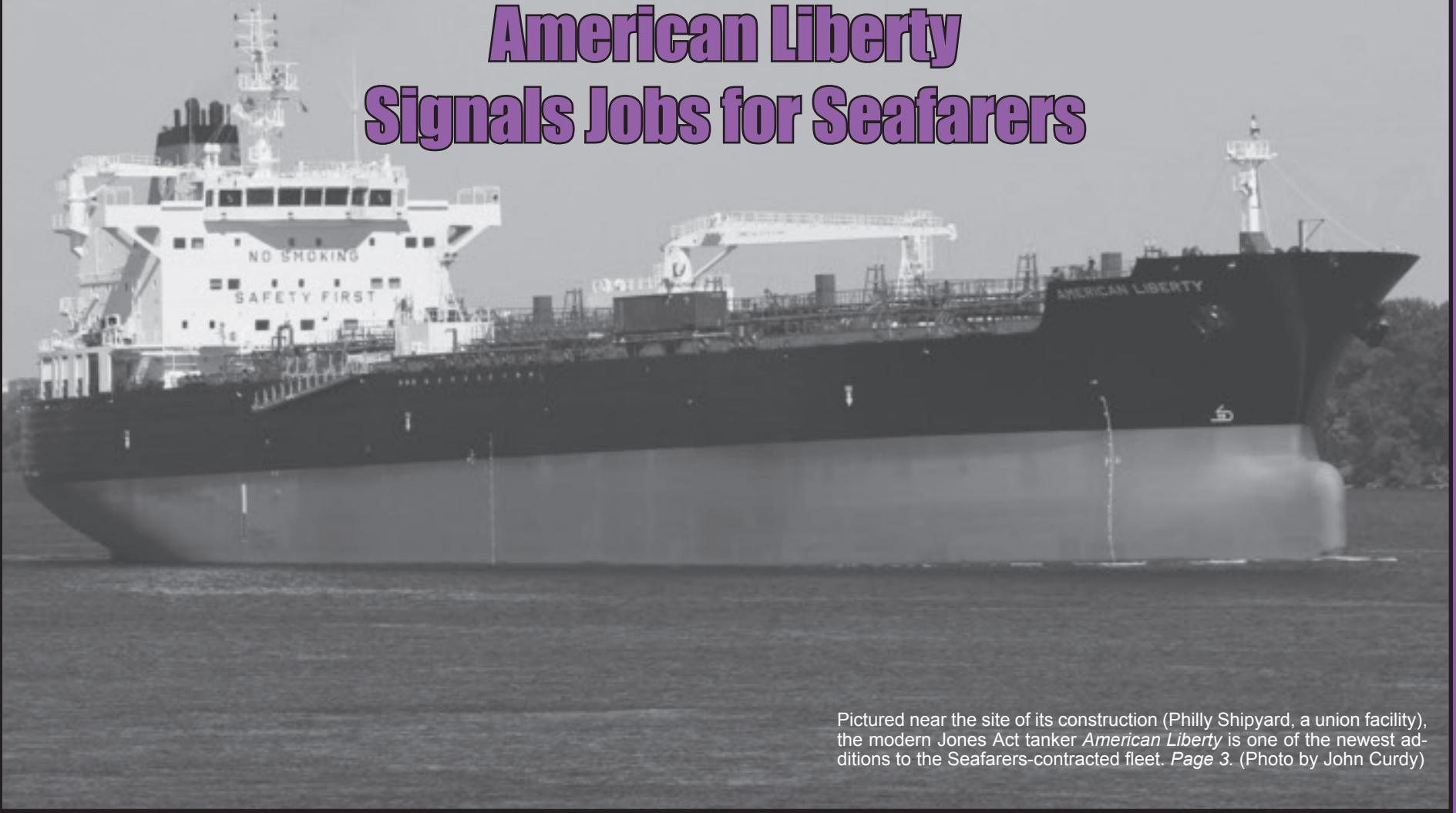


# SEAFARERS LOG

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

## ***New Jones Act Tanker Delivered***

### **American Liberty Signals Jobs for Seafarers**



Pictured near the site of its construction (Philly Shipyard, a union facility), the modern Jones Act tanker *American Liberty* is one of the newest additions to the Seafarers-contracted fleet. *Page 3.* (Photo by John Curdy)

## **Seafarers to the Rescue!**

The Seafarers-crewed *Overseas Texas City* recently saved all five people from a capsized boat near Galveston, Texas. The SIU crew included (from left) Steward/Baker Luis Santiago, OS Gamaliel Choh Zuom, GUDE Muafa Musad, Bosun Lonnie Porchea, GUDE Abdulfata Shammam and QEP Pedro Santiago, among others. *Page 3.*



## **Buzby Takes Helm at MARAD**

SIU executives were on hand to observe and welcome the swearing-in of Rear Adm. Mark Buzby (U.S. Navy Ret) as the new head of the U.S. Maritime Administration. Formerly the commanding officer of the U.S. Military Sealift Command, Buzby is a longtime backer of the U.S. Merchant Marine. Pictured after the Aug. 14 ceremony in the nation's capital are (from left) Buzby, SIU President Michael Sacco, U.S. Secretary of Transportation Elaine Chao, and SIU Executive VP Augie Tellez. *Page 6.*

**Piney Point Coverage**  
Page 2

**Halls Host Benefits Conferences**  
Pages 4-5

**Bosuns Graduate**  
Pages 12-14

# President's Report

## Half-Century of Growth, Progress

As the SIU's affiliated school in Piney Point, Maryland, enters its second half-century of operations, I remain proud of the institution's remarkable advancement.

I was there almost from the school's earliest days. It officially opened in August 1967, but, as has been well-chronicled, Piney Point was more of a construction zone than a maritime school in those initial years. I'm not sure any of us who were there in the late 1960s could have truly, fully envisioned what a first-class, comprehensive, modern training facility Piney Point would become.



Michael Sacco

That includes the campus' namesake, Paul Hall, the second president of the Seafarers International Union of North America (SIUNA) and the top official of the SIU Atlantic and Gulf Districts starting in 1947. Paul was a visionary who could get things done sometimes by sheer force of will, but he was also smart enough to see how raw our slice of Piney Point was when the property was acquired. I knew him long enough, and worked for him closely enough, that I'm confident in saying while he wouldn't have been shocked by the school's success, he'd have been pleasantly surprised by the high-tech details and refinements.

By the way, although Paul is rightly credited for making the school a reality, there's a closely related part of our history that sometimes gets overlooked. Namely, he also set in motion the founding of three other main SIU training facilities beginning in 1952. These were the forerunners of Piney Point, and they were known as Andrew Furuseth Training Schools, named in memory of the person considered the father of the American maritime labor movement. Furuseth was president of the old International Seamen's Union, which eventually spawned the SIU.

Anyway, the Furuseth schools were located in New York (then the site of SIU headquarters), Mobile, and New Orleans. Paul changed the name in 1965 to the Harry Lundeberg School of Seamanship – a tip of the Stetson to the first president of the SIUNA, who died in 1957. Two years following the renaming, he consolidated those operations in southern Maryland.

Paul would be the first to tell you that the credit for the school's growth belongs to many, many people. Union and school officials, instructors, staff, students and employer trustees have all played essential roles as the Paul Hall Center became our lifeblood. I'm grateful to have had the opportunity to help spearhead some of that progress; I served as the school's vice president from 1968 to 1979, and I still go there every single day unless I'm travelling. I remain closely involved.

During previous anniversaries, we've published long articles and timelines and testimonials about the school. We're trying something different this year, as detailed elsewhere on this page. Sometime after Labor Day, we're mailing a special edition of the LOG to our ships and union halls. That'll be a photographic history – representative rather than comprehensive, but a lot of work has gone into it. We'll also be posting a related video on our website by early October.

Meanwhile, if I had to summarize what the school means to our union, I would say it's one of the keys to our future, and it's the hub of the ship's wheel. Although we're constantly working with the U.S. Coast Guard and others to ease the regulatory burdens on mariners, there will always be training requirements – and I suspect our industry will always be closely regulated. That means there will be an ongoing need for department-specific training as well as general shipboard safety classes for our members from the United States and Canada.

Piney Point will be there to deliver that training for the next 50 years and another 50 after that. Our school – the Paul Hall Center for Maritime Training and Education, which includes the Lundeberg School as well as the Joseph Sacco Fire Fighting and Safety School – is second to none in the world. Visit the campus and you'll know that's not hype.

Happy anniversary!

## SIU Jobs Retained in T-AGS Award Ocean Shipholdings to Operate Seven Vessels

SIU members will continue sailing aboard seven oceanographic surveillance ships, following a recent government contract award to Ocean Shipholdings, Inc. (OSI).

The new operating agreement includes a series of one-year options and one shorter option that would extend it to mid-April of 2022. It covers the following ves-

sels: *USNS Maury*, *USNS Waters*, *USNS Bruce Heezen*, *USNS Pathfinder*, *USNS Bowditch*, *USNS Henson* and *USNS Mary Sears*. Turnover dates for those vessels (all of which already carry SIU crews) are scheduled to start in mid-September and continue until around mid-January.

All SIU jobs are retained under

the new contract.

Also known as T-AGS vessels, the aforementioned ships support worldwide oceanographic programs. According to the U.S. Navy, the vessels "gather data that provides much of the military's information on the ocean environment. The collected data helps to improve technology in undersea warfare and enemy ship detection. The oceanographic and hydrographic survey ships' multibeam, wide-angle precision sonar systems make it possible to continuously chart a broad strip of ocean floor. Survey ships have charted three-fourths of the world's coastlines, making it easier for navigators to find their way along both well-traveled and not-so-familiar shipping routes."

The *USNS Maury*, the newest of the T-AGS ships, is 353 feet long and can sail at 15 knots. It was built at VT Halter Marine and delivered in 2016.

The *Pathfinder*, *Bowditch*, *Henson*, *Heezen* and *Mary Sears* are 328.5 feet long and can sail at 16 knots. They were constructed at Halter Marine and had delivery dates ranging from 1993-2000.

The *Waters*, 457 feet long, was built at Avondale and can sail at 13 knots.



The *USNS Pathfinder*, pictured late last year in Norfolk, Virginia, will continue to carry an SIU crew. (US Navy photo by Robert Fluegel)

## Paul Hall Center Featured in Video

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) is featured in a new, five-minute video produced by the Southeast Maritime and Transportation Center (SMART) in conjunction with the U.S. Department of Labor.

In particular, the video focuses on the PHC's apprentice program, as does an accompanying article on the SMART website. The video is linked in the Gallery section of the SIU website and also may be found on SMART's YouTube channel. To access it on the SMART website, go to [www.maritime-technology.org/](http://www.maritime-technology.org/) and search for Piney Point.

The article cites a "critical need for trained, credentialed mariners." It describes the PHC apprentice program as consisting of an initial 15 weeks of entry level training (blending classroom and hands-on instruction) in Piney Point, Maryland, followed by at least 90 days of shipboard deployment. Subsequently, students return to the school for follow-up training before shipping out.

Regardless of which department



A screen shot of the new video shows the training vessel *Freedom Star* in the foreground.

(deck, engine or steward) an individual chooses, all apprentices must take courses covering shipboard emergencies and operations including fire fighting, water survival, first aid, CPR, industrial relations and so-

cial responsibilities.

For more information about the program and the application process, contact the PHC admissions office at (301) 994-0010 (prompt 2) or email [Admissions@seafarers.org](mailto:Admissions@seafarers.org)

## LOG Special Edition Salutes School's Anniversary

The union is planning to publish a special issue of the *Seafarers LOG* celebrating the 50th anniversary of its affiliated school in Piney Point, Maryland.

Tentatively scheduled for mailing after Labor Day, this issue will almost entirely consist of photos taken from 1967 to 2017 at the Paul Hall Center for Maritime Training and Education. It'll be mailed to SIU halls and Seafarers-crewed vessels. A PDF version will be posted in the Paul Hall Center section of the SIU website at:

<http://www.seafarers.org/paulhallcenter/phc.asp>

Additionally, a video commemorating the anniversary is slated to debut in late September as part of the Seafarers International Union of North America's (SIUNA) quinquennial convention. Subsequently, that video (approximately 12 minutes long) will be posted in the Gallery section of the SIU website.

Although the school and its location aren't one and the same, the campus is commonly referred to simply as Piney Point. When it opened in 1967, the Seafarers Harry Lundeberg School of Seamanship consolidated several SIU-affiliated facilities that had been operating across the country.

In 1991, the overall campus was renamed in memory of Paul Hall, the SIUNA's second president – and the driving force behind the school's founding. The Paul Hall Center still includes the Lundeberg School as well as the Joseph Sacco Fire Fighting and Safety School. The latter facility, which opened in 1999, is located on nearby property.



The logo above will be featured on the cover of the special edition and in a related video. More than 200 photos are included in the commemorative issue.

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



The newly delivered tanker *American Liberty*, built with union labor, signals new jobs for SIU members. (Photo courtesy Philly Shipyard)

## Philly Shipyard Delivers Jones Act Tanker *Union-Built American Liberty Will Carry SIU Crew*

The SIU in late July welcomed news of the delivery of a state-of-the-art tanker that will sail in the Jones Act trade.

The *American Liberty* is the third of four 50,000 dwt product tankers built by Philly Shipyard (a union facility) for American Petroleum Tankers (ATP), a Kinder Morgan subsidiary. It'll be operated by SIU-contracted Intrepid Personnel and Provisioning.

"It looks really good," said AB **Jeffrey Beasley**, one of the first SIU members to climb the

*American Liberty's* gangway. "Everything is brand new, clean and well-structured. I'm looking forward to sailing on it."

"We are proud to deliver another quality vessel to American Petroleum Tankers," remarked Steinar Nerbovik, Philly Shipyard's president and CEO. "This vessel is delivered on time, the hallmark of great shipbuilding that our customers depend on. As we celebrate this achievement and say farewell to the *American Liberty*, we wish the crew a safe and successful

voyage beyond our shipyard here in Philadelphia."

The 600-foot-long tanker is the twenty-seventh vessel built by Philly Shipyard (formerly named Aker Philadelphia Shipyard). In a news release about the July 27 delivery, the yard noted that the *American Liberty's* design "incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. The vessel has also received LNG Ready Level 1 approval from the Ameri-

can Bureau of Shipping (ABS). [It] has a carrying capacity of 14.5 million gallons of crude oil or refined products," which equates to around 337,000 barrels. The ship can sail at 15 knots.

The Jones Act requires that cargo moving between domestic ports be carried on vessels that are crewed, built, flagged and owned American. The nation's freight cabotage law helps sustain nearly half a million U.S. jobs while contributing billions of dollars to the American economy each year.



All five occupants of this capsized boat were brought to safety. (U.S. Coast Guard photo)

## Overseas Texas City Rescues 5

The Brotherhood of the Sea once again came to the fore July 22 near Galveston, Texas, when the SIU-crewed *Overseas Texas City* rescued five people from a capsized boat. No one was injured.

"We got everything ready in no time," recalled Bosun **Lonnie Porchea**. "Everybody was in position and everything went smooth. Five in the water, five out of the water. It's a good thing the mate on watch saw them in time – he saw them bailing water and knew it wouldn't be long" (until their boat wasn't habitable).

Pumpman **Pedro Santiago** stated, "The captain ordered the emergency rescue boat down, and within five minutes we had those people aboard. We do drills but this was no drill. People were trying to stay away from the sharks that were smiling at them."

