully painted and repaired upwards of 2,200 houses in Pierce County.

After taking a COVID-related pause in both 2020 and 2021, the SIU is happy to have taken part in this charitable event once more, said SIU Tacoma Port Agent Warren Asp.

"This year, the SIU had 12 volunteers covering three work parties for a total of 60 work hours, seeing us through to completion of our sixteenth year of providing a service to members of our community who for one reason or another are unable to do for themselves," said Asp.

The SIU team gathered at 10 a.m. and worked to repaint the home until about 3 p.m.

Participating Seafarers included Chief Cook **Raul Ventanilla**, QMED **William Cassel**, QMED **Eddie Arroyo**, Bosun **Francis Miller**, AB **Len Soriano**, Chief Cook **Rewell Encina**, OMU **EJ Encina**, GUDE **Reynaldo Agbulos**, AB **Raul Molina**, MDR **Duane Akers**, administrative assistant **Joni Bradley** and Asp.

Soriano returned for a second year to volunteer with Paint Tacoma Beautiful. He spent much of his time working on the upper portion of the home.

"We surveyed the property and talked to the owner prior to starting. Then we set up our gear and prepped the surface and corners that needed to be cropped in. I started up top doing the trimming, then when I finished, I came down and helped out with the rest," he explained.

"[Len] was rooftop- and ladder-bound the whole day he painted. He was our rock star and really made the project come together," said Asp of his hard-working colleague.

With good vibes, great teamwork and some background music, Soriano and his fellow Seafarers covered about 70% of the property in just one day, taking great care not to over-exert themselves in the hot weather.

EJ Encina (also known as EJ) assisted with Paint Tacoma Beautiful for the first time this year. He was happy to lend a hand to community members who needed assistance, and hopes to participate next year, if he isn't aboard a ship. His father, Rewell Encina, joined him.

Of his experience volunteering with his father, EJ Encina said, "I had the pleasure of working with my dad during this event. Not only did he guide me in life

for my own benefit, but he also opened my eyes to the idea of being helpful so I can be a benefit to others. This event is one of the best ways we can help our local communities. For our kind members that came out to help, I think they understand how there is more happiness and reward in giving than in receiving."

"It's special to have family like this involved because you get to witness the future of this industry happening in real time," Asp stated.

The city of Tacoma provides grants and loans to the non-profit organization, ensuring that staff and volunteers can obtain project supplies to serve residents. Major sponsors like Sherwin Williams and Lowe's, which are supporting this season's projects, also donate some supplies for the project.

All labor for the Paint Tacoma Beautiful project is completed by volunteers, ranging in age from youth to seniors, who receive a brief but thorough training before beginning their work. Each volunteer is instructed about the purpose and background of the program as well as how long it may take and the commitment that is required. Then, they're trained on how to properly paint a house, which includes instruction on paint application, tools, techniques and safety regulations (for example, how to properly use ladders on levelled and unlevelled ground).

The majority of volunteers prep the house for paint and then paint the house itself, according to the homeowner's specifications and color choice. Both groups and individuals can participate in that part of the program. Volunteers can also help with transporting supplies to delivery sites, taking photos of the projects before and after the renovation is completed, or helping out with filing paperwork.

Aaliyah Freeman, marketing specialist for Paint Tacoma Beautiful, was quoted in an interview with Cityline as saying, "Honestly, I'd say [this program] contributes so much to the feeling of community. It really does create that sense of togetherness and people working together for a greater sense of purpose."

What's the driving factor behind Paint Tacoma Beautiful's success? "The main thing is probably the true sincerity of wanting to give back and work with your community – really wanting to do the hard work and know that it's going to be for a good purpose," Freeman answered.

Seafarers are looking forward to coming back next year to continue their tradition of service, too. "Whenever I have the chance or opportunity, I always take the time to participate when I'm off from work," said Soriano. "Just being able to help those people was enough for me and I'm thankful for that. I'm proud of our hall and I plan to continue volunteering and sharing these blessings I have with others."



From left to right: Tacoma Port Agent Warren Asp, EJ Encina, Rewell Encina, Raul Molina, Reynaldo Agbulos and Port Administrative Assistant Joni Bradley.



From left to right: Tacoma Port Agent Warren Asp, Francis Miller, Raul Ventanilla, Len Soriano and Rewell Encina.



Members of SIU's Paint Tacoma Beautiful Team gather for a group photo. From left, EJ Encina, Rewell Encina, Raul Molina, Reynaldo Agbulos and Joni Bradley.



CC Rewell Encina ensures that the house's wooden siding is covered from top to bottom with a fresh coat of paint.



AB Len Soriano pays close attention to detail, repainting the trim on the inner corner of the roof.



Bosun Francis Miller flashes a smile while refreshing the paint on the windowsill.



Oiler EJ Encina uses a ladder to paint the trim on the homeowner's rooftop.