

# SEAFARERS LOG

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

## SIU Jobs Secure Aboard USNS Montford Point, USNS John Glenn



Ocean Shipholdings, Inc. recently was awarded an operating contract for the U.S. military support ships *USNS Montford Point* (above) and *USNS John Glenn*. If all options are exercised, the agreement will last until November 2024. The SIU-contracted company already operates both vessels for the U.S. Military Sealift Command. Page 3. (U.S. Navy photo by Mass Communication Specialist 2nd Class Peter Burghart)

### SIU President Addresses AMO Board

SIU President Michael Sacco last month spoke to the executive board of the Seafarers-affiliated American Maritime Officers (AMO) in Dania Beach, Florida. He is at center in photo at the immediate right, with AMO National President Paul Doell (left) and Second Assistant Engineer Gregory Shepard, an SIU hawsepiper. The photo below includes Sacco (front row, second from right), SIU Asst. VP Kris Hopkins (back row, second from right) and former SIU members who are current AMO members or officials (from left) AMO East Coast Representative Todd Christensen; AMO National Vice President, Deep Sea, Joe Gremelsbacker; AMO National Executive Vice President Mike Finnigan; Chief Mate Jennifer Senner; AMO National Vice President, Inland Waters, Danny Robichaux; and Captain Timothy English.



### Labor Mobilizes to Support Gov't Workers

The SIU and the Maritime Trades Department, AFL-CIO, joined with many other labor organizations to assist workers during the recent government shutdown that ended in late January. In photo above, Seafarers in Oakland, California, gather food donations for U.S. Coast Guard personnel. The other photo shows SIU members in Honolulu, Hawaii, demonstrating in support of workers who went without pay for weeks. Coverage starts on Page 2.



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# President's Report

## Power of Solidarity

Both during the recent government shutdown and throughout the teachers' strike in Los Angeles, union members showed the enduring power of collective action and solidarity. Grassroots mobilization, standing up for the truth, and having each other's backs led to positive outcomes in both cases.

Community outreach across the country also proved very uplifting, and unions were very involved in those efforts as well. Specifically concerning the shutdown, I'm proud of SIU members and our union collectively for making donations, rallying, and simply offering encouraging words along the way. In some cases, we were reaching out to our own: NOAA crews who are part of the SIU Government Services Division.



Michael Sacco

Both the successful strike and the rank-and-file pressure that led to ending the shutdown underscored that when we stick together, we win together, as AFL-CIO President Rich Trumka often puts it. That's a good lesson to remember as we move forward in protecting workers' rights and reminding folks about the power of collective action.

### America Needs the Jones Act

Since the founding of our country, America's Merchant Mariners have answered the nation's call – no matter how big the task, no matter when. These men and women, including our own Seafarers, are America's fourth arm of defense.

On the books for nearly a century, the Jones Act helps ensure that the United States will have world-class American mariners ready and available at a moment's notice to crew U.S.-flag ships around the world. We saw that in Puerto Rico when Jones Act vessels arrived within hours of the Port of San Juan reopening after Hurricane Maria. We saw that when U.S.-flagged vessels with American crews who had sailed aboard Jones Act ships along the coasts and on the Great Lakes formed a steel bridge of supplies to U.S. armed forces during Operations Desert Storm and Desert Shield. We saw that in 2009 when Jones Act crews immediately rescued passengers and crew after a US Airways jet had an emergency landing in the Hudson River.

The Jones Act serves and protects our country. Anyone who says otherwise either doesn't know the facts or has an agenda that's contrary to the best interests of the United States of America.

Keep that in mind as the misguided attacks against our nation's freight cabotage law continue.

### Maritime Trades Department

As of this writing, the Maritime Trades Department is preparing for the winter meeting of its executive board. We'll have full coverage in next month's *LOG*.

If you're new to the SIU or otherwise not completely familiar with the MTD, it's a constitutional department of the AFL-CIO – and it's one of our most important affiliations. The MTD, of which I also serve as president, has 23 affiliated unions with a combined membership of around 5 million. The MTD also has a network of 21 port maritime councils that function a lot like central labor councils or area labor federations. The port councils (who were among the organizations stepping up to support furloughed workers) help provide American and Canadian maritime workers with a strong grassroots presence in port and coastal cities and towns across both nations.

Like our association with the AFL-CIO, the SIU's affiliation with the MTD is a vital tool for amplifying our voice when we're standing up for the Jones Act, the Maritime Security Program, cargo preference, workers' rights and more. It gives us a greater chance of success for revitalizing and maintaining a strong U.S. Merchant Marine, and that's why we proudly align with this indispensable department.

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



Members of Congress meet with workers at the SIU hall in Honolulu. Standing in back, starting fourth from right, are Sen. Mazie Hirono, Rep. Tulsi Gabbard, Sen. Brian Schatz and Rep. Ed Case.

## SIU, MTD Support Furloughed Workers

### Organizations Donate, Demonstrate During Historic Shutdown

Unions were undeterred during a 35-day federal government shutdown that ended in late January.

During that unprecedented closure, SIU members and officials as well as representatives from several port councils affiliated with the Maritime Trades Department, AFL-CIO, energetically supported many of the 800,000 employees who were either temporarily out of work or were told to work even though their paychecks weren't forthcoming. The SIU and MTD teamed up with donations to fellow union members, Coast Guard personnel and other government workers. They also participated in demonstrations in the nation's capital; in Honolulu, Hawaii; and elsewhere.

The SIU utilized its Disaster Aid Fund to assist members of the union's Government Services Division who sail with the National Oceanic and Atmospheric Administration (NOAA). Many members relayed their thanks via emails to SIU Government Services Division Vice President Kate Hunt.

One member wrote, "Thank you! Can't tell you how much this helps. It also helps remind folks that the rougher things are, the more they need the union."

Another NOAA mariner said, "Thank you for supporting the members in this time of need!"

Honolulu was an especially active area for the

SIU during the shutdown. The SIU hosted multiple food drives in addition to welcoming members of Congress for informal discussions. Those members included U.S. Sen. Mazie Hirono (D), U.S. Sen. Brian Schatz (D), U.S. Rep. Ed Case (D) and U.S. Rep. Tulsi Gabbard (D), who were on hand at the hiring hall Jan. 18 to listen to workers and discuss their concerns.

Many other labor organizations were involved in the effort in Hawaii, including the State AFL-CIO, AFGE, Teamsters Local 996, IBEW 1260, HGEA, MM&P, MEBA, MFOW, and the Hawaii Ports Maritime Council.

Seafarers in Oakland, California, put together a food drive for Coast Guard personnel, while the Greater South Florida Maritime Trades Council, SIU, Port Everglades Association and Port Everglades Pilots donated gift cards and other items to Coast Guard members in that area.

Although the threat of another shutdown in mid-February loomed as of press time, the AFL-CIO and many pundits credited rank-and-file workers and their unions for ending the longest federal stoppage

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Seafarers and other volunteers at the hiring hall in Honolulu, Hawaii, prepare food for delivery to furloughed workers.





A U.S. Marine Corps truck drives off a ramp during exercise Pacific Horizon 2017 aboard the SIU crewed *USNS John Glenn*. (U.S. Marine Corps photo by Lance Cpl. Roxanna Gonzalez)



A military vehicle with a trailer (toward center of photo) drives up a ramp from one SIU crewed ship (the *USNS John Glenn*, right) to another (*USNS Dahl*) during an exercise in the Pacific in 2017. (U.S. Marine Corps photo by Sgt. Rodion Zabolotniy)

# Ocean Ships Inc. Awarded ESD Contract

## *Union Jobs Secure Aboard USNS Montford Point, USNS John Glenn*

Seafarers will continue sailing aboard two expeditionary transfer dock (ESD) vessels, following a recent announcement by the U.S. Department of Defense (DOD).

The DOD on Jan. 25 reported that SIU-contracted Ocean Shipholdings, Inc. has been selected to continue operating the *USNS Montford Point* and the *USNS John Glenn* for up to five-and-a-half years. Ocean Shipholdings already operates both of those ships for the U.S. Military Sealift Command (MSC). The newly awarded contract features a base period of one year, four 12-month option periods and a six-month option. If all options are exercised, the agreement will last until November 2024.

"This announcement is a credit to SIU crews and to Ocean Shipholdings," stated SIU Vice President Contracts George Tricker. "The ships themselves as well as the mariners who crew them are vital to America's sealift capabilities. With this agreement, our members can look forward to solid opportu-

nities for ongoing job security."

The ESD ships (built by union shipyard workers) originally were called mobile landing platforms. According to the Navy, an ESD "is a highly flexible ship that provides logistics movement from sea to shore supporting a broad range of military operations. ESD-class ships leverage an existing commercial design of the Alaska-class crude oil carrier built by General Dynamics National Steel and Shipbuilding Company (NASSCO), to ensure design stability and low developmental costs. These ships operate within Maritime Prepositioning Ship squadrons as mobile sea bases or as the component commander requires providing the U.S. Navy fleet with a critical access infrastructure that supports the flexible deployment of forces and supplies."

The vessels are 785 feet long and have 164-foot beams. They can sail at 15 knots and feature "commercial diesel electric propulsion," according to MSC. The agency also notes that both ships "utilize

float-on/float-off technology and a re-configurable mission deck to maximize capability. Additionally, the ships' size al-

lows for 25,000 square feet of vehicle and equipment stowage space and 380,000 gallons of JP-5 fuel storage."



The *USNS Montford Point* (front) performs a skin-to-skin maneuver with another SIU crewed ship, the *USNS Fred W. Stockham*, in 2016 near South Korea. (U.S. Navy photo by Mass Communication Specialist 3rd Class Madailein Abbott)

### **Port Council Planning in Puerto Rico**



Union representatives gather at the new SIU hiring hall in San Juan, Puerto Rico, on Jan. 22 to continue launch plans for the new Maritime Trades Department Port Council for the territory. Attendees included Puerto Rico AFL-CIO President Jose Rodriguez-Baez of the International Association of Machinists and Aerospace Workers; Capt. Eduardo Iglesias of the Masters, Mates and Pilots; Andres Lloret, president, UFCW Local 481; Carlos Marrero, president, Local 901 Teamsters of Puerto Rico; Carlos Sanchez, president, Local 1740 Longshoreman; and SIU Port Agent Amancio Crespo (far left). Many topics were covered, including the ongoing need to promote facts about the direct, positive impact of the Jones Act on Puerto Rico. A follow-up meeting is scheduled for late February.

### **U.S.-Flag Great Lakes Fleet Finishes 2018 on Strong Note**

U.S.-flag Great Lakes freighters, many of them featuring SIU crews, carried 8.5 million tons of cargo in December, an increase of 17.5 percent compared to a year ago, the Lake Carriers' Association (LCA) reported. Driving the surge was a 16-percent increase in iron ore cargos. Limestone and coal cargos also registered increases, 31 and 19.5 percent, respectively.

For the year, U.S.-flag lakers carried 83.7 million tons of cargo, a decrease of 2.3 percent compared to 2017, according to the LCA. Iron ore cargos totaled 45.8 million tons, a decrease of 0.4 percent.

"That the iron ore total essentially pulled even with 2017 is noteworthy; the delays that resulted from heavy ice in March and April had the trade 16 percent off 2017's pace at the end of April," the association noted in late January. "In fact, the U.S. and Canadian Coast Guards continued to break ice in Whitefish Bay at the eastern end of Lake Superior and the St. Mary's River that connects Lake Superior to the lower four Great Lakes into May."

Coal cargos totaled 11.8 million tons, a decrease of 11.4 percent. Limestone loadings approached 22 million tons, an increase of 1.9 percent.





SIU Asst. VP Kris Hopkins (left) helps present donations to Coast Guard personnel in Fort Lauderdale, Florida.

## Maritime Community, Allies Rally to Aid Of Workers Hit by Government Closure

Continued from Page 2

in U.S. history. They cited major demonstrations across the country along with working people regularly contacting their elected representatives.

The federation noted, "After holding federal workers' paychecks hostage for 35 days, President Donald Trump finally gave in to immense nationwide pressure and signed legislation to reopen the government on [Jan. 25]. As AFL-CIO President Richard Trumka (UMWA) said, 'President Trump didn't want to end this shutdown – the collective action of working people demanded it.'

The federation statement continued, "From the beginning of this manufactured crisis, working people throughout the labor movement and across the country have fought alongside our 1 million-plus brothers and sisters going without pay. From a massive rally and march in front of the AFL-CIO's headquarters to actions across the country, working people took to the streets to show our solidarity.

"We flooded the halls and lit up the phones of Congress, to make our voices heard by those responsible for this debacle," the AFL-CIO pointed out. "We lifted up the stories of struggling workers and demanded that politicians do their jobs so we could do ours. As this shutdown dragged

on – and as workers still wait for back pay – we stepped up to care for each other in a time of forced hardship."

The AFL-CIO communication concluded, "By standing together, working people got each other through this shutdown. We mobilized, organized and proved the indispensable value of our labor to those who have tried to ignore us. Now we will fight for a long-term government funding bill and legislation to guarantee that all workers are made whole."



Seafarers prepare supportive signs at the Honolulu hall.



Union members demonstrate at Daniel K. Inouye Airport in Honolulu, Hawaii.

## Union Membership Remains Fairly Steady During 2018

### BLS Report Again Shows Union Members Get Better Pay

The yearly report on union membership from the U.S. Bureau of Labor Statistics (BLS) showed very little change in 2018.

According to the agency's report, issued Jan. 18, membership declined slightly from 2017 to 2018, to a total number of 14.744 million. That's a decrease of 73,000; union density in 2018 was 10.5 percent.

The report again reinforced that union members usually earn more money than their unrepresented counterparts. Data from the BLS report shows that in 2018, the median union worker earned \$1,051 per week, compared to \$860 for the median non-unionist. (The median is the point where half of workers are above and half below.)

Meanwhile, the AFL-CIO issued a press statement in advance of the report that read in part: "Here's what the numbers alone won't tell you: 2018 was one of the most substantial years for collective action in American history. The following are some significant

ways workers are standing together to improve our workplaces and communities, not included in today's report:

Tens of thousands of teachers going on strike for better pay and stronger schools in red and blue states, including more than 30,000 currently striking in Los Angeles (the teachers subsequently won numerous gains and voted to return to work).

Google workers worldwide walking out for an end to workplace sexual harassment and a voice on the job.

UNITE HERE hotel workers taking on Marriott, the most profitable hotel chain in the world, and winning higher wages, a safe work environment and a say on how technology is deployed.

And, working people electing pro-worker candidates from coast to coast, including more than 950 union members.

Private-sector union membership is up, despite the fact that Taft-Hartley, a labor law

rigged to embolden anti-worker employers, has been on the books for more than 70 years. Workers from Boeing to JetBlue to Harvard University won union recognition in 2018. And 60 million workers – the population of New York and California combined – would vote to join a union today if given the chance.

Public sector union membership essentially held steady, despite the Supreme Court's ruling in *Janus v. AFSCME*, the case pundits predicted would be the labor movement's death knell. In fact, some public sector unions saw membership growth in 2018. Shortly after *Janus* was decided, the people of Missouri overturned "right to work" by 2-1, the first-ever state to repeal this anti-worker law by popular vote.

In the face of unprecedented attacks, the labor movement continues to show tremendous resilience. Public approval of unions is soaring. And new organizing campaigns in non-union workplaces are gaining steam. Give working people a level playing field to join and form unions and there will be a dramatic spike in membership by the time the 2019 BLS numbers are released."

Additionally, Mark Gruenberg of Press Associates pointed out, "The agency reported that a slight majority of union members were in the private sector, 7.577 million, compared to 7.167 million in the public sector. The public sector was more heavily

unionized, with one of every three workers – state and local government workers, teachers, fire fighters, and federal workers – unionized, compared to one of every 16 (6.4 percent) in the private sector. Teachers and protective services, each with even higher percentages, led the way."

As usual, union members were concentrated in the Northeast, the Great Lakes and the Pacific Coast states. The most union-dense states last year were Hawaii (23.1 percent), New York (22.3 percent), Washington (19.8 percent), Alaska (18.5 percent) and Rhode Island (17.5 percent).

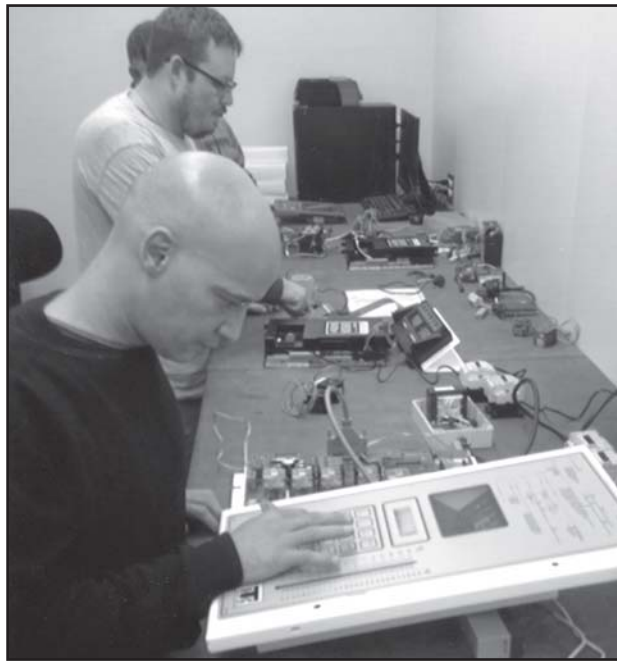
The biggest union numbers BLS calculated were in California (2.405 million, down 87,000 and with 14.7 percent density), New York (1.872 million, down 145,000, 22.3 percent), Illinois (786,000, down 86,000, 13.8 percent), Pennsylvania (701,000, up 36,000, 12.6 percent), Michigan (625,000, down 33,000, 14.5 percent), Ohio (639,000, up 4,000, 12.6 percent) and Washington (649,000, up 61,000, 19.8 percent).

According to Gruenberg, "Washington was the biggest numerical gainer, but BLS calculated many of the other gains were in the least-unionized area, the South. Florida (plus 38,000), Georgia and Alabama (plus 28,000 each), Louisiana (plus 11,000) and South Carolina (plus 3,000) all added union members."

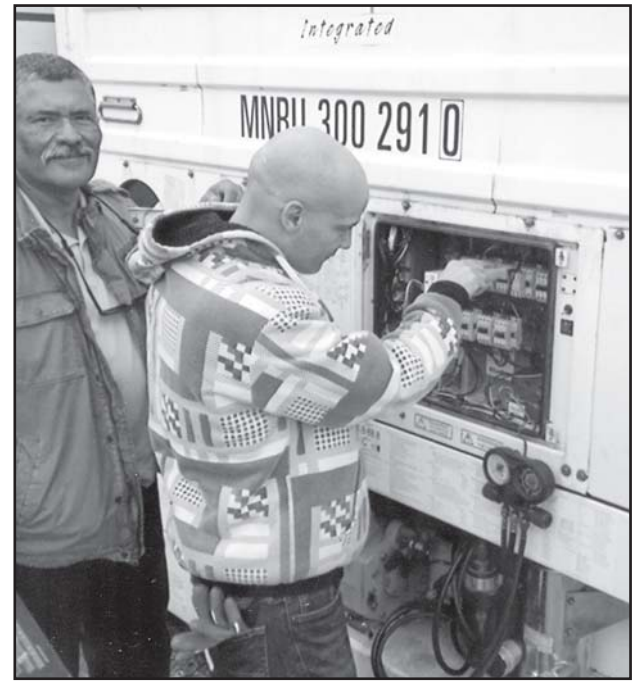




QMED Ann Mensch handles some equipment.



QMED Guiomar Rancel inspects a panel. QE4 Michael Gray is behind him.



QMED Guiomar Rancel works on a refrigerated unit.

# PHC Unveils Cutting-Edge Reefer Course

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education (PHC) is offering a new course in Advanced Reefer Container Maintenance (ARCM), which replaces the previous course.

**Mike Fay**, a longtime mariner and electrician, was instrumental in the development of the new course and curriculum. He's worked in the industry for over 40 years, much of that time spent with the Crowley shore gang in the Port of Philadelphia, where he worked with reefer units on a daily basis.

Following last year's PHC Advisory Board meetings, and responding to concerns of the industry, the school tapped into Fay's knowledge and expertise in this field and asked him to evaluate and provide input on the ARCM course.

"The new ARCM course is modeled after our training program in use by the Crowley shore gang in the Port of Philadelphia," he stated. "This is a condensed course, focusing on unit operating systems and troubleshooting. The old course has been discarded and completely replaced with training that is directly in alignment with the job requirements on board the vessel."

Fay then addressed some of the specific additions made to the new course: "We added two more up-to-date reefer units, which were donated by SIU-contracted ship operators. In addition, there are now several benchtop microprocessors and keypads that allow the students to program controllers, update software and navigate the menu functions."

PHC Director of Vocational Training and Education Priscilla Labanowski compared the new course to the previous class, saying, "The course was written with more hands-on training. We have added additional reefer containers donated from shipping companies to allow for actual equipment from the ships to be used in our machine shop as learning tools. This will allow for a better-trained mariner being able to work under guidance of an instructor here at the school prior to performing the work required of them

on one of our contracted ships."

"I have shipped for years as an electrician, and found the following very helpful," remarked one student who completed the course, before listing various elements of the curriculum that they found particularly useful. "Thorough description of capacity control and economizer operation, a detailed walk-through of programming and configuration of a controller, detailed instruction of emergency bypassing of each unit, instruction for manual use and testing of the solenoid valves, and the freeze/chill thresholds and operations."

PHC Acting Vice President Tom Orzechowski stated, "The school remains committed to improving all of our curriculum, in order to stay current with industry needs. Consistent with the physical improvements and additions made to the school, the Paul Hall Center will continue to provide first-class training at a first-class facility."

The next course is scheduled to start May 18. Students must have previously completed the Marine Electrician and Marine Reefer Tech courses in order to take Advanced Reefer Container Maintenance.



Electrician Mike Fay (third from right) modifies refrigerated units at the Philly Shipyard.

## NMC Notices Concerning Documents, Shutdown

*Editor's note: Following are the most recent communications from the U.S. Coast Guard's National Maritime Center related to the government shutdown. These notices were issued the night of Jan. 25, after an agreement was reached to reopen the government. Any additional updates from the NMC will be shared on the SIU website. Also, the "attached letter" mentioned below is linked on the SIU and NMC sites.*

### STCW Mitigation Efforts Due to Lapse in Fiscal Year 2019 Appropriations and Partial Government Shutdown

Due to circumstance of exceptional necessity, the United States is currently not able to process Merchant Mariner Credentials (MMC) or related endorsements issued under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended.

Pursuant to STCW Article VIII, dispensations may be granted for continued service for mariners operating on endorsements that expired on or after December 1, 2018, providing a renewal application was submitted to the National Maritime Center (NMC) and the company applied to the Coast Guard for dispensation. Requests should be submitted via e-mail to [STCWDispensations@uscg.mil](mailto:STCWDispensations@uscg.mil) and should include the ship name, IMO number, mariner name, mariner reference number, capacity per STCW regulations, company name, company point of contact, and valid mariner e-mail. The Coast Guard will consider dispensation requests in accordance with the provisions of STCW Article VIII. If approved, dispensa-

tions will expire May 31, 2019. Once the STCW dispensation letter is issued, mariners shall carry the letter and a copy of this bulletin with the MMC.

Mariners who submitted applications for STCW endorsements prior to December 1, 2018, and are actively working or seeking employment may contact the NMC.

Medical Certificates are only valid for 3 months from the expiration date in accordance with STCW Regulation I/9 and applications are being processed upon receipt.

If you have questions, visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-IASKNMC (427-5662).

### Update 3 – Mitigation Efforts Due to Lapse in Fiscal Year 2019 Appropriations and Partial Government Shutdown

To mitigate the impact caused by the lapse in appropriations and shutdown of National Maritime Center (NMC) operations, the following updated actions are being taken:

- Merchant Mariner Credentials (MMC) and Medical Certifications (National Endorsements only) that expire in December 2018, January 2019, or February 2019 are extended as valid until May 31, 2019. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of the attached letter.

- The following items that expire in December 2018, January 2019, or February 2019 are extended to April 30, 2019: Additional Information (AI) letters, Qualified Assessor (QA) letters, Designated Examiner (DE) letters, Proctor approval letters, Approval to Test (ATT) letters, and mariner training course certificates.

- For mariners whose 90-day testing cycles were inter-

rupted by Regional Exam Center (REC) closures (starting on December 26, 2018), the days the RECs were closed will not count against the 90-day period. REC appointment calendars will be re-opened once appropriations are restored and RECs are fully operational.