Before the U.S. Coast Guard picked up the boaters, the SIU steward department provided towels and food. The people who were rescued "couldn't thank us enough, and

the Coast Guard also thanked us," Santiago added.

"If not for the diligence of the crew of the tanker *Overseas Texas City*, the outcome of today's events may not have been as successful," said Coast Guard Petty Officer First Class Chris Rendon. "It is incredibly important that boaters are aware of their surroundings and prepared for emergency situations."

At press time, the agency hadn't reported what caused the boat to capsize approximately 12 miles from shore.

In addition to Porchea and Santiago, the SIU crew on the Overseas Ship Management vessel included Bosun **Jose Castillo**, AB **Robert Duncan**, AB **Allen Davis**, AB **Matthew Szczepaniak**, OS **Gamaliel Choh Zuom**, OS **Mohamed Gazaly**, GUDE **Saeed Saleh**, GUDE **Muafa Musad**, GUDE **Abdulfata Shammam**, Steward/Baker **Luis Santiago**, Chief Cook **Nilsa Manaiza** and SA **Carlos Bernardez Norales**.

## MSP on Track For Full Funding Through 2018

With the Senate's proposed Transportation Bill approved, the Maritime Security Program (MSP) is on track to secure the necessary funding to operate at full strength through 2018.

The proposed "FY2018 Transportation, Housing and Urban Development, and Related Agencies Appropriations Act" passed the Senate Appropriations Committee with unanimous support this summer. The House of Representatives passed its version of the Transportation Appropriations bill earlier in the year. Under both versions of the proposed bills, the MSP would be fully funded, receiving \$300 million for Fiscal Year 2018. Given that both the House and

Senate have passed legislation approving full funding for MSP, it is likely that this level will remain in place in whatever final spending package Congress must approve in September. Funding for fiscal year 2017 ends in October, and Congress must pass a funding package before October 1 to avert a government shutdown.

The MSP is a fundamental program to the American maritime industry. It supports the U.S. national economy and makes it possible for our military to project power around the globe. The program provides funding for 60 militarily-useful and commercially viable vessels, which are kept active in international trade, ensuring they remain operational and ready to assist with any military operation if called upon. It also ensures that those vessels remain crewed by skilled American mariners, helping to maintain and grow the domestic mariner pool. Both in peace and in war, the MSP is a cost-effective resource, consistently praised since its inception by nearly every head of the U.S. Transportation Command,

the Maritime Administration (MARAD) and the Department of Defense, among many others. The U.S. Department of Transportation (DOT) has pointed out that MSP ship crews "are a major source for the DOD surge fleet." The DOT also described the program as "a vital element of our military's strategic sealift and global response capability. Without the MSP fleet, the United States would have assured access to very few U.S.-flag commercial vessels to support Department of Defense operations."

In a recent hearing, U.S. Rep. Rob Wittman (R-Virginia), one of the maritime industry's strongest champions in Congress, said in defense of the MSP fleet: "Our nation cannot presume that a foreign-owned maritime sealift component will be available during times of conflict to deploy into contested waters. Our nation needs U.S. mariners on U.S.-flagged ships." Wittman is the Chairman of the Seapower and Projection Forces Subcommittee. The Senate bill allocates \$577.6 million for MARAD, an increase of \$55 million above the

FY2017 funding level. The version passed by the House, however, reduces MARAD funding to \$490.6 million, though MSP remains fully funded at \$300 million. House and Senate negotiators will have to work together to develop a compromise funding level for MARAD in whatever spending package emerges before the Oct. 1 deadline. It is not anticipated that the MARAD funding level differences will impact the MSP.

As reported in the June edition of the *Seafarers LOG*, the Transportation Appropriations Bill for Fiscal Year 2017 was approved in May, which funded MARAD and the MSP through September. At that time, MSP funding was increased to \$300 million, or \$5 million per vessel in the MSP fleet. Military and government leaders have explained that the total cost of the MSP is a tiny fraction of the tens of billions of dollars it would cost the U.S. to replicate the sealift capability, intermodal infrastructure and other support made available to the Department of Defense by private-sector program enrollees.

# Seafarers Turn Out for Benefits Conferences

## *Meetings Offer Reviews, Detailed Descriptions to Members and Staff*

The Seafarers Health and Benefits Plan office last month conducted a series of educational conferences, and more are scheduled.

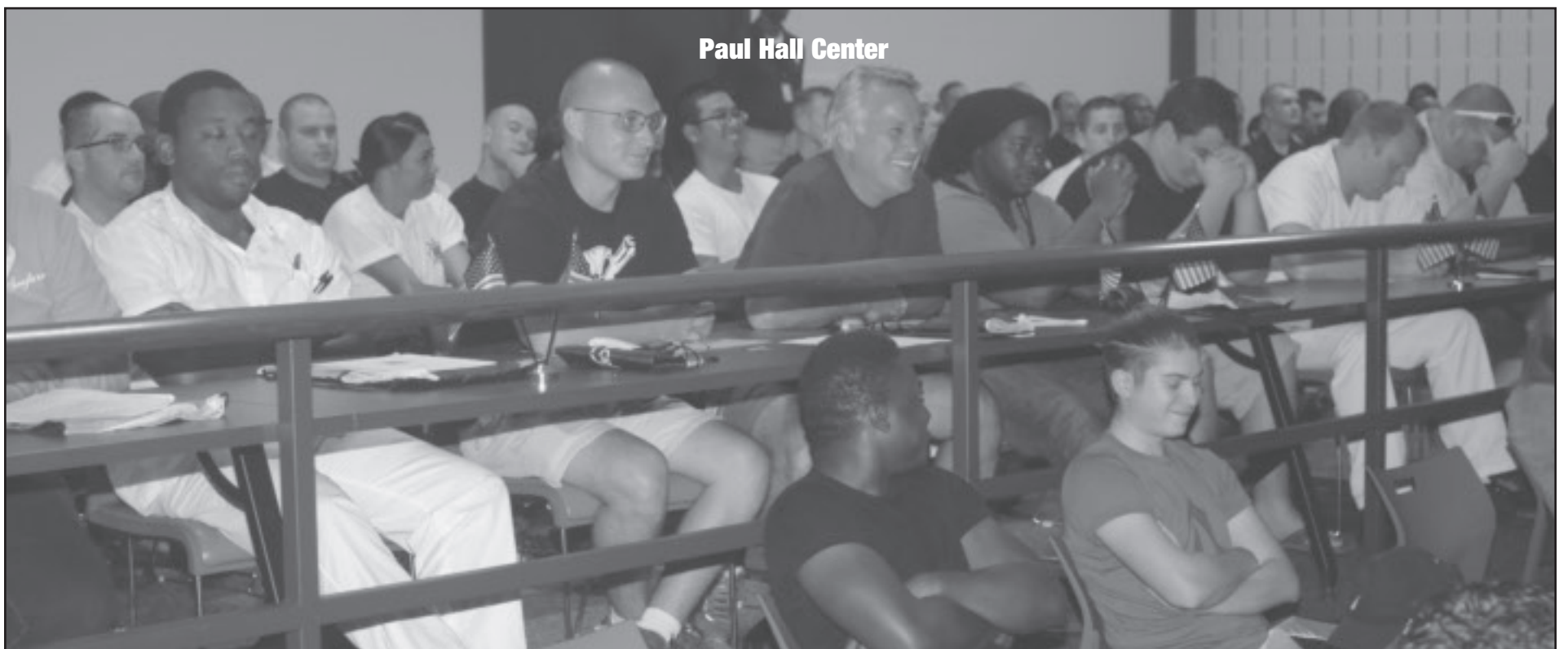
The inaugural session took place Aug. 7 at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. This event was followed by conferences at SIU halls in the ports of New Orleans (Aug. 11), Houston (Aug. 14) and Jacksonville, Florida (Aug. 16).

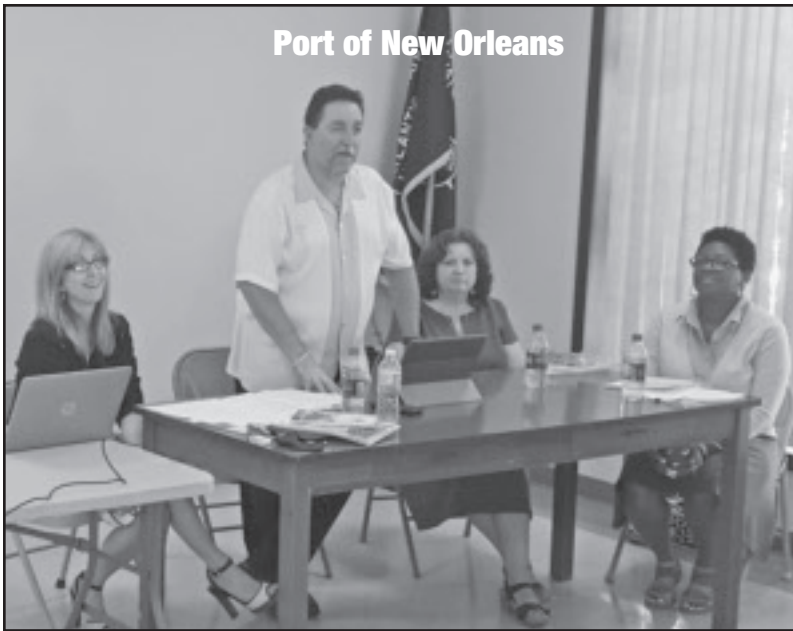
Designed to educate rank-and-file-members as well as union employees, the conferences focused on various Seafarers Plans. Conference goals were to make enrollees aware of benefits available to them under each plan. Special emphasis was placed on points that plan participants may not have known about.

Each conference was slightly more than one hour in duration and featured remarks by SIU Secretary-Treasurer David Heindel; Seafarers Plans Administrator Maggie Bowen; Seafarers Plans Benefits Director Teresa Zelko and CIGNA Representative Melissa Smith.

Future benefits conferences, their respective dates and locations are as follows: Aug. 28 - Port of Jersey City, New Jersey; Aug. 30 - Port of Norfolk, Virginia; Dec. 11 - Port of Tacoma, Washington; Dec. 12 - Port of Wilmington, California, and Dec. 13 - Port of Oakland, California.

Plans officials pointed out that conferences specifically for SIU members will commence promptly at 10:30 a.m. at each location and continue until approximately noon. The events are open to members, pensioners and their families.





Port of New Orleans

SIU Secretary-Treasurer David Heindel addresses members during a benefits conference at the Port of New Orleans. Looking on are Seafarers Plans Administrator Maggie Bowen (left); Seafarers Plans Benefits Director Teresa Zelko (right of Heindel) and CIGNA Representative Melissa Smith (far right).



Port of New Orleans



Port Of Jacksonville



Port Of Jacksonville

## Notice/Reminder

# Member Portal Offers Option for Scheduling Clinic Exams

SIU members are reminded that they have an online option for placing orders for clinic exam services in addition to services offered at the hiring halls.

As previously reported, those services may be ordered through the members-only portal on the union's website, [www.seafarers.org](http://www.seafarers.org). The members-only area itself has been available since June 2011 and is free of charge.

Seafarers Health and Benefits Plans (SHBP) Administrator Maggie Bowen stated, "You can order exams within 60 days of your current expiration dates, so don't wait until the last minute. This site also allows ineligible participants to order exams and pay using PayPal."

She added, "If you do not see the exam that you are trying to order, please email [shbpmedical@seafarers.org](mailto:shbpmedical@seafarers.org) and if you have any other questions please email [map@seafarers.org](mailto:map@seafarers.org) or call 1-800-252-4674."

The SHBP started using a new health clinic system, Comprehensive Health Services (CHSi), in early 2013. CHSi features more than 2,000 participating facilities in the contiguous United States, which has made it much easier for Seafarers to find clinics that are closer to home, whether they're taking annual exams, functional capacity evaluations or interval exams.

Using the member portal allows mari-

ners to order the exams they need as follows:

### Automated Exams

■ **Annual/MSC Physical Examination** – Required no more than once annually, no sooner than 60 days prior to the expiration date of the previous exam.

■ **Functional Capacity Evaluation** – Required no more than once annually, no sooner than 60 days prior to expiration date of previous annual exam.

■ **New Member Physical Exam** – This

is a one-time requirement and is necessary prior to registration.

■ **U.S. Coast Guard Exam** – Required once every two years unless the mariner is upgrading.

■ **Interval Exam** – Needed once every six months after annual exam for deep sea members and under several inland contracts.

■ **DOT/U.S. Coast Guard Drug Test (Pre-Employment or Periodic)** – Required when renewing documents, returning to work, or when random exception expires.

■ **Benzene Clearance** – Mandatory (for

mariners sailing on tankers) no more than once annually, no sooner than 60 days prior to the expiration date of previous clearance.

■ **Food Handler Certification** – Required no more than once annually, no sooner than 60 days prior to the expiration date of the mariner's certification.

■ **Unlicensed Apprentice Physical Exam** – This exam is required for those participating in the UA program. Once the admissions department notifies you of acceptance into the UA program, you must work with a local port office.

■ **TB Screening only** – Required no more than once annually, no sooner than 60 days prior to expiration of existing clearance. The TB screening is included in every Annual/MSC exam, UA exam and New Member exam.

### Approval Required Exams

■ **Return to Duty Exam** – (repatriation, interval illness or injury, etc.) Required upon demand by SHBP medical department.

■ **MSC Shots only** – Required by job order and approved as necessary by the SHBP medical department.

■ **Commercial Non-MSC Shots only** – Approved as necessary by the SHBP medical department.

■ **ARC Exam** – Approval required by Addictions Rehabilitation Center (ARC) and SHBP medical department.

## Are You Ready to Ship Out?

Make sure your documents and paperwork are current:

■ Merchant mariner credential (MMC) with security endorsements (security awareness and/or vessel personnel with designated security duties, abbreviated as VPDS, VSO for officers)

■ MMC indicating completion of Basic Training (formerly BST) (VI/1 and related verbiage)

■ Transportation Worker Identification Credential (TWIC)

■ Passport

■ ServSafe Management (chief cook and higher)

■ ServSafe Food Handler (entry level)

■ Medical certificate (acquired by passing U.S. Coast Guard physical once every two years and submitting to local REC)

■ Annual physical exam and interval exam (required once every six months)

■ Drug test (every six months unless continuously sailing)

■ If you take prescription drugs, make sure your medications will last longer than the duration of your voyage. If you need early or extended refills, contact the claims department for assistance. Dial 1-800-252-4674 and follow the prompt for prescriptions.

## Broadmeadow Becomes TRANSCOM Deputy; Buzby Assumes Maritime Administrator Post

Two positions of great significance to the American maritime industry recently were filled.

In early August, the U.S. Senate confirmed Lt. Gen. John Broadmeadow as the new deputy commander of the U.S. Transportation Command (US-TRANSCOM). Then, on Aug. 14, Rear Adm. Mark Buzby (U.S. Navy, Ret) was sworn in as the top official at the U.S. Maritime Administration (MARAD).

Headquartered at Scott Air Force Base in Illinois, USTRANSCOM oversees eight combatant commands and five related component commands, including the U.S. Military Sealift Command (MSC). Its commanding officer is Gen. Darren McDew, an outspoken advocate of the U.S. Merchant Marine.

Broadmeadow previously served as the commander of Marine Corps Installations Command, and also was the assistant deputy commandant, Installations and Logistics (Facilities), and commanding general, Marine Corps National Capital Region. Previously, he was vice director J4, Joint Staff. Before that assignment, he served as commanding general, Marine Corps Logistics Command from July 2013 to May 2015.

A 34-year career Marine, Broadmeadow is the fifteenth deputy commander at USTRANSCOM. In an informal message announcing the confirmation, McDew enthusiastically cited Broadmeadow's leadership and experience.

Meanwhile, Buzby is the new maritime administrator, taking over a Department of Transportation agency tasked with promoting the U.S. Merchant Marine (among other responsibilities involving the American maritime industry).

He needed no introduction to the key issues facing maritime; Buzby was MSC's commanding officer from 2009 until he retired from Naval service in 2013, capping a 34-year Navy career. He had been serving as president of the National Defense



This is the most recent official photo of Lt. Gen. Broadmeadow, who has since added a third star.

Transportation Association (NDTA) since November 2014.

Transportation Secretary Elaine Chao spoke at Buzby's swearing-in ceremony in the nation's capital. SIU President Michael Sacco and Executive Vice President Augie Tellez attended the gathering.



Rear Adm. Mark Buzby, the new maritime administrator, addresses the gathering at his swearing-in ceremony as U.S. Secretary of Transportation Elaine Chao (standing at right) looks on. (Photo Courtesy of DOT)

## New Study Underscores Jones Act's Benefits

### PricewaterhouseCoopers Details Inland Maritime's Economic Impact

A new report from the highly regarded company PricewaterhouseCoopers concluded that America's inland maritime industry significantly contributes to the United States economy.

Announced in late July by the American Waterways Operators (AWO), the study focused on the tugboat, towboat and barge industry. It was developed jointly by the AWO (whose members include several SIU-contracted companies) and the U.S. Maritime Administration (MARAD).

Specifically, the study explored the industry's economic contributions to employment, gross domestic product, and taxes at the national and state levels; detailed the types and quantities of vital commodities transported on American waterways; and compared waterborne transport to other modes of freight transport in terms of efficiency, environmental impact and public safety.

America's domestic maritime industry functions under the auspices of the Jones Act. The nation's freight cabotage law requires that cargo moving between U.S. ports be moved on vessels that are crewed, flagged, built and owned American.

Highlights from the PricewaterhouseCoopers study include:

- The tugboat, towboat and barge industry supports more than 300,000 jobs nationwide – including 50,000 in the industry itself, 38,000 of which are on board vessels – and has a total annual impact on GDP of \$33.8 billion.

- The industry annually moves more than 760 million tons of cargo that fuels the American economy, including critical commodities like petroleum, agricultural products, chemicals, coal, and manufactured goods.

- One inland dry cargo barge can haul 1,750 tons of dry cargo, the equivalent of 16 bulk rail cars or 70 tractor trailers, with greater fuel efficiency and fewer greenhouse gas emissions.

AWO President and CEO Tom Allegretti said, "AWO could not be prouder to unveil this PricewaterhouseCoopers study thoroughly quantifying what the dedicated men and women who make up the tugboat, towboat and barge industry have long known, from decades of first-hand experience: the extent to which maritime freight transport serves as a critical pillar of the American economy. We are especially pleased to have partnered with MARAD to produce this invaluable resource, and we look forward to using it to educate policymakers, the media, and the public about the role this industry plays in fueling our nation's prosperity."

MARAD Executive Director Joel Szabat stated, "The maritime industry enables the movement of goods and cargo quickly, efficiently, and at low cost between producers and markets along our nation's waterways. Waterborne commerce opened up our nation to trade and helped transform a fledgling democracy into the economic superpower it is today. Energy-efficient water transport continues to play a pivotal part in our nation's transportation system and helps make America's economy more competitive."

The full study (a 109-page PDF file) may be accessed on the AWO website, [www.americanwaterways.com](http://www.americanwaterways.com)

## MV Rena Fails To Pay Mariners, Gets Banned

After being alerted by the International Transport Workers' Federation (ITF), the Australian Maritime Safety Authority (AMSA) has banned a flag-of-convenience vessel from Australian ports. The ship, Bahamas-flagged bulk carrier *MV Rena*, repeatedly failed to pay outstanding wages and maintain a safe workplace for its crew.

On June 30, AMSA received a complaint from the ITF, alleging the crew had not been paid their total wages for several months. AMSA conducted a port state control inspection on July 6, when the Greek-owned ship arrived at

Hay Point in Queensland. Upon completion of the inspection, AMSA reported a number of serious deficiencies with the ship, including:

- Failure of the emergency generator to start;
- Failure of the lifeboat starting arrangements;
- Shortcomings in the safety management system (ISM); and
- Failure to pay crew the cash component of their wages, which totaled about \$53,000

The safety issues were found to present a clear risk to the crew, the ship and Australia's marine environment. Failure to pay the crew is a breach of the Maritime Labor Convention 2006, and confirmed what the ITF had originally alleged.

The ship was detained due to these failures; it remained at Hay Point for 29

days until early August, when AMSA and the vessel's flag state received evidence that the crew had been paid their outstanding wages.

AMSA's General Manager of Operations, Allan Schwartz, said the shipowner's negligence gave his organization considerable cause for concern, though he also expressed appreciation to the Bahamas Maritime Authority for taking an active role in resolving the issues.

"The failure of the ship operator to ensure that the ship is effectively managed along with the repeated failures of the ISM Code and Maritime Labor Convention, is a clear indication the ship is not being operated to meet applicable minimum standards," Schwartz said. "The length of time taken to rectify the outstanding issues, particularly in relation to crew welfare, is completely unacceptable."

All vessels operating in Australian waters must comply with the international standards reflected under Australian law. Shipowners must ensure that their vessels are operated and maintained to meet or exceed certain mechanical and safety standards, and that their crews are treated in line with their obligations under the Maritime Labor Convention.

Since substandard ships are not welcome in Australian waters, AMSA has banned the *MV Rena* from all Australian ports for six months, expiring on February 3, 2018. If the ship is detained again by AMSA for serious deficiencies, it may be subject to a further ban of 12 months.

A different ship by the same name (a Greek-owned container vessel) made headlines in 2011 when it ran aground in New Zealand.

# Determined to Succeed

## Paul Hall Center Apprentice Undaunted by Challenge of Prosthesis

Four years after an accident that claimed his right leg, Paul Hall Center Apprentice **Tommy Gwynn** couldn't be more matter-of-fact about how he deals with the related challenges.

But, that's been the case since the first days following the mishap in 2013, which happened while Gwynn worked aboard a commercial fishing processor in Alaska.

"I didn't have time to go through the, for lack of a better term, grief and self-pity phase," said Gwynn, who is 36 years old and uses a prosthesis. "My wife was three-and-a-half months pregnant with our first child at the time, and there were lots of doctors – all day, every day."

Fast forward to 2017, and it's no stretch to say Gwynn isn't slowed much, if at all, by his handicap. He's a competitive athlete (Brazilian Jiu Jitsu, abbreviated as BJJ) and also enjoys fishing and hiking. He's done well in the apprentice program at the SIU-affiliated school in Piney Point, Maryland, since starting phase one in June.

Paul Hall Center Assistant Vice President Bart Rogers said Gwynn "took a leadership role in the trainee program and took a lot of time talking to kids about safety. He used his leg as an example."

A U.S. Marine Corps veteran (he served from 1999-2001), Gwynn has his sights set on the deck department. His initial impressions of the Paul Hall Center are favorable.

"No complaints so far," he stated. "It hasn't been too bad at all. The best thing I could say to anyone considering applying is to know what you're getting into, especially if you're younger. This is a very serious career, and it's not to be taken lightly from a safety standpoint. Just do what you're told and what's expected, and it won't be difficult."

### SIU on Horizon

Even before the accident, Gwynn – who lives in Chesapeake, Virginia, with his wife and their two children – began planning to switch to deep-sea shipping. His vessel's captain in Alaska had mentioned the SIU.

"It was an easy decision to make," Gwynn said, crediting personnel at the SIU hall in Norfolk, Virginia, for helping him with the transition. "I didn't have trouble passing any of the [exams]. My physical therapist and rehab therapist did a great job of getting me back on my feet as soon as possible." (He no longer needs physical therapy.)

Gwynn wants to sail on breakbulk freighters and container ships, and is interested in "travel and having some

port time – just getting out and experiencing different local cultures and things of that nature."

It doesn't hurt that he's got full support from his wife.

"She grew up in the industry," Gwynn noted. "Her father is a ship captain in Alaska; she and I met on the ship I used to work on. She understands the life and knows what it's about. She's perfectly at ease with me doing what I'm doing, and she understands the end game a little more than most people."

### 'Is What It Is'

No matter how resolute his attitude about physical recovery, there have been, of course, significant trials.

"For the most part, it's been around 90 percent positive," Gwynn said. "There's not really too much that I can't do now that I was able to do before. Running is an exception."

"The first two years were a little rough and spotty, just trying to find someone to build a prosthetic that I could walk on," he continued. "A good, solid, comfortable fit is difficult to come by. But now, most people don't even know I have a prosthetic leg when I'm wearing pants."

Among those who are aware of his circumstance, Gwynn doesn't think people treat him differently.

"I can't say I've ever had people feel sorry for me or go out of their way to help me because of it," he stated. "My attitude from the beginning has been, it is what it is. It's amazing the number of people who find themselves in my situation who either expect special treatment or try to almost deny the whole thing. Those are typically the people I've noticed having a hard time dealing with it."

While devoted to his family, Gwynn also has invested lots of time in BJJ, a grappling sport that he studies most days when he's home. He has competed in a handful of tournaments ("with varying degrees of success") and is working with others in pushing for the addition of a "para" division among the sport's governing bodies.

In the tournaments, Gwynn competes against "able-bodied people," he noted. "Adding to the fun factor, I have to take off my prosthetic any time I compete."

Still, as with the apprentice program, BJJ has been a good fit.

"I got into it because I knew I wanted to go back to work on board a ship, and I wanted to start rehabbing myself," he explained. "I figured if I was able to stand up to some form of martial arts training, it would be a good



Apprentice Tommy Gwynn plans to sail in the deck department.

way to prepare myself for the physical nature of working on board a ship. Plus, I had gained 60 or 70 pounds in two or three years, and I wanted to lose weight and get back in shape. It went from being something to just get in shape to becoming something I absolutely love to do."



## Spotlight on Mariner Health

### Take Steps to Mitigate Migraines

According to the American Migraine Association, migraines affect more than 36 million Americans. This is 12 percent of the population.

Overall, migraines are a leading cause of outpatient and emergency-room visits. They're a potentially debilitating nerve disease that affects both sexes. However, women are effected far more often than men.

Migraines and other types of headaches, such as tension headaches and sinus headaches, are very painful. There's usually no exact cause for migraines. Doctors have speculated that smoking, skipping meals, wine, other alcohols, hormonal fluctuations, monosodium glutamate (MSG), and stress may cause them.

Migraine symptoms include a pounding headache that can increase with physical activity and straining. The sufferer can also have nausea, vomiting, upset stomach, diarrhea, and light sensitivity. Migraines can drastically affect your daily routine. In some cases, they may keep a person bedridden for days.

Migraines can be preceded or accompanied by sensory warning signs called an "aura." These may include flashes of light, blind spots, zig-zag lines in the visual field, difficulty in concentration and speaking, and tingling in the arms and legs. (Remember, if you have a headache that is very severe, with other neurological signs such as the inability to lift your arms or legs, or if you cannot walk, talk, or smile, get the hospital right away. This could be something much worse than a migraine.)

Treatment is aimed at helping the pain and nausea. There is presently no cure for migraines. Doctors are trying to limit the use of narcotics. They are encouraging patients to get enough sleep, try to reduce the stress, drink plenty of water, decrease alcohol intake, avoid certain foods and drinks, and get

regular exercise.

If you think that a migraine may be on the horizon, be prepared. Migraine prevention begins with avoiding the things that can trigger the condition. Once the migraine does start, however, you should have your meds on hand. Migraine sufferers use a variety of things to help stop the pain. These medications and activities may include yoga, acupuncture, meditation, Tylenol, Ibuprofen, Naproxen, Excedrin-Migraine, anti-nausea meds, selective serotonin reuptake inhibitors, Imirex, antidepressants, beta-blockers, anticonvulsants, Botox, herbs, vitamins, exercise, and sleep.

There are many new things being tried to help with migraine pain other than medications, including bio-feedback tapes, massages, and aromatherapy. Many have tried a new apparatus called a Cefaly device, with good results. This is a small device that attaches to the forehead like a headband and delivers a pulse to the targeted areas in the brain that are believed to be causing the pain. It uses a palm-size rechargeable battery to deliver the needed pulses. Some people swear that it does help them with their migraine pain.

Another new approach involves something called a Daith piercing. It involves the piercing of the innermost cartilage fold of the ear. This is an attempt to simulate acupuncture. Some have had good results with this type of pain relief. This is not a do-it-yourself procedure; a qualified acupuncturist should handle it.

Making sure that you know what triggers your headache pain and how to treat it can help to eliminate many hours of suffering. As always, seek your medical doctor's advice in all matters of migraine pain and do whatever follow up is recommended to make you feel better.

### Health Recipe

#### Chicken Ratatouille Servings: 25

10 pounds chicken breast half without skin, defrosted	1 cup onion, chopped
1/16 cup kosher salt	1/2 quart tomato puree
1/2 tablespoon black pepper	1/2 tablespoon rosemary, ground
1 tablespoon olive oil	1/2 tablespoon thyme, ground
1/2 tablespoon paprika	1/2 teaspoon salt
1 tablespoon granulated garlic	1/2 teaspoon pepper, ground
1 cup eggplant, chopped	1/3 tablespoon granulated garlic
1 cup zucchini, chopped	1/2 tablespoon granulated sugar
1 cup yellow squash, chopped	1/16 cup olive oil
	Fresh parsley, chopped

#### Preparation

- In a large container, add the chicken and the seasoning. Marinate for 2 hours.
- Grill the chicken on an oiled griddle or grill over med-high heat. Cook the chicken half way through. Place in 2" hotel pans, cover and set aside.
- In a large stock pot or steam kettle sauté the ratatouille vegetables until tender.
- Add the tomato puree and all the seasonings, cook for about 5-10 minutes on low heat.
- Drizzle olive oil on top of the chicken breasts. Bake in a 325 degree Fahrenheit oven for about 15-20 minutes uncovered, until internal temperature of 165 degrees is reached.
- Top the chicken breast with the cooked ratatouille. Cover and serve, garnish with fresh parsley.

Per Serving (excluding unknown items): 186 Calories; 3g Fat (15% calories from fat); 34g Protein; 4g Carbohydrate; 1g Dietary Fiber; 84mg Cholesterol; 443mg Sodium. Exchanges: 0 Grain (Starch); 4 1/2 Lean Meat; 1/2 Vegetable; 0 Fat; 0 Other Carbohydrates.

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

# Seafarers Mobilize for 'Pacer Goose'

SIU crews aboard the *M/V Ocean Giant* and *MT Maersk Peary* once again answered the call, supporting the U.S. military on an annual Arctic resupply mission. The *Ocean Giant* is operated by Waterman, and the *Maersk Peary* is operated by Maersk Line, Limited.

Pacer Goose 2017, the annual resupply mission to Thule Air Base in Greenland, got under way in Virginia on July 13. The *Ocean Giant*, chartered by the U.S. Military Sealift Command (MSC), began the assignment by spending three days taking on equipment and supplies at Naval Station Norfolk. The vessel was loaded with 100 shipping containers full of supplies, modular buildings and four K-Loads, which are used to load and offload military cargo aircraft.