The NMC understands the partial shutdown may affect our industry customers and stakeholders and we apologize for any potential inconvenience.

Dear U.S. Mariner,

Due to the federal government's partial lapse in appropriations for fiscal year 2019, the Coast Guard is unable to process mariner credentials in a timely manner. To provide relief to impacted mariners and under the authority of 46 United States Code § 7507 and § 7508, the Coast Guard is granting extensions effective immediately to National Endorsements and Medical Certificates until May 31, 2019, for mariners whose credentials expire in December 2018, January 2019, or February 2019.

All mariners sailing under the authority of their National Endorsement(s) should print and retain a copy of this letter with their Merchant Mariner Credential (MMC) and Medical Certificate to produce it upon request by the U.S. Coast Guard, other agencies or officials. The National Maritime Center (NMC) does not intend to issue any separate or new MMCs to correspond to this extension for mariners sailing domestically. This extension does not apply to Standards of Training, Certification and Watchkeeping for Seafarers (STCW) endorsements.

Applications submitted before or during the partial government shutdown will be processed as soon as possible once the NMC is reopened and is legally authorized to begin operations.



## Notice/Reminders About SIU Text Message Alerts

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

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual's phone-service plan that they have with their provider. People can unsubscribe from SIU text alerts at any time, simply by texting the word STOP to 97779. To sign up for the alerts,

text the word JOIN to 97779.

### Terms and Conditions

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

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

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

### Union Member Rights

#### Bill of Rights - Union Members Have:

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

**Copies of Collective Bargaining Agreements:** Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

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

#### Officer Elections: Union Members Have The Right To:

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

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

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

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

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

#### Union Officer Responsibilities

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

union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

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

**Labor Organization Reports:** Union Officers Must:

- File an initial information report (Form LM- 1) and annual financial reports (Forms LM-2/3/4) with OLMS.
- Retain the records necessary to verify the reports for at least five years.

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

#### Officer Elections: Unions Must:

- Hold elections of officers of local unions by secret ballot at least every three years.
- Conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year.

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

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

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

■ Permit candidates to have election observers.

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

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

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

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

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

## EARN YOUR COLLEGE DEGREE THROUGH THE HARRY LUNDEBERG SCHOOL!

The Seafarers Harry Lundeberg School of Seamanship (SHLSS) has partnered with the College of Southern Maryland (CSM) to offer an Associate of Applied Science degree in Maritime Operations Technology with a concentration in either

- Nautical Science (Deck department)
- or-
- Marine Engineering (Engine dept.)

Students must complete a combination of academic general education courses and technical education courses in order to earn the degree.

Courses completed during the Unlicensed Apprentice program apply toward the degree.

Students can complete English, Math and Physics courses at SHLSS. The remaining general education courses can be completed online.



### Enrollment Information

Please contact Seafarers Harry Lundeberg School Academic Coordinator Dale Rausch (301) 994-0010 Ext. 5411 -or- [drausch@seafarers.org](mailto:drausch@seafarers.org)

### Resident courses at Piney Point

June 3, 2019 - June 21, 2019

- Associate of Applied Science Degree
- UA courses apply toward the degree
- Fully accredited
- Some courses held at SHLSS
- Online classes
- Scholarships available

The following classes will convene at SHLSS:

June 3 - June 21, 2019

English 1011 - Composition and Rhetoric

Math 1011 - Math for Technologies

7 Credit Hours

Includes: tuition, textbooks, room and board plus one hour of tutoring following each daily class session



# Spotlight on Mariner Health

## Avoid Frostbite: Keep Moving, Dress in Layers

With the winter months upon us and cold temperatures commonplace, people should be on guard for frostbite.

Frostbite is an injury caused by the freezing of the skin and underlying tissues. It occurs mostly in the fingers, toes, nose, ears, cheeks and the chin. In short, frostbite occurs in skin that is exposed to cold, windy weather; and it could happen even when the skin is covered with gloves or other articles of clothing.

For those who get frostbite, the skin will feel very cold and a pricking feeling will ensue. This usually is followed by numbness and changing tones in the skin ranging in color from red, white, bluish-white, yellow, to gray.

Some may also experience clumsiness due to joint and muscle stiffness, intense shivering, slurred speech and drowsiness as a result of frostbite. In severe cases, blistering is possible after

rewarming affected areas.

Those who get frostbite should seek medical attention right away, as the condition can damage skin tissue, muscles and bones. Complications from the condition include infection, nerve damage and possibly amputation of the affected area.

Frostbite prevention is all about protecting the skin. People should limit their time outdoors during periods of cold, wet and windy weather. It's also important to dress in several layers of clothing. Air trapped between the layers acts as an insulator against the cold.

It is also recommended to wear: a hat that fully cover the ears; gloves to protect the fingers; socks that fit well; and boots that do not leak. Doing "keep moving" exercises is also a good practice as it will keep the blood flowing and help keep you warm.