"*Ocean Giant* is going to deliver the goods needed for the air base to operate," said Capt. Timothy Arey, the *Ocean Giant's* master. "We are going to sail through the ice and the cold to get them what they need and take away the items which are no longer needed at Thule."

Operation Pacer Goose began in 1952, using U.S. Navy combatant ships to transport equipment and materials to the remote military base. The operation accounts for one of the Arctic outpost's few sources of food, spare parts and other manufactured goods needed each year.

Even though the temperature was freezing, summer is the only time of year that the ice is thin enough to break through, added Arey.

The *Ocean Giant* then linked up with the tanker *Maersk Peary*, which was loaded with fuel for Thule. The two ships followed a Canadian icebreaker through the ice and into the air base's harbor. After unloading the critical supplies, the ships backloaded all of the base's solid waste and non-repairable equipment for return to the United States.

Arey pointed out that the *Ocean Giant* "is a great fit for this mission because it is double hulled to handle the ice and is extremely maneuverable. Additionally, the ship has its own cranes so it can load and offload cargo independently."

"*Ocean Giant's* merchant marines run lean and mean," he added. "Because of the size of the crew, our mariners tend to wear a lot of hats. Our crew multi-tasks lots of different jobs which keeps the ship running efficiently.... Merchant mariners have a proud history of service to the United States. During World War II, civilian mariners did their part in support of the war effort and we are very proud to be supporting the military by delivering supplies to Thule. We are really excited about this mission and feel very privileged to be a part of it."



U.S. Navy Sailors look on as the SIU-crewed *Ocean Giant* prepares to sail. (Photo courtesy of Bill Mesta)

## SIU-Crewed Prepositioning Ships Take Action in Group Sail

Six SIU-crewed, Military Sealift Command (MSC) vessels participated in a multi-ship training exercise, referred to as a group sail, off the coast of Saipan from Aug. 2-3.

Taking part in the exercise were the *USNS 1st LT Jack Lummus* (Operated by Crowley), *USNS 2nd LT John P. Bobo*, *USNS GYSGT Fred W. Stockham*, *USNS Pililaau*, *USNS Red Cloud* and *USNS So-*

*derman*, among other vessels in Maritime Prepositioning Ships Squadron Three (MPSRON-3). The *Lummus*, *Bobo* and *Stockham* are operated by Crowley; the *Pililaau* by American Overseas Marine; and the *Red Cloud* and *Soderman* by Patriot.

The exercise, used to prepare the prepositioning ships in tactical movement, also saw the MSC vessels working alongside the rest of the MPSRON-3 squadron, training the ships in interoperability with U.S. Navy assets.

As described by the Navy, the MPSRON ships executed close quarter turns, torpedo evasion tactics and formation steaming during the exercise, as well as practiced nighttime signal communications

and worked with Helicopter Sea Combat Squadron Two Five for deck landing qualifications.

"I am very pleased with how this event was executed. My staff worked very hard with all involved to ensure a crawl, walk, run phasing and the efforts in planning have shown themselves in the results," said U.S. Navy Capt. Eric Lindfors, who heads up MPSRON-3. "The success was only possible with the inputs we received from the ships' masters as we were operating with four different classes of ships all about the size of an aircraft carrier. I look forward to the next event and increasing the complexity so that we are better ready to support any call received."



GUDE Monica Coffelt (above) opens a lube oil cooler earlier this year aboard the *Lummus*. (U.S. Navy photo by Mass Communication Specialist 3rd Class Joshua Fulton) In the photo at right, SIU-crewed prepositioning ships change formation during an exercise off the coast of Saipan. (Photo courtesy of U.S. Navy)



### Practice Makes Perfect

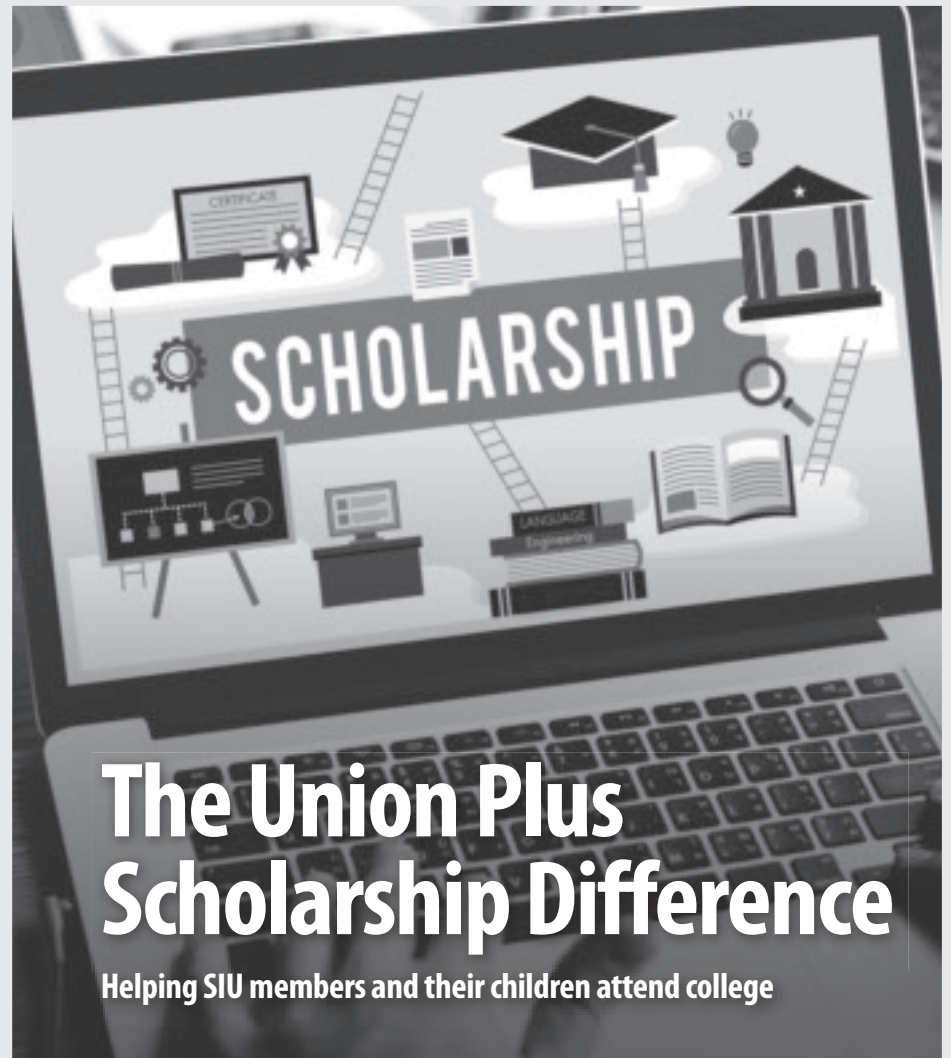
The aircraft carrier *USS Gerald R. Ford* (top) pulls alongside the Seafarers-crewed dry cargo and ammunition ship *USNS William McLean* during a practice underway replenishment Aug. 14 in the Atlantic. The *McLean* is crewed by members of the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist 3rd Class Mathew R. Fairchild)





## Hands-On Training in Piney Point

Practical training has always been a key part of many curriculums offered at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. These snapshots of upgraders were taken at the school around the start of summer.



### Union Plus Scholarships help SIU families with the cost of college

Awards range from \$500 to \$4,000 and are available annually to students attending college, trade or graduate schools.

The Union Plus Scholarship application is now available.

Deadline to apply is January 31, 12pm (noon), Eastern Time

9/17

Learn more at  
[unionplus.org/Scholarship](http://unionplus.org/Scholarship)



## Know Your Rights

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

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

Augustin Tellez, Chairman  
Seafarers Appeals Board  
5201 Auth Way  
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 offi-

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

Michael Sacco, President  
Seafarers International Union  
5201 Auth Way  
Camp Springs, MD 20746



**ABOARD OCEAN CRESCENT** – Pictured from left to right aboard the Crowley-operated ship while it was docked at Concord Naval Weapons Station in California are QEE Tomas Merel, Patrolman Adrian Fraccarolli, AB Sean Furlanic, Capt. Alan White, Port Agent Nick Marrone II, OMU Omar Espinosa, AB Dominador Diaz and Bosun Richard Hitchcock.

## *At Sea and Ashore with the SIU*



**ABOARD SEATTLE** – Pictured aboard the vessel in Concord, California, are (from left) Port Agent Nick Marrone II, Steward/Baker Troy Smith, QMED Patrick Buckley (seated), AB Thomas Drummond, AB Ryan Drummond and Bosun Ed Majesky. SA Kimberly Dawson is behind the camera. Formerly named BBC Seattle, the vessel is operated by JM Ship LLC.



**ABOARD ATB COMMITMENT** – These photos were taken in early August in Long Beach, California. Pictured aboard the Crowley vessel are Capt. Joel Anderson (above, left), Chief Engineer Piotr Kwiatkowski (above, center), Utility Eugene Narubin (directly above) and Utility Evan Flynn (photo at immediate right)



**ABOARD USNS RED CLOUD IN GUAM** – Pictured from left to right on the Patriot-operated vessel are (front) SA Emily Lepley, SA Elena Hoener, Port Agent Fred Sanchez, Steward/Baker Shirley Jenkins, (back) Chief Cook Dennison Dizon and Storekeeper Edwin Coleman.



**ABOARD MONTFORD POINT** – Among those pictured are AB Jon Sunga, AB John Garrett, AB Dhindo Faulve, QEE Thomas Jones, Bosun Ken Steiner, STOS Rodelo Ayaton, SK Chris Maye, QMED Rey Tendido, AB Larry Dizon, CC Aurelio Esperanza, Port Agent John Hoskins, Port Agent Fred Sanchez, Steward Cesar Delacruz, STOS Edmar Guanzon, QMED Mike Gray, Bosun's Mate Jason Davis, QEP Kenneth Lockhart, SA Ronnie Quess, AB Bruce Ilao, AB Rolando Dinong, STOS Alan Boiser, and DEU Solomon Godwin. The vessel, operated by Ocean Shipholdings, was in Guam when the photo was taken.

## At Sea and Ashore with the SIU



**ABOARD MANUKAI** – This photo was taken while the Matson-operated vessel was in Guam. That's Chief Cook Susano Cortez in front; standing left to right in back are ACU Nasser Hasson, Port Agent Fred Sanchez and Recertified Steward George Monseur.



**OATH IN JACKSONVILLE** – QE4 David Garrett (left) is sworn in for his full book by Patrolman Adam Bucalo at the union hall.



**WITH SEAFARERS IN CHARM CITY** – Pictured in late July aboard the Tote Services-operated *MV Freedom* in Baltimore are (from left) Patrolman DeCarlo Harris, Recertified Bosun Stephen Herring, Chief Steward Frank Starling and Port Agent John Hoskins.



**ABOARD APL BELGIUM** – Pictured from left are ACU Bernie Igot, Recertified Steward Ali Matari and Chief Cook Tashara Newton. Thanks to Recertified Bosun Gerry Gianan for the photo.



**WELCOME ASHORE IN WILMINGTON** – Longtime inland division member Marijan Masnov (left) picks up his first pension check at the union hall, where he's congratulated by Port Agent Jeff Turkus. Masnov sailed in the engine department, most recently with Intrepid Personnel and Provisioning.



**ABOARD MV LIBERTY** – Bosun Jerrold Foke took these snapshots aboard the Tote-operated car carrier. Pictured at left, STOS Jose Hercules fashions a new winch cover. In photo above at center, STOS Paul Ebanks scrubs the deck. In the remaining photo, AB Tony Ayala grabs a tool box and rehabs some boat wire.



**NEW ADDITION** – AB Kane Prew (left) is pictured at the SIU hall in Jacksonville, Florida, with his wife, Becky, and their newborn daughter, Willow. The bundle of joy was four weeks old when this snapshot was taken in early June.



**HAWAIIAN PRIDE** – The LOG's commitment to accuracy precludes altering the name board so it reads "Alaskan Legend," but please note that all four of these ABs hail from the Aloha State. From left aboard the Alaska Tanker Co. vessel are SIU members Lindsey Austin, Dylan Casuga, Pomaikai Velasquez and Elijah Huff. All are graduates of the Paul Hall Center's apprentice program. (Thanks to Port Agent Hazel Galbisio for the photo.)

# Nine Bosuns Ascend Ladder to Recertified Status

Nine deck department Seafarers recently achieved the crowning triumphs of their respective upgrading careers when they graduated from the bosun recertification course at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland.

In recognition of their ascent to the pinnacle of the deck department ladder, each received a certificate Aug. 7 during the union's membership meeting at the PHC. In keeping with tradition, the graduates — **Roberto Flauta, Albert Konning Jr., Marc Marcus, Hussein Mohssen Mohamed, Walter Ritvasky, Rodney Roberson Sr., Stig Sasse Jr., LBJ Bliss Tanoa and Abel Vazquez Torres** — also addressed union officials, fellow upgraders, trainees and guests who attended the meeting.

The two-week class features a blend of new and refresher hands-on training, classroom instruction, meetings with representatives from various union offices, and gatherings with personnel from the Seafarers Plans, among other activities.

During their presentations, the bosuns expressed gratitude for the opportunities they have been afforded to enhance their skills, improve their lives and those of their families, and become better shipmates to their brothers and sisters aboard SIU-contracted vessels. They collectively thanked the union leadership for its continued support, and the PHC vocational and hotel staffs for their excellent instruction and accommodations, respectively.

## Walt Ritvasky

Ritvasky was the first to take the podium. A military veteran, he signed on with the union in 1991 and hailed from port of Norfolk, Virginia.

"I came into the union 26 years ago through the veterans' program after serving six years in the U.S. Coast Guard," he said. "Being a part of this brotherhood (the SIU) has given me a sense of belonging, made me an integral part of something bigger than myself and taught me the real meaning of self-worth."

Reflecting on the overall experience of going through the recertification course, Ritvasky said that spending in-depth, one-on-one time with the union leadership afforded him a working knowledge of what it takes to run the successful organization that the SIU is.

"Our union leadership and staff deserve true recognition for the outstanding job they are doing behind

the scenes on our behalf," he said. "And I encourage you to continue to support them in all of their efforts. That includes your continued donations to SPAD because it really works."

Ritvasky then expressed his gratitude to the school's instructors and staff for "implementing, running and being at the forefront of new technologies that impact the maritime industry. We have a world-class facility here with state-of-the-art equipment, training aids and up-to-date course materials," he said. "The staff is very hands-on, warm and courteous. I encourage everyone to take advantage of the school and all it has to offer."

Addressing the trainees, Ritvasky said, "You only get out what you put in. So, invest in yourself and your future." He continued by telling all future that knowledge is power.

"The more (knowledge) you gain, the more powerful you become," he said. "Take advantage of all the courses that you can here at the school and move up quickly."

"Once you go aboard ship, never hesitate to go to your bosun if you have concerns," he concluded. "We represent you and are there for you. Always remember, we have all walked in your shoes."

## Rodney Roberson Sr.

Roberson has been going to sea under the SIU banner for some 25 years. He sails from the port of Philadelphia and is a veteran of both the U.S. Army and U.S. Marine Corps.

"I am the first and only member of my family to be a member of the U.S. Merchant Marine," he told the audience upon taking the podium. "Being a merchant mariner has been the most exciting experience of my career."

Having circumnavigated the globe aboard union-contracted vessels on more than one occasion, Roberson said he has met a lot of interesting people, experienced a variety of cultures and seen many interesting things. "The SIU has been good to me and my family over the many years I have sailed," he said. "I extend my thanks to all who have given me the opportunity to have a better life. I send a special thanks to our union officials for all of their efforts; especially for keeping the SIU strong and well."

Offering timely advice to the trainees, Roberson told them to study hard while at the school, become accustomed to working with classmates and to learn well the lessons being taught by their instructors.

"You are not going to get very far in life based on what you already know," he said. "You're going to advance in life by what you're going to learn and accomplish after you leave here. Once you get out to sea, continue to work hard carry your load and never be afraid to ask questions."

In closing, he told the apprentices that the best leaders are grown from within the organization. "You have been chosen by the current leadership for this opportunity because of your recognized ability to lead your fellow teammates," he said. "Remember, education does not stop after you graduate from here.... The acquisition of wisdom is a moral duty, not just something you do to advance in life."

"Be the leaders you were appointed to be and make your team the best of the best," he concluded. "We, the few and the proud, we thank you, SIU."

## Marc Marcus

Marcus is a December 1970 graduate of the PHC apprentice program and has since returned to the school several times to upgrade his skills. A native of Baltimore, he currently sails from the Port of Jacksonville, Florida.

"I initially returned to the school in order to remain current with the industry's requirements and to maintain my eligibility to sail," he said. "The ability to upgrade has always been a benefit and I encourage everyone to take advantage of it as often as possible."

Turning to his bosun recertification training experience, Marcus said it let him see what really goes on behind the scenes of the union's daily operations.

"It was very interesting to realize how all of these intricacies are woven together," he said. "For example, through our political agenda, we protect existing laws and introduce new legislation in concert with other maritime and labor organizations."

"The end result is keeping and creating jobs," Marcus said. "This is all funded through SPAD, a most important voluntary contribution made through our membership."

Speaking of the PHC, Marcus told the audience: "Our school, with its state-of-the-art training, allows us to be the frontrunners in obtaining these jobs for our membership. It also allows our membership to go as far as they want in the industry — from unlicensed to licensed officers. This is just one example of how one aspect adheres to another.... I thank all the

instructors, the school's administration and our union officials for all the progress we have made. I thank them all for a job well done."

In closing, Marcus urged his SIU brothers and sisters to stay informed. And while he and his classmates had just completed two weeks of intense training, he said that much of the information he received is also available through other easily accessible sources. Included in his list were the union's website, the *Seafarers LOG* and the union's approachable executives. "I encourage you to take advantage of all of them," Marcus concluded. "An informed member can only result in a stronger union."

## Roberto Flauta

Flauta joined the union in 1992 in Honolulu. Born in the Philippines, he currently sails out of the port of Oakland, California.

"The union has given me an opportunity to have a successful career," he said. "It has also helped me to establish a far better life for myself and my family here in America."

Flauta said that thanks to his jobs with the SIU, his kids are making good on all of their ever-growing educational aspirations. "My children are excelling in their education because of my work," he said. "Because of this job, my children will be taking their first cars to the stars and back."

Flauta said he was impressed with the entire bosun recertification curriculum, especially those portions that addressed member benefits and the contracting process. "The insights I gained on the [Seafarers Plans] and the contracting process were very valuable," he said. "I can now provide information to my shipmates who have questions about these things."

Regarding SPAD, Flauta urged everyone present to continue making contributions to this very worthwhile fund. "To all members and trainees, I would like to ask you to continue to donate to SPAD," he said. "Donations keep our jobs and the industry safe."

After advising the rank-and-file members to practice safety in every job-related task and to keep all mariner documents current, he told them to upgrade as often as possible. He closed by thanking union officials for keeping the union going strong.

## Stig Sasse Jr.

Sasse is home-ported in Houston, the same location where he initially signed on with the union in 2001.

"The recertification class has given me an understanding of the history of the union, the different departments and [various programs] that affect members," he said. "I now have the tools — including knowledge of contracts — to assist members with whatever they want to know. This has been a very informative experience for me."

Sasse launched his seafaring career when 16 years old. "I've been in this industry since 1975. I sailed under the Belgian flag, then with the U.S. Coast Guard, the National Maritime Union and now with the SIU," he said.

"I've been around the world several times and will probably do it several more times," he continued. "I like different cultures and the history of languages.... I'd like to thank SIU President (Mike) Sacco and all those who were involved in making this happen."

Addressing the apprentices, Sasse said, "You young guys, you are our future. Go out there and learn, work hard and take pride in what you do. Be considerate of your shipmates and treat the ship as you would your own home; it is your home while you are there."

He then addressed rank-and-file members regarding the importance of political activity. "I ask you to help our officials by donating to SPAD," he said, "so they can do their jobs to keep us strong and secure."

Sasse surrendered the podium with a final piece of advice for his brothers and sisters: "If you think you have a problem with alcohol or drugs, you probably do," he said. "Jack Gallagher has a good program going on at the Addictions Rehabilitation Center (ARC). Let it be your decision to get help, not the Coast Guard's."

## Albert Konning

Konning joined the SIU in Houston, his current home port.

"I have been a part of this union since 2002," he told his brothers and sisters. "I have been sailing for 30 years or more starting in 1978. I have sailed around the world... to the west, east, north, South Africa, Europe, the Far East and Asia."

Originally from Ghana, Konning said he is deeply indebted to the union because it "has helped me to become a citizen of the United States."

He then turned his attention to the PHC staff. "My thanks go to the union instructors and staff at the school for all of their hard work," he



Recertified Bosun Rodney Roberson Sr. (second from left) shares insights with Phase III apprentices aboard the PHC training vessel *Freedom Star*. Listening in and awaiting his turn to engage the trainees is Recertified Bosun Roberto Tremor Flauta (left.)

said. "They did a great job during my recertification training and I learned a lot about leadership, union education, recruiting, manpower, U.S. Coast Guard regulations, claims, social responsibilities, drug and alcohol awareness, vacation records and SIU contracts."

"The entire experience made me a better mariner by providing me a greater understanding of what I am doing," he continued. "I can now explain things to my crew and answer any questions they put before me."

Turning to the apprentices, Konning advised them to study hard and learn from their instructors. "And

when you get out to sea, work hard, carry your load and never be afraid to ask questions."

Before departing the podium, he encouraged all rank-and file members to upgrade their skills often and do their part to help protect union jobs by donating to SPAD.

## Abel Vazquez Torres

Vazquez Torres joined the SIU in 2001 in San Juan, Puerto Rico, his home port. He has upgraded his skills on four previous occasions at the PHC.

"Being at the school (for bosun recertification training) has been an eye-opening experience for me,"

Vazquez Torres said. "I learned a great deal about medical plans, pensions and the money purchase plan. These new insights will enable me to help keep my shipmates informed."

He then thanked "President Sacco, other union officials, staff members and everyone else involved in this great organization for making this day possible. I also want to thank (Port Agent) Amancio Crespo for his trust in me when I first shipped as a bosun a few years back," he continued. "For that trust, I will always be grateful."

In similar fashion, he acknowledged union officials from the port of

Houston for an extremely memorable role they played in his career. "They really came to my rescue a few years ago when shipping was really slow in Puerto Rico," he said. "I flew to Houston to get work and those guys really treated me like I was family. I will never forget that."

Vazquez Torres then expressed his gratitude for the union's new hall in Puerto Rico. "I again thank the leadership as well as others who were involved in the acquisition of our new union hall in Puerto Rico" he said. "It really does mean a lot to

*Continued on next page*



Recertified Bosun  
Walter Ritvasky



Recertified Bosun  
Rodney Roberson Sr.



Recertified Bosun  
Marc Marcus



Recertified Bosun  
Roberto Tremor Flauta



Recertified Bosun  
Stig Sasse Jr.



Recertified Bosun  
Albert Konning Jr.



Recertified Bosun  
Abel Vazquez Torres



Recertified Bosun  
Hussein Mohssen Mohamed



Recertified Bosun  
LBJ Bliss Tanoa

# Deck Department Members Realize Career Aspirations

Continued from Page 13

all of us. There are still a few details to finalize but soon the new hall will be up and running.”

Directing his attention to the apprentices, he said: “To all the young guys, let me tell you to work hard, always give 100 percent and don’t allow anyone to turn you around. There are no limits on how far you can go aside from those limits that you place on yourself.”

In closing, Vazquez Torres stated, “Life for me as a mariner once was like a roller coaster: up and down. But thanks to the SIU, that has all changed. Everything now is moving forward. Once again, thanks to the SIU. You guys have made me more than just a sailor; you made me a professional.”

## Hussein Mohssen Mohamed

Mohamed signed on with the union in 1999 in Honolulu. He currently sails out of Wilmington, Calif.

“I found the bosun recertification course interesting and enjoyable,” he said. “The knowledge I gained will enable me to teach younger members how the union works.”

Focusing on the positive impact that being a Seafarer has had on him, Mohamed said, “The SIU has afforded me the opportunity to have a good life for myself and my family. I have now been sailing for 17 years. I would also like to say thank you to our union leadership for all the hard work they do in keeping and protecting our jobs and this industry.”

To the trainees, Mohammed offered: “My advice to you guys is to keep working hard, be responsible, keep a good attitude and upgrade your skills often.”

In closing, he told the rank-and-file membership to keep their dues current and donate to SPAD as often as possible.

## LBJ Bliss Tanoa

Tanoa was the final recertified bosun to speak. He started his career with the union in 1991 in Honolulu. He upgraded his skills in 1993 and 1998 at the PHC and in 2001 in Barbers Point, Hawaii.

After extending his gratitude to the union’s executives and Seafarers Appeals Board for accepting his application to be a member of the recer-



Recertified Bosuns Stig Sasse Jr. (second from right) and Abel Vazquez Torres (second from left) provide some hands-on training to Phase III apprentices aboard the PHC training vessel *Freedom Star*.

tification class, he sent a shout-out to PHC officials. “I want to compliment the vice president, staff members and the Piney Point port agent for the awesome job they have done keeping our school top notch – the best in this country as well as overseas,” he said.

“I made a promise and a commitment to my family and friends – past and present – who are now retired members of the deck, engine and steward departments aboard SIU-contacted vessels,” Tanoa continued. That promise, he added was that someday, he’d become an SIU recertified bosun.

“Here I am today,” he said, “a member of the PHC recertified bosun class of 2017.” He then pointed out that he believes he is the first Samoan-born mariner from the Pacific Islands to earn bosun recertification status in the union’s history.

As a result of being a member the union and achieving bosun recertification status, Tanoa said, “I have secured the American dream and a good future for my kids and family. And that’s why I want to thank SIU President Sacco and past presidents for the fair shake in life that I have had with the SIU during the past 26 years.”

Turning to the trainees, he said, “My advice to our apprentice class is to take advantage of this opportunity to build a solid foundation and a better future for you and your family. Take advantage of the academic programs that we offer here and keep upgrading to better your skills for the challenges that lie ahead.

“Our SIU motto is Strength in Unity,” he continued. “We are members of every race and religion. We speak every language; we’re every gender, sexual orientation and gender

identity. And we were all born right here in the SIU, and we are one. Our diversity is our strength.”

Addressing his fellow recertified bosuns, Tanoa suggested that each of them now knows the way forward and their collective responsibilities. “Our duty is to continue to be the eyes and ears for our union aboard ships,” he said. “We must advocate and protect the new and young union members and defend our collective bargaining rights.”

In closing, he told all present that the devil never sleeps. “We have opponents out there who are bold, well-funded and willing to fight,” he said. “I say bring it on. Brothers and sisters, we have the best executive board in SIU history to fight this battle all the time and we all must support them.”

“Remember, Strength in Unity and Unity is Our Strength.”



At the conclusion of the meeting, union officials joined the nine recertified bosuns and members of the families for this photo.

## September & October Membership Meetings

Piney Point.....\*Tuesday: September 5, Monday: October 2  
 Algonac.....Friday: September 8, October 6  
 Baltimore.....Thursday: September 7, October 5  
 Guam.....Thursday: September 21, October 19  
 Honolulu.....Friday: September 15, October 13  
 Houston.....Monday: September 11, \*Tuesday: October 10  
 Jacksonville.....Thursday: September 7, October 5  
 Joliet.....Thursday: September 14, October 12  
 Mobile.....Wednesday: September 13, October 11  
 New Orleans.....Tuesday: September 12, October 10  
 Jersey City.....Tuesday: September 5, October 3  
 Norfolk.....Thursday: September 7, October 5  
 Oakland.....Thursday: September 14, October 12  
 Philadelphia.....Wednesday: September 6, October 4  
 Port Everglades.....Thursday: September 14, October 12  
 San Juan.....Thursday: September 7, October 5  
 St. Louis.....Friday: September 15, October 13  
 Tacoma.....Friday: September 22, October 20  
 Wilmington.....Monday: September 18, October 16

\*Piney Point change due to Labor Day

\*Houston change created by Columbus Day observance.

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

## Personal

### Mark Lance

Retired SIU member Mark Lance would like to hear from his old shipmates. He may be contacted at mtalance@sbcglobal.net or (530) 781-4639.

## Correction

In the August LOG, the story about longtime SIU member Vern Poulsen listed an incorrect date of death. Brother Poulsen passed away May 30.

USS RISING: A CAPITAL FUNDING CAMPAIGN

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**SPAD**

(Seafarers Political Activity Donation)

## Dispatchers' Report for Deep Sea

July 16, 2017 - August 15, 2017

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
<b>Deck Department</b>										
Algonac	20	13	2	21	14	1	5	25	13	3
Anchorage	4	1	1	2	0	2	1	5	1	0
Baltimore	11	7	4	2	2	2	2	14	7	2
Fort Lauderdale	27	15	6	12	15	4	3	35	11	5
Guam	5	0	0	4	0	0	0	7	2	0
Harvey	9	1	6	12	0	2	5	12	3	5
Honolulu	10	6	0	7	5	3	4	16	9	2
Houston	45	9	19	50	6	8	21	83	7	29
Jacksonville	34	16	13	27	12	10	20	64	35	17
Jersey City	30	12	3	30	17	4	18	68	21	6
Joliet	5	2	1	2	3	0	0	6	2	1
Mobile	15	1	5	5	4	1	2	24	3	11
Norfolk	16	19	6	10	16	7	8	31	17	6
Oakland	21	7	2	11	3	2	6	28	7	4
Philadelphia	2	5	0	4	3	0	1	2	8	1
Piney Point	3	0	1	1	2	1	2	5	2	0
Puerto Rico	4	5	1	4	6	1	4	11	7	0
Tacoma	43	9	5	27	5	3	7	57	17	6
St. Louis	0	2	1	1	4	0	0	3	1	2
Wilmington	32	15	1	30	7	3	11	60	19	11
<b>TOTALS</b>	<b>336</b>	<b>145</b>	<b>82</b>	<b>262</b>	<b>124</b>	<b>54</b>	<b>120</b>	<b>556</b>	<b>192</b>	<b>116</b>
<b>Engine Department</b>										
Algonac	4	1	4	1	0	2	1	7	3	1
Anchorage	0	0	1	0	0	0	0	0	0	1
Baltimore	0	4	2	2	1	1	1	1	6	3
Fort Lauderdale	10	3	2	5	2	3	5	18	4	4
Guam	0	2	0	0	1	0	0	0	2	0
Harvey	5	3	0	1	1	0	1	8	5	1
Honolulu	8	3	0	4	0	1	2	20	9	0
Houston	18	8	3	12	7	1	6	30	15	5
Jacksonville	23	14	4	15	11	1	11	41	14	3
Jersey City	13	7	0	7	3	0	2	20	8	0
Joliet	3	1	0	3	0	0	0	3	1	0
Mobile	6	2	2	5	4	1	3	9	3	3
Norfolk	16	16	5	10	11	4	10	22	17	4
Oakland	5	8	2	11	3	2	4	9	7	2
Philadelphia	3	3	0	2	2	0	1	7	1	0
Piney Point	1	3	0	0	0	0	0	1	5	0
Puerto Rico	5	6	1	3	0	0	0	7	10	1
Tacoma	17	5	3	12	11	1	5	32	4	1
St. Louis	2	1	1	1	1	0	0	1	0	1
Wilmington	11	5	4	12	2	1	4	20	16	6
<b>TOTALS</b>	<b>150</b>	<b>95</b>	<b>34</b>	<b>106</b>	<b>60</b>	<b>18</b>	<b>56</b>	<b>256</b>	<b>130</b>	<b>36</b>
<b>Steward Department</b>										
Algonac	1	1	0	0	3	1	1	5	3	0
Anchorage	1	0	0	1	0	0	0	0	0	0
Baltimore	6	1	1	4	0	0	0	6	1	1
Fort Lauderdale	5	1	1	11	0	2	4	9	2	1
Guam	0	0	0	0	1	0	0	0	1	0
Harvey	5	2	1	5	0	0	2	7	3	1
Honolulu	10	0	0	3	1	0	1	17	2	1
Houston	24	2	3	15	2	0	7	40	9	2
Jacksonville	12	6	1	11	7	1	7	25	10	2
Jersey City	14	4	0	5	2	0	3	22	5	0
Joliet	2	2	0	0	0	0	0	2	3	0
Mobile	4	4	0	2	2	0	2	6	4	1
Norfolk	12	12	3	15	7	3	5	12	14	2
Oakland	22	5	1	20	2	2	6	21	6	3
Philadelphia	1	0	1	7	0	1	4	3	0	1
Piney Point	5	2	0	4	0	0	1	4	4	0
Puerto Rico	2	3	2	4	3	2	5	5	7	0
Tacoma	16	1	2	14	1	1	4	21	2	2
St. Louis	2	1	0	4	0	0	1	5	1	0
Wilmington	20	8	3	14	2	1	3	34	9	2
<b>TOTALS</b>	<b>164</b>	<b>56</b>	<b>19</b>	<b>139</b>	<b>34</b>	<b>14</b>	<b>56</b>	<b>244</b>	<b>86</b>	<b>19</b>
<b>Entry Department</b>										
Algonac	3	15	10	0	11	6	4	4	19	9
Anchorage	0	1	2	0	0	3	0	0	2	2
Baltimore	1	0	4	1	0	1	0	0	0	3
Fort Lauderdale	0	6	7	0	2	4	0	1	7	8
Guam	0	3	2	0	1	0	0	0	2	2
Harvey	0	1	6	1	1	2	0	0	1	6
Honolulu	0	4	3	2	2	4	0	1	13	7
Houston	2	12	7	3	12	5	2	7	12	15
Jacksonville	7	13	37	1	11	21	2	5	21	68
Jersey City	2	16	12	1	3	6	0	4	29	15
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	0	0	1	0	0	0	1	0	2	3
Norfolk	0	11	19	0	6	24	3	1	25	32
Oakland	2	15	11	1	12	2	2	4	21	17
Philadelphia	0	0	1	0	0	1	0	0	1	0
Piney Point	0	1	1	0	0	1	5	0	1	2
Puerto Rico	0	0	0	0	0	1	0	0	0	1
Tacoma	3	9	7	4	7	9	3	5	27	25
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	2	15	20	3	8	19	1	11	24	36
<b>TOTALS</b>	<b>22</b>	<b>122</b>	<b>150</b>	<b>17</b>	<b>76</b>	<b>109</b>	<b>23</b>	<b>43</b>	<b>207</b>	<b>251</b>
<b>GRAND TOTAL:</b>	<b>672</b>	<b>418</b>	<b>285</b>	<b>524</b>	<b>294</b>	<b>195</b>	<b>255</b>	<b>1,099</b>	<b>615</b>	<b>422</b>

## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

**Tom Orzechowski,**

*Vice President Lakes and Inland Waters*

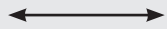
**Dean Corgey, Vice President Gulf Coast**

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**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,**

*Vice President Government Services*



### HEADQUARTERS

5201 Auth Way, Camp Springs, MD 20746  
(301) 899-0675

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NORFOLK

115 Third St., Norfolk, VA 23510  
(757) 622-1892

### OAKLAND

1121 7<sup>th</sup> St., Oakland, CA 94607  
(510) 444-2360

### PHILADELPHIA

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

### PINEY POINT

P.O. Box 75, Piney Point, MD 20674  
(301) 994-0010

### PORT EVERGLADES

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

### SANTURCE

1057 Fernandez Juncos Ave., Stop 16  
Santurce, PR 00907  
(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) 549-4000



## Inquiring Seafarer

*This month's question was answered by SIU members at the union hall in New Orleans.*

### Question: What are some things you enjoy doing in your free time?



**Lamar Parker**  
*QMED*

I've made enough money through my career with the SIU to invest and get involved in real estate. It's my passion, and a great way to prepare for your retirement. Thanks to the cost-saving advantages of attending classes at the Paul Hall Center – and having my health care paid for by the union – I've been able to really plan ahead.



**John Hale**  
*Steward/Baker*

When I'm on a ship, it's all work for me. We work long hours, so I don't usually do much in my spare time. Off work, it's taking care of my family, working around the house and cutting the grass.



**Santos Antonio**  
*AB*

In my free time, I'm at the gym. Whether I'm on board a vessel or at home, I'm constantly trying to stay in shape. It's important to stay fit as a mariner.



**Walter Laux**  
*Wiper*

I'm busy all the time, but usually just chores like cutting the grass and that sort of thing. I do like to watch soccer on TV when I can, since I'm too old to play soccer anymore.



**Jeremie Brooks**  
*AB*

On the ship, I'm working out and lifting weights in my spare time. When I'm off, I'm riding my motorcycle. I take cross-country trips, meeting up with other riders everywhere I go. When you're on a ship for four or five months, and then off for four or five months, you get opportunities to travel that most people don't have.



**Stella Whitley**  
*GUDE*

I like to go to the gym, but mostly I play video games in my free time. When I'm on a ship, I'll read books, and at home I like to go fishing, but it's mostly Madden and a few first-person shooters for me.

## Pic From The Past



According to the original caption, this snapshot was taken on Aug. 8, 1941. It's a view looking north above what was described as a "small boat harbor" in Piney Point, Maryland. Piney Point, of course, would become the home of the SIU-affiliated Harry Lundeberg School of Seamanship in 1967. The overall campus (located to the east of where this photo was taken) in 1991 was renamed the Paul Hall Center for Maritime Training and Education.

*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 Auth Way, 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)*

# 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

### MOHAMED AHMED

Brother Mohamed Ahmed, 60, began sailing with the SIU in 1981.

He originally shipped on the *Santa Mariana*. The deck department member upgraded on multiple occasions at the maritime training center in Piney Point, Maryland.

Brother Ahmed's last vessel was the *Maersk Chicago*. He lives in Ponchatoula, Louisiana.

### RYVER ALEXANDER

Sister Ryver Alexander, 65, first donned the SIU colors in 2005, working on the *Waters*. A member of the steward department, she enhanced her skills often at the Paul Hall Center in Piney Point, Maryland. Sister Alexander last worked on the *Ohio*. She calls Sunrise, Florida, home.

### GARY BARTLETT

Brother Gary Bartlett, 65, started shipping with the Seafarers in 2002. He first sailed as an engine department member on the *Equality State*. He most recently sailed aboard the *Dependable*. Brother Bartlett is a resident of Gig Harbor, Washington.

### GERALD BOLLINGER

Brother Gerald Bollinger, 67, donned the union colors in 1969. He first sailed with Erie Navigation, and most recently shipped aboard the *St. John*. Brother Bollinger worked in the engine department and resides in Erie, Pennsylvania.

### JAMES CHESHIRE

Brother James Cheshire, 71, joined the union in 1995. He first sailed with OSG Ship Management, working as a deck department member. In 1997, Brother Cheshire attended classes at the union-affiliated school in Piney Point, Maryland. He concluded his career on the *Overseas Joyce* and resides in Stuart, Florida.

### JOAN ELLIS

Sister Joan Ellis, 65, became a Seafarer in 1989. The deck department member initially sailed on the *LNG Leo*. Sister Ellis upgraded at the Paul Hall Center in 1998. She last shipped aboard the *LNG Capricorn* and lives in Kingston, New York.

### PHILIP FULMER

Brother Philip Fulmer, 65, began sailing with the SIU in 1998. He originally worked on the *Baldomero Lopez*. Brother Fulmer took advantage of educational opportunities available at the Piney Point school and upgraded in 2010.

He sailed in the deck department and his most recent ship was the *Jack Lummus*. Brother Fulmer resides in Marietta, Ohio.

### ANDREW GREENWOOD

Brother Andrew Greenwood, 65, started sailing with the union in 1973. He first shipped aboard the *John Tyler*. Brother Greenwood attended classes on several occasions at the Paul Hall Center. As a member of the engine department, he most recently worked aboard the *Horizon Consumer*. He now calls Sumner, Washington, home.

### JOHN HABIB

Brother John Habib, 65, began sailing with the SIU in 1978, as a deck department member. He first worked on the *Philadelphia*. Brother Habib upgraded his skills at the Paul Hall Center in 2004. He most recently sailed on the *Horizon Reliance*. Born in Syria, he is now settled in Wilmington, California.

### JANET JOURDAN

Sister Janet Jourdan, 67, began sailing with the SIU in 2003. She first shipped with Marine Personnel and Provisioning, working in the steward department. Sister Jourdan took advantage of educational opportunities at the Piney Point School and upgraded in 2004. Prior to her retirement, she shipped on the *Captain David Lyon*. The New Orleans native now resides in Katy, Texas.

### WALTER LOVELESS

Brother Walter Loveless, 65, became a union member in 1969. He initially sailed on the *Columbia Rose*, working in the deck department. Brother Loveless upgraded at the union-affiliated school in Piney Point, Maryland, in 1999 and 2006. He most recently shipped on the *Algol* and lives in Destrehan, Louisiana.

### JESSE MANARD

Brother Jesse Manard, 65, donned the SIU colors in 1976. A member of the engine department, he originally worked for CLM Enterprises. Brother Manard upgraded at the Piney Point School in 1984 and 2001. He last sailed on the *Horizon Reliance* and now resides in Las Vegas.

### VELLY MARQUEZ

Brother Velly Marquez, 63, began shipping with the union in 2003, initially working on the *Chesapeake Bay*. He upgraded twice at the SIU-affiliated school in Piney Point, Maryland. Brother Marquez worked in the deck department. He most recently shipped aboard the *Alliance Norfolk* and resides in Kissimmee, Florida.

### JOHNNY MORRIS

Brother Johnny Morris, 61, started sailing with the SIU in 2001. He first shipped on the *Overseas Washington*, and upgraded at the Piney Point school in 2010. A deck department member, Brother Morris last worked on the *Mary Sears*. He is a resident of Las Vegas.

### JAMES OLING

Brother James Oling, 65, became a union member in 1999. He started his career working aboard the *John Paul Bobo*. Brother Oling sailed in the engine department. On several occasions, he upgraded at the Paul Hall Center. Brother Oling's most recent trip was on the *Burns Harbor*. He settled in Oak Forest, Illinois.

### HECTOR PILGRIM

Brother Hector Pilgrim, 65, signed on with the SIU in 2003. He first sailed on the *Maersk Maine* in the deck department. Brother Pilgrim upgraded at the Paul Hall Center in 2002 before concluding his career on the *Liberator*. He resides in Brooklyn, New York.

### PETER POREE

Brother Peter Poree, 67, joined the SIU in 1990. He initially sailed aboard the *Silas Bent*, working in the deck department. He took advantage of training opportunities at the union-affiliated school in Piney Point, Maryland, and upgraded in 2001. After his final trip on the *Calvin P. Titus*, Brother Poree settled in Aitkin, Minnesota.

### JIMMIE SCHECK

Brother Jimmie Scheck, 60, signed on with the union in 1977. The St. Louis native initially worked aboard the *Zapata Courier*. He was a deck department member and upgraded often at the Paul Hall Center in Maryland. Brother

Scheck's final vessel was the *Ocean Freedom*. He lives in Dickinson, Texas.

### ALLEN VAN BUREN

Brother Allen Van Buren, 66, joined the SIU in 1976. He initially worked with the Empire Transport Company as a member of the steward department. On several occasions, Brother Van Buren took advantage of educational opportunities available at the Paul Hall Center. He last sailed on the *Alliance Norfolk* and calls Jacksonville, Florida, home.

### LAWRENCE ZEPEDA

Brother Lawrence Zepeda, 64, signed on with the union in 1971. He first shipped aboard the *Trans Idaho* as a member of the deck department. Brother Zepeda upgraded often at the Piney Point School. His last vessel was the *Overseas Houston* and he makes his home in Galveston, Texas.

### LOUIS ZIZZO

Brother Louis Zizzo, 66, donned the SIU colors in 1973. He started his career working on the *Ohio* as a deck department member. Brother Zizzo enhanced his skills on multiple occasions at the Paul Hall Center in Maryland. He calls Temecula, California, home.

## GREAT LAKES

### HERBERT SCHILLER

Brother Herbert Schiller, 60, began his SIU career in 1988. He was originally employed on the *EM Ford*. Brother Schiller enhanced his skills at the union-affiliated school in Piney Point, Maryland, in 2007. He last worked aboard the *Alpena* and was a member of the deck department. Brother Schiller resides in Alpena, Michigan.

## INLAND

### PAUL DIMAURO

Brother Paul DiMauro, 66, began his SIU career in 2008. He worked for Crowley Towing & Transportation throughout his career and was a member of the steward department. Brother DiMauro resides in Orange Park, Florida.

### THOMAS ENGLE

Brother Thomas Engle, 62, joined the SIU ranks in 1975. He was initially employed with Steuart Transportation Company as a member of the engine department. Brother



Engle upgraded at the Piney Point school in 1975 and 1978. He last sailed with Mariner Towing and is a resident of Egg Harbor, New Jersey.

### LAWRENCE ISENHART

Brother Lawrence Isenhart, 63, joined the SIU in 1973. He first worked for Allied Transportation in the engine department. Brother Isenhart was last employed with Penn Maritime Inc. He lives in Stonewall, North Carolina.

### RANDOL ISLES

Brother Randol Isles, 71, joined the union in 2001, working for Penn Maritime. Brother Isles was a deck department member and enhanced his skills in 2006 at the Piney Point school. After being employed with the same company during his entire seafaring career, he settled in Ingleside, Texas.

### STEPHEN JEAN

Brother Stephen Jean, 62, started sailing with the union in 1991. He shipped with Tampa Bay Pilots as a steward department member for the duration of his SIU career. Brother Jean resides in St. Petersburg, Florida.

### LON PINER

Brother Lon Piner, 63, joined the union in 2001. Initially working for Penn Maritime, he was a member of the engine department. Brother Piner upgraded often at the Paul Hall Center in Maryland. He concluded his career on the *Resolve* and now calls Smyrna, North Carolina, home.

### GREGORY ROCHELEAU

Brother Gregory Rocheleau, 62, started shipping with the SIU in 1976. Initially, he sailed with Hvide Marine, working in the deck department. Brother Rocheleau last worked aboard the *Detroit Princess* and resides in Shelby Township, Michigan.

### BILLY WILLIAMS

Brother Billy Williams, 63, signed on with the union in 1975. The Virginia native initially worked for McAllister Towing of Virginia. He was an engine department member and upgraded often at the union-affiliated school in Piney Point, Maryland. Concluding his career with Moran Towing, Brother Williams settled in Virginia Beach, Virginia.



# Final Departures



## DEEP SEA

### DENNIS BROWN

Pensioner Dennis Brown, 74, passed away April 10. He became a union member in 1969.



Brother Brown's first trip was aboard the *Maury*. He finished his career working on the *Tacoma*. Brother Brown began collecting his pension

in 2007. The deck department member called Redlands, California, home.

### MARCELINO BULANTE

Pensioner Marcelino Bulante, 86, passed away May 24. Brother Bulante signed on with the SIU in 1977, working aboard the *Long Lines*. He sailed in the deck department and last shipped on the *Pacer*. Brother Bulante began collecting his pension in 1996 and settled in San Pablo, California.

### GENE BUTSON

Pensioner Gene Butson, 66, died April 4. A member of the deck department, he first sailed on the *Silas Bent* in 1996. Born in Cleveland, Brother Butson last worked aboard the *Alaskan Legend* before going on pension in 2016. He resided in Twentynine Palms, California.

### WALTER CAGLE

Pensioner Walter Cagle, 74, passed away March 24. Born in Paris, he joined the SIU in 1997. Brother Cagle shipped as a member of the deck department. He first worked aboard the *Kane*. Before retiring in 2014, he shipped on the *Westward Venture*. Brother Cagle made his home in Kingman, Arizona.

### RAYMOND DEVINE

Pensioner Raymond Devine, 92, died May 12. He became a Seafarer in 1951. Brother Devine was a member of the steward department, initially sailing aboard the *Quartett*. He last worked for Cove Shipping before collecting his pension beginning in 1982.



### WILLIAM HOLLAND

Brother William Holland, 61, died July 14. He joined the union in 1997 and first sailed aboard the *USNS Effective*. The deck department member last worked on the *Vindicator*. Brother Holland was a resident of Sebring, Florida.

## PAUL KING

Pensioner Paul King, 86, passed away April 28. He signed on with the SIU in 1956; one of his first ships was operated by Waterman. A member of the deck department, Brother King last worked aboard



the *Charger* before going on pension in 1992. He lived in Winaona, Mississippi.

## JESSE LEWIS

Pensioner Jesse Lewis, 87, died April 22. Brother Lewis signed on with the SIU in 1951, initially sailing aboard the *John B. Waterman*. He worked in the deck department and was a native of North Carolina. Prior to Brother Lewis' retirement in 1980, he sailed aboard the *Santa Magdalena*. He was a resident of Everett, Washington.



## GUILLERMO O'NEILL

Pensioner Guillermo O'Neill, 80, died May 20. Brother Guillermo joined the union in 1958 and was a member of the deck department. His first ship was the *Steel Artisan*; his last, the *Elizabeth*. Brother Guillermo went on pension in 1995 and resided in Newark, New Jersey.

## WILLIAM PARKER

Pensioner William Parker, 69, passed away April 24. He started shipping with the Seafarers in 1966. Brother Parker initially worked on the *Steel Flyer*. He sailed in the engine department, last sailing aboard the *John Paul Bobo*. He became a pensioner in 2012 and lived in Chesapeake, Virginia.



## ISABELO QUANICO

Pensioner Isabelo Quanico, 94, died May 8. He joined the SIU in 1951. Born in the Philippines, Brother Quanico was a member of the steward department. He last worked on the *Overseas Valdez* before going on Pension in 1985. Brother Quanico made his home in Daly City, California.

## DIOGENES SANTOS

Pensioner Diogenes Santos, 85, passed away May 23. Initially, he worked on the *Producer*, as a member of the engine department. He last sailed aboard the *Green Island* before retiring in

2002. Brother Santos was a resident of Metairie, Louisiana.

## JAMES TANNER

Pensioner James Tanner, 89, died April 22. Brother Tanner joined the union in 1951, working on the *Del Sud*. He shipped as a member of the deck department. Before going on pension in 1987, Brother Tanner last sailed on the *Producer*. He settled in his home state of Alabama in the city of Evergreen.



## LOTHAR WICK

Pensioner Lothar Wick, 66, died May 12. He became a member of the SIU in 1985, working aboard the *Independence*. Sailing in the engine department, Brother Wick last worked on the *Global Sentinel*. He went on pension in 2013 and resided in Piney Point, Maryland.

## PACIFIC MARINE

## MUNG HOW

Pensioner Mung How, 92, passed away April 27. Born in Hawaii, he signed on with the union in 1978. Brother How was a member of the steward department and first worked with States Steamship Company. Before retiring in 1987, he last sailed aboard the *Manukai*. He lived in San Francisco.

## GLOUCESTER FISHERMAN

## SALVATORE AIELLO

Pensioner Salvatore Aiello, 92, died April 6. Brother Aiello was born in Massachusetts and was a member of the steward department. He began collecting his pension in 1987 and continued to live in his home state in the city of Gloucester.

## INLAND

## CHARLES CRAFTFORD

Pensioner Charles Crafford, 89, passed away April 26. A member of the steward department, he first sailed with Delta Lines in 1953. Brother Crafford last worked aboard a Moran Towing of Virginia boat before becoming a pensioner in 1987. He lived in Suffolk, Virginia.

## WEBSTER DUBROC

Pensioner Webster Dubroc, 78, died May 13. He became a member of the SIU in 1976. Brother Dubroc sailed in the steward department, and worked for Cres-



## EDWARD FORTNER

Pensioner Edward Fortner, 89, passed away April 14. He joined the union in 1962, sailing in the steward department for Dixie Carriers. Brother Fortner last worked for Sheridan Transportation before going on pension in 1995. He settled in Slidell, Louisiana.



## SHERWOOD LEWIS

Brother Sherwood Lewis, 80, died April 21. He joined the SIU in 1975, working for Express Marine. Brother Lewis was a steward department member and last sailed with OSG Ship Management



before going on pension in 2008. He resided in Beaufort, North Carolina.

## NOEL LOPEZ

Brother Noel Lopez, 65, passed away April 8. A member of the deck department, he first sailed with Crowley Puerto Rico Services. Brother Lopez last worked for Crowley Towing and Transportation before going on pension in 2013. He was a resident of Aguada, Puerto Rico.

## NORTON WHITE

Pensioner Norton White, 98, died April 5. He signed on with the SIU in 1977, working as a deck department member for Marine Contracting and Towing. Brother White continued to work for the same company for the entirety of his career before becoming a pensioner in 1983. He called Mount Pleasant, South Carolina, home.



## GREAT LAKES

## DAVID BARBER

Pensioner David Barber, 65, passed away April 27. He joined the union in 1969, work-



ing initially on the *American Seaocean*. Brother Barber, a member of the deck department, last sailed on the *Buffalo* before settling in Suttons Bay, Michigan.

## CLIFFORD TALLEY

Pensioner Clifford Talley, 89, died April 17. He started sailing with the union in 1972. Brother Talley initially sailed on the *JS Morrow* as a member of the deck department. The Georgia native most recently worked aboard the *William Roesch*. He retired in 1993 and settled in Lakeland, Florida.



## NATIONAL MARITIME UNION

## WILLIAM DONOWA

Pensioner William Donowa, 91, passed away May 2. He worked as a member of the deck department before retiring in 1968. He lived in Las Cruces, New Mexico.



## VICTOR RODRIGUEZ

Pensioner Victor Rodriguez, 89, died April 14. He shipped as a member of the deck department and went on pension in 1987. Brother Rodriguez resided in Orlando, Florida.



## AURELIO TORRES

Pensioner Aurelio Torres, 98, passed away May 15. He worked as a member of the deck department and retired in 1985. Brother Torres settled in his native Lares, Puerto Rico.

Name	Age	DOD
Henry Beckford	73	May 8
William Blake	88	April 12
Thomas Balcom	85	May 13
Gordon De Cambra	94	April 23
Alex Fuller	91	March 21
Amado Garcia	91	April 3
Albert Green	84	April 2
Michael Halpin	81	March 14
Alexander Harrell	87	April 13
Rudolph Johnson	73	May 9
Nick Kalorin	87	April 3
Norman Keating	91	March 11
Leo Kratz	87	February 12
Muriel Martin	92	March 13
Rafael Pierluisse	89	April 21
Raul Rodriguez	94	April 24
Joseph Royals	91	May 27
Vicente Sanquiche	88	April 4
Ghaleb Saleh	78	April 22
Jose Vieira	91	April 10
Kenneth Westbrook	90	April 18
Elbert Williams	93	April 1

# 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.

**USNS MENDONCA** (AMSEA), May 2 – Chairman **Roberto Flores Monge**, Secretary **Verleshia Robinson**. Secretary reported resolution to old business regarding pension policies. Chairman discussed concern with hazard-pay issue. Anticipated resolution to follow per conversation with Houston port agent. Secretary encouraged crew to upgrade at the reconstructed Paul Hall School, noting new and improved living accommodations. She expressed gratitude for the union, mentioning the importance of SPAD (Seafarers Political Activity Donation). Steward delegate mentioned ongoing effort to provide healthful menus. No beefs or disputed OT reported by department delegates. Members requested new mattresses via conference call to company.

**BENAVIDEZ** (AMSEA), May 12 – Chairman **John Mendez**, Secretary **Dorray Saberon**, Educational Director **Todd Williams**, Deck Delegate **Eddie Thomas**, Steward Delegate **Penny Taylor**. Chairman reported good trip and expressed gratitude to steward department for a job well done. Secretary praised chief cook, declaring food was enjoyed by all. Educational director reminded crew to upgrade at the Piney Point school and stressed importance of keeping documents current. No beefs or disputed OT reported. Members requested timely relays, noting consequential fees otherwise. They asked about weekly overtime format and requested email access for all members. Crew responded quickly to a small fire during early morning hours mid-ocean. They quickly and professionally put out the fire, avoiding injury and damage to ship. Next Port: Seattle.

**AMERICAN FREEDOM** (Intrepid), May 7 – Chairman **Joshua Mensah**, Secretary **Stephen Avallone**, Educational Director **Felix Garcia**, Deck Delegate **Brandon Albro**, Engine Delegate **Benjamin Stanley**, Steward Delegate **David Dingman**. *Seafarers LOG* report read by chairman. Educational director advised members to upgrade whenever possible. No beefs or disputed OT reported. Crew suggested increasing pension benefits. Members requested power strips for rooms and enzyme-based cleaner for engine department. Vote of thanks given to steward department.

**OVERSEAS LOS ANGELES** (OSG), May 14 – Chairman **Teodulfo Alanano**, Secretary **Glenn Toledo**, Educational Director **Criseldo Espinosa**. Chairman advised crew to check dates of documents and to contribute to SPAD (Seafarers Political Activity Donation). He reminded everyone to change linens before next crew arrives and thanked them for good housekeeping. Educational

## With Seafarers Aboard Midnight Sun

Chief Cook **Sal Ahmed** submitted these photos from the Independence Day cookout aboard Tote's *Midnight Sun*. Vessel master Capt. Daniel Severino – also known as Captain Cook – “gave us a break for this holiday by stepping up in the galley,” Ahmed reported. “He did all the meats, from cutting and marinating and grilling, as he’s done on previous holidays. He did a great job as always; he has a love of cooking.”

Ahmed also offered kudos to the rest of his fellow mariners and to SIU officials “for working to provide us a great opportunity to be here as merchant mariners. This is a happy ship!”

A few additional photos from the cookout are posted on the *Seafarers LOG* Facebook page ([facebook.com/siulog](https://facebook.com/siulog))



Some of the deck gang



SA Jonathan Borroto and Chief Steward Eric Manley



Chief Cook Sal Ahmed, AB John Coleman



Proof that Red Sox fans and Tigers fans can coexist: That's Capt. Severino on the left, with AB Gamal Muflihi.

director encouraged members to upgrade. No beefs or disputed OT reported. Members suggested additional day during 60-day relief in order to file for vacation. Steward department thanked for a job well done. Next Port: Los Angeles.

**ST LOUIS EXPRESS** (Marine Personnel and Provisioning) June 5 – Chairman **Matthew Sagay**, Secretary **Sean Richard**, Educational Director **Barry Knowles**. Chairman reiterated importance of keeping documents current. Secretary reminded members taking medicine to make sure they have enough on hand for their trip. No beefs or disputed OT reported. Crew discussed new contract, expressing interest in what they deem a more competitive vacation day count. Members would like pension plan to be examined.

**PHILADELPHIA EXPRESS** (Crowley), June 14 – Chairman **Jose Jimenea**, Secretary **Kenneth Whitfield**, Deck Delegate **James Armer**, Engine Delegate **Phillip Niles**, Steward Delegate **Bernard Butts**. Chairman thanked crew for being safe. He urged members to stay up to date on documents and to go through proper channels should a problem arise.

Discussions regarding payoff as well as pension requirement information planned to take place in Houston. Educational director encouraged members to upgrade their skills at the Piney Point school. No beefs or disputed OT reported. President Mike Sacco commended by crew for a great job keeping the union strong. Members requested updated TVs in their rooms. Steward department thanked for good food. Crew expressed desire for increase in vacation days, optional direct deposit for draws and lowering of required retirement age. Next Port: Houston.

**OVERSEAS CHINOOK** (OSG), June 17 – Chairman **Donaldo Clotter**, Secretary **Jack Hart**, Educational Director **Rickey Yancey**, Engine Delegate **Teodocio Ruiz**. Members reviewed old minutes and the well-received new contract. Chairman thanked crew for being safe. He warned of dangers during hot weather, advising everyone to drink plenty of water and take breaks as needed. Members were thanked for good housekeeping. Educational director reminded crew to check documents and to upgrade at the school for better jobs and better pay. No beefs or disputed OT reported. Engine

delegate gave thanks to the union and headquarters for new jobs and new contracts. Members requested union to look into payment procedures.

**USNS MENDONCA** (AMSEA), June 20 – Chairman **Stephen Roell**, Secretary **Verleshia Robinson**. Bosun reminded members of proper chain of command on FOS trips and deadlines for submitting beef reports. Chairman to seek information about SIU jobs remaining on current vessel. Secretary reported new SPAD (Seafarers Political Activity Donation) donations forwarded following encouraging meeting in May. No beefs or disputed OT reported.

**HORIZON KODIAK** (Matson), June 25 – Chairman **Christopher Pompel**, Secretary **Lovie Perez**, Educational Director **Donald Williams**. Chairman touched base on 2017-2022 contract, noting no word as of yet for hard copy. He went over union member rights. Chairman encouraged members to contribute to SPAD (Seafarers Political Activity Donation), further strengthening the Jones Act. Secretary informed crew of newly available direct deposit option via online SIU portal. Educational director urged

members to upgrade often at the Piney Point school. No beefs or disputed OT reported. Clean ship and good food reported from first-time crew member. Requests made for medical cards to no longer use Social Security number as identification number. Members expressed interest for both shipping board and registration availability online. They also suggested times for job calls. Next Port: Tacoma, Washington.