## Healthful Recipe

### Shrimp and Snow Pea Stir-Fry

Servings: 25

#### Ingredients

- 5 pounds shrimp, medium sized (21-25 count)
- 6 cloves garlic, minced fine
- ¾ cup olive oil
- 2 quarts celery, diagonally sliced
- 1-quart onion, thinly sliced
- 2 tablespoons fresh ginger root, grated
- \*1/4 teaspoon ground ginger may be substituted and added with soy sauce.
- 2 quarts snow peas, cleaned
- \*\*One package (10 ounce) frozen peas or 1-1/2 cups fresh, shelled peas may be substituted.
- 2 quarts mushrooms, sliced
- 2 cups water
- ¾ cup soy sauce
- 1 cup white wine
- ¼ cup lemon juice
- ¼ cup cornstarch

#### Preparation

Sauté the shrimp over med-high heat in batches. Set aside for later step.

In a large skillet cook the garlic in the olive oil for about 1 minute then remove the garlic. Add celery, onion and ginger; cook for about 2 minutes. Add the snow peas and mushrooms; cook and stir 2 minutes. Add in the cooked shrimp. Combine water, soy sauce, wine, lemon juice and cornstarch; add to shrimp and vegetable mixture. Cook and stir until sauce boils and thickens. Salt to taste. Serve over hot rice.

#### Nutrition Information

Per Serving (excluding unknown items): 201 calories; 8g fat (38.3% calories from fat); 20g protein; 9g carbohydrate; 2g dietary fiber; 138mg cholesterol; 665 sodium. Exchanges: 0 grain (starch); 20 ½ lean meat; 1 ½ vegetable; 0 fruit; 1 ½ fat.

Provided by Chef Robert "RJ" Johnson of the Paul Hall Center for Maritime Training and Education's Lundeberg School of Seamanship



# At Sea and Ashore with the SIU



**HONORING DR. KING** – Houston-area Seafarers on Jan. 21 participated in an annual parade honoring the legacy of Dr. Martin Luther King Jr. Some of the SIU attendees are pictured in the photos at right. Houston Police Chief Art Acevedo is third from left in photo at the immediate right. The photo above features members of city council and other dignitaries, including SIU VP Dean Corgie (second from right on the float), who is a member of the Port Commission of the Port of Houston Authority.



**WITH BOATMEN IN THE GULF** – Pictured in Houston aboard the G&H Towing tugboat *The Deacon* are (from left) Capt. Doug Scott, Mate Jake Fuller, Deckhand Madeline Thibeault, Patrolman Kelly Krick and DDE Pete Ntaamah.



**KUDOS TO APPRENTICE** – Steward/Baker Donna Hickman submitted this photo of Apprentice Joshua Baily Glancy aboard the SNLC Goodwill (Chesapeake Crewing). Hickman said the Phase 2 student from the SIU-affiliated Paul Hall Center "was a pleasure to work with and a great help in the galley. He was passionate about the work and has the skills to be an excellent addition to any SIU galley." Glancy made pizza twice while on board, and also got excellent reviews for his Thai beef curry and orange chicken.



**A-BOOK IN JERSEY** – QMED Aleksander Djatschenko (left) picks up his A-seniority book at the hiring hall in Jersey City, New Jersey. He's pictured with Port Agent Mark von Siegel.



**AT THE NORFOLK HALL** – Receiving their respective membership books from Port Agent Georg Kenny (left in both photos) are SA Delphine Simmons (photo at left) and GUDE Antonio Hamilton.



**ABOARD DANIEL K. INOUE** – Pictured aboard the new Matson vessel on the West Coast are (from left) SA Domiciano Nonato, ACU Abdul Munasar and Chief Cook Khalid Mohamed.



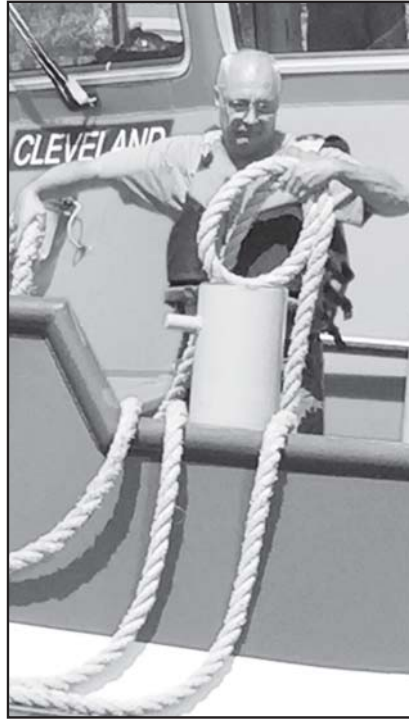
# With Great Lakes Towing Crews

The photos on this page were taken during servicing visits by SIU AlgonacPort Agent Todd Brdak. The *Wyoming*, the *Cleveland* and the *Missouri* are all tugboats operated by Great Lakes Towing.

## Cleveland



AB Russ Lempke tosses a mooring line.



AB and SIU Delegate Tim McKenna helps moor the *Cleveland*.



The *Cleveland's* new pilothouse



AB and SIU Delegate Tim McKenna checks the engine levels.