**TEXAS** (Crowley), June 26 – Chairman **Burkley Cooper**, Secretary **Richard Jones**, Educational Director **Furman Watson**, Deck Delegate **Stones Cooper**, Engine Delegate **Flavio Suazo**, Steward Delegate **Jermaine Robinson**. Chairman discussed upcoming contract changes. He announced payoff date, scheduled July 1 in Tampa, Florida. Steward department thanked for great food. Members were advised to keep rooms clean. Secretary thanked crew for keeping mess hall orderly. Educational director reminded members to make sure documents were current and to upgrade at the school as often as possible. No beefs or disputed OT reported. Crew requested clarification for job duties and job titles. Next Port: Tampa.

# Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. 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>Gap Closing Courses</b>		
Engineroom Resource Management	November 27	December 1
Leadership and Managerial Skills	December 2	December 8
<b>Deck Department Upgrading Courses</b>		
Able Seafarer Deck	October 7	November 3
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
ARPA	September 30 December 9	October 6 December 15
Crane Familiarization	October 21	October 27
ECDIS	October 14	October 20
Fast Rescue Boat	September 16	September 22
Lifeboat	September 23 October 21 November 18 December 16	October 6 November 3 December 1 December 29
Radar Observer	September 16 November 25	September 29 December 8
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	November 4	December 1
<b>Engine Department Upgrading Courses</b>		
Advanced Refer Containers	December 2	December 15
BAPO	November 4	December 1
FOWT	October 7	November 3
Junior Engineer	October 7	December 1
Machinist	November 11	December 1
Marine Refer Tech	September 30	November 10
Pumpman	September 30 December 2	October 6 December 8

Title of Course	Start Date	Date of Completion
Welding	September 30 October 21 November 25	October 20 November 10 December 15

### Steward Department Courses

Advanced Galley Ops	October 7 November 18	November 3 December 15
Certified Chief Cook	Modules run every other week. The next class will start September 11.	
Chief Steward	September 23	November 17
Galley Operations	September 9 November 4	October 6 December 1
Galley Assessment Program (GAP)	October 7	November 3

### Safety Upgrading Courses

Basic Training w/16hr FF	October 14 November 25 December 2	October 20 December 1 December 8
Basic Training Revalidation	September 22 October 6 October 13 November 10	September 22 October 6 October 13 November 10
Basic Training/Adv. FF Revalidation	September 16	September 22
Combined Basic/Advanced Firefighting	October 21	October 27
Government Vessels	September 30 December 9	October 6 December 15
Medical Care Provider	October 28 December 2	November 3 December 8
Tank Ship Familiarization - DL	November 18	November 24
Tank Ship Familiarization - LG	November 11 December 2	November 17 December 8



### 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.*

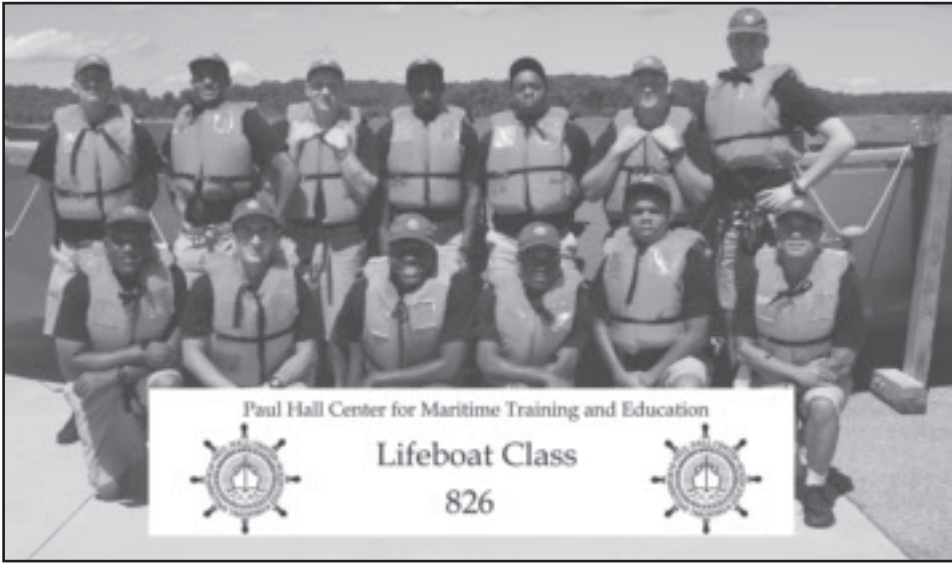
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (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 #826** – The following Phase I apprentices (above, in alphabetical order) graduated from this course July 14: Mason Cook, Carlos Omar Diaz-Torres, John Hafner, Luzern Hawkins, Alphonso Johnson Jr., Sherman Kennon Jr., Justin Krainis, Montel MacKey, Dante Moyer, Camonte Terrell, Chauncey Wilkerson, Kevin Willis and Philip Zulueta.



**UA to AS-D** – Nine individuals completed this course July 14. Graduating (above, in alphabetical order) were: Alexander Ayers, Todd Colabella, Benjamin Dorries, Kevin Hampton, Ian Jervi Juanillo, Nicholas Kragh, Andrew Mendoza, Phillip Nichols and Alicia Plunkett. Class instructor Welton Grooms is at the far left in the back row.



**Tank Ship Familiarization DL/LG** – The following Phase III apprentices (above, in alphabetical order) graduated from this course July 7: Dalrick Fleming, Joseph Franta, Tyler Gardner, Raymond Green, Dustin Harrison, Abby Lacombe, Joseph Reilly and Jerald Welcome. Each plans to work in the deck department aboard American-flag vessels once they fulfill all of their training requirements.



**Tank Ship Familiarization DL/LG** – Eleven Phase III apprentices completed this course July 7. Graduating (above, in alphabetical order) were: George Beaufils, David Bussey, Charles Collins III, David Cornelius, Marsalis Dawson, Jeffrey Hamer, Deidra Hunter, Bryan Moreira, Thomas Nelson Jr., Samuel Parkinson and Benjamin Thuringer. Upon the completion of their training, each plans to work in the engine department aboard American-flag vessels.



**Government Vessels** – The following upgraders (above, in alphabetical order) graduated from this course June 30: Johnathan Brown Jr., Keith Carswell, Maurice Hyde, Marques Johnson, Mike Kifle, Jared Latta, Joseph Lebeau, Mustafa Abdul Malik, Robert Ott, Sean Outlaw, Jayson Ray and Trevor Walker.



**Tank Ship Familiarization LG** – Six upgraders completed the enhancement of their skills in this course July 21. Graduating (above, in alphabetical order) were: Chris Badouin, Richard Jones, Ronaldo Jose Quinones Perez, Andre Robinson Sr., George Emanuel Santiago and Martin Warren.



**Leadership & Management Skills** – The following individuals (above, in alphabetical order) graduated from this course June 16: James Copeland, William Dodd, Edward Mateo Galbis, Oscar Emilio Garcia, Clive Steward, Daniel Tapley, Alexandra Tittsworth, Cody Walthall and Richard Wright. (Note: Not all are pictured.)



**Engine Room Resource Management** – Six upgraders completed this course June 9. Graduating (above, in alphabetical order) were: William Dodd, Edward Mateo Galbis, Oscar Emilio Garcia, Clive Steward, Alexandra Tittsworth and Richard Wright. (Note: Not all are pictured.)

# Paul Hall Center Classes



**Medical Care Provider** – The following upgraders improved their skills by completing this course June 23. Graduating (above, in alphabetical order) were: Joel Bell Jr., Anjwar Brooks, Keith Carswell, Eric Dukett, Ann Mensch, Steven Miller and Lawrence Todd Jr. Class instructor Mike Roberts is at the far left.



**Small Arms (M-14)** – Four Seafarers enhanced their skills by completing this course June 22. Graduating (above, in alphabetical order) were: David James, Mustafa Abdul Malik, Eric Mose and Wallace William. Class instructors Matthew Rogers and John Thomas are at the far left and far right, respectively.



**Tank Ship Familiarization DL/LG** – The following individuals (above, in alphabetical order) graduated from this course June 16: Rasheen Malik Breathwaite, Johnathan Brown Jr., Marcus Brown, Troy Davis, Tyrone Ellis, Marvin Fabrizius, Mark Fitzgerald, Antonio Miguel Gutierrez, Rene Gregorio Hallasgo, Joseph Lebeau, Johnnie Owens Jr., Ricky Rivera-Martinez, John Telles and Kennard Young. (Note: Not all are pictured.)



**Tank Ship Familiarization LG** – Seventeen upgraders finished this course June 23. Graduating (above, in alphabetical order) were: Xavier Mercado Alfaro, Jose Calixto Canales, Oscar Agustin Cordero, Allen Davis, Michael Eaton, Braulio Auguis Ente Jr., Oliver Luc Especa, Scott Fuller, Joel Harris, Josue Luis Iglesia Jr., Enchantress Charmaine Johnson, Marques Johnson, Demarkus Antoine McNabb, Starling Jerrydie Priester, La'sonia Randolph, Jayson Ray and Terrance Shinn. (Note: Not all are pictured.)



**Basic Training Upgraders (Basic Firefighting)** – The following upgraders completed the enhancement of their skills in this course June 16. Graduating (photo at left, in alphabetical order) were: Efen Panganiban Aguirre, Gertrudis Flores Arzu, Abraham Andres Dominguez, Braulio Auguis Ente Jr., Scott Fuller, Robert Greenwood, Calvin Griffith, Josue Luis Iglesia Jr., Marques Johnson, Lorraine Keelen, Daniel Lind, Mustafa Abdul Malik, Abdelhak Moutmir, Constance Mullings, Tadeo O'Brien, Amanda Fedelina Suncin, Joselito Madriaga Vicente and Wilbert Wood Jr. Class instructor Mike Roberts is at the far right. (Note: Not all are pictured.)

## Important Notice To All Students

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

**Combined Basic & Advanced Firefighting** – Fourteen individuals finished this course June 16. Graduating (photo at left, in alphabetical order) were: Joel Bell Jr., Anjwar Brooks, Dominique Calvy, Keith Carswell, Allen Davis, David Garrett, Michael Hunnicutt, Enchantress Johnson, Ann Mensch, Jayson Ray, Charles Searfass, Terrance Shinn, Lawrence Todd Jr. and Sean Wilson.



# Paul Hall Center Classes



**Basic Training Upgraders (Basic Firefighting)** – The following Seafarers (photo at left, in alphabetical order) graduated from this course June 23: Christopher Baker, Elizabeth Byrd, Paul Conway, Christian Cruz, Mark Fitzgerald, Rene Fuentes Jr., Jeromy Furnas, Marco Tulio Guevara, Matthew Jesmer, Gizelle Jones, Alan Squier and Robert Wright Jr. Class instructors Gary Joy and Mark Cates are at the far left and far right, respectively. (Note: Not all are pictured.)



**Basic Training (Advanced Firefighting Revalidation)** – Ten upgraders finished this course June 30. Graduating (above, in alphabetical order) were: Ahmed Ibrahim Abolela, Xavier Mercado Alfaro, Timothy Dorn, Patrick Dowling, Eric Dukett, Christopher Farmer, Alonzo Griswell, Scott Hanson, Walter Ritvasky and Robert Shaver. Their instructor, John Thomas, is at the far right.



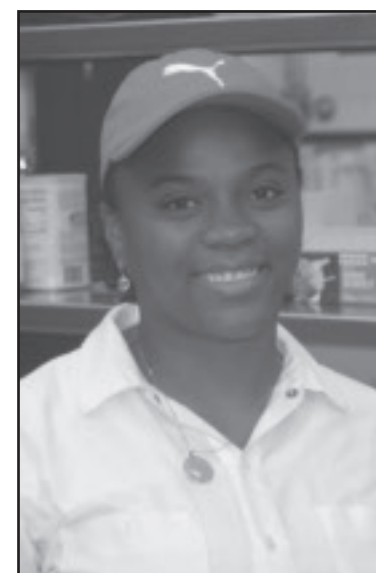
**Basic Firefighting (Upgrader)** – Seafarer Ouida Fields (above, right) completed the enhancement of her skills in this course when she graduated June 9. Joining Fields to celebrate the achievement is her instructor, Joe Zienda.



**Basic Training (Basic Firefighting)** – Upgrader William Sculley III (above, left) graduated from this course June 30. Joining him during the celebration of his accomplishment is Mike Roberts, his instructor.



**Seward Department Courses** – Three members of the steward department recently improved their skills by completing courses. Tania Ramirez-Diego (above, left) and Martin Warren (center) graduated from modules in the Certified Chief Cook course June 16 and June 30, respectively, while Delmis David (right) on June 16 graduated from the galley ops course.



**Galley Operations** – The following steward department upgraders (above, in alphabetical order) graduated from this course June 16: Edgardo Astua, Elijah Boson, Jorge Luis Camacho-Borrero, Zoe Felton, Jowaiian Kaeo Cruz Labrador, Laura McBroom, Steven Miller, John Panuelos and Brittany Steward.



**Serve Safe (Management Level)** – Three upgraders completed their requirements in this course June 9. Graduating (above, in alphabetical order) were: Constance Mullings, Troy Smith and Amanda Fedelina Suncin.



**Paul Hall Center**  
**Class Photos**  
**Pages 21-23**

## SIU-Crewed Ships Go 'Skin-to-Skin'

### Exercises Help Hone Skills for Military Support Operations



The expeditionary transfer dock *USNS Montford Point* (T-ESD 1, in the foreground) approaches large, medium-speed, roll-on/roll-off ship *USNS Soderman* (T-AKR 317) during a sea basing exercise near Saipan. (Photo courtesy U.S. Navy)

The SIU crewed *USNS Montford Point*, in conjunction with three other Seafarers crewed ships, recently performed a series of “skin-to-skin” operations near Saipan, in support of the U.S. Navy’s Maritime Prepositioning Squadron Three (MPSRON-3).

The *Montford Point*, an expeditionary transfer dock operated by Ocean Shipholdings Inc., rehearsed the transfer of equipment and cargo with the *USNS Soderman*, *USNS Red Cloud*, and *USNS Stockham*. The *Soderman* and *Red Cloud* are operated by Patriot, and the *Stockham* is operated by Crowley.

“Skin-to-skin operations are game-changers when it comes to supporting the Marine Corps and other expeditionary forces with greater flexibility at sea,” said Paul Grgas, deputy director of operations for the Military Sealift Command Far East. “Expeditionary transfer docks like *Montford Point* can operate off shore and augment ship to shore movements during amphibious operations.”

The operation, which included other positioning drills with the vessels of MPSRON-3, took place over 17 days in June. Skin-to-skin operations occur when two ships connect at sea allowing specialized vessels like the *Montford Point* to operate as a floating pier for simulated offload operations.

In recapping the exercise, the Navy noted that skin-to-skin drills build proficiency for ships like the *Montford Point* to operate at sea for a sustained period and transfer large cargo from prepositioning ships for use by forces ashore and afloat.

MPSRON 3, operating in the western Pacific, maintains tactical control of the 12 ships (including other SIU crewed vessels) carrying afloat prepositioned U.S. military cargo for the U.S. Marine Corps, the U.S. Army, and the U.S. Air Force. According to the Navy, the squadron’s mission is to enable force from the sea by providing swift and effective transportation of vital equipment and supplies for designated operations.



The *USNS Red Cloud* (lighter hull) and the *USNS Montford Point* (above and in two photos below) conduct skin-to-skin operations off the coast of Saipan, Mariana Islands. (Photos courtesy U.S. Navy)