## Wyoming



ABs Eric Johnson (left) and Adil Hussein aboard the *Wyoming*



The tug *Wyoming* docks in Detroit.

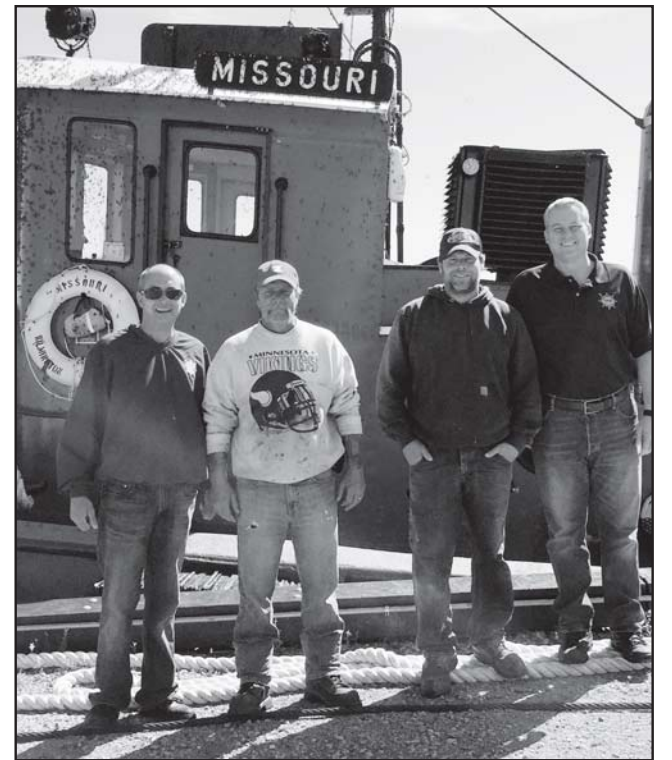


From left to right: AB Scott Rosseel, AB Jeff Davis and Port Agent Todd Brdak

## Missouri



The crew of the *Missouri* receives some engine room training.



From left to right: Port Agent Todd Brdak, AB Cary Gimpel, AB Dave Willoughby and SIU Assistant VP Bryan Powell



The tug *Missouri* docks in Duluth, Minnesota.



# 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

### ESMEIL ABORADY

Brother Esmeil Aborady, 72, became a member of the union in 1991 when he shipped on the *Cape Canaveral*. He was an engine department member and upgraded on several occasions at the Paul Hall Center. Brother Aborady most recently sailed on the *USNS Stockham*. He resides in Mobile, Alabama.



### ABDULLA ALWASEEM

Brother Abdulla Alwaseem, 65, joined the SIU in 1979, first sailing on the *Overseas Natalie*. He primarily sailed in the deck department and upgraded often at the Paul Hall Center. Brother Alwaseem last shipped on the *Maersk Kensington* and lives in Wilmington, California.

### CLIFTON AYARS

Brother Clifton Ayars, 66, embarked on his SIU career in 2001. He first sailed aboard the *Cape Victory* and was a member of the deck department. Brother Ayars upgraded at the union-affiliated Piney Point school in 2001.



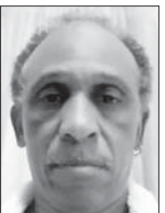
He most recently shipped on the *Alaskan Explorer* and resides in Nine Mile Falls, Washington.

### ANDREW BELL

Brother Andrew Bell, 65, signed on with the SIU in 2001 and initially worked on the *Cape Farewell*. He upgraded at the Paul Hall Center on multiple occasions and sailed in all three departments. Brother Bell concluded his career aboard the *Alaskan Navigator*. He makes his home in Federal Way, Washington.

### HOWARD BLANKS

Brother Howard Blanks, 65, began his career with the Seafarers in 1990, first sailing on the *Sealift Atlantic*. He upgraded at the Piney Point school in 1998 and shipped as a deck department member. Brother Blanks most recently sailed on *Maersk Sentosa*. He is a New York City resident.



### WILLIAM DWYER

Brother William Dwyer, 67, joined the union in 1989, when he

shipped on the *Independence*. The deck department member upgraded his skills at the Piney Point school in 2012. Brother Dwyer's last vessel was the *Horizon Pacific*. He lives in Honolulu.



### DOUGLAS GANTENBEIN

Brother Douglas Gantenbein, 66, joined the SIU in 2001 during the merger with the NMU. A deck department member, his first SIU vessel was the *Overseas Washington*. Brother Gantenbein upgraded at the Paul Hall Center on numerous occasions. He last sailed on the *Alaskan Legend* and resides in Fallbrook, California.



### ANTHONY HEINOLDT

Brother Anthony Heinoldt, 65, signed on with the SIU in 1979. He primarily sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Heinoldt's first vessel was the *Guyama*; his last, the *Alliance St. Louis*. He calls Palm Coast, Florida, home.

### KATHLEEN LANAHAN

Sister Kathleen Lanahan, 65, became a member of the SIU in 1989 when she sailed on the *Independence*. She shipped in the steward department and upgraded often at the Paul Hall Center. Sister Lanahan concluded her career aboard the *Overseas Nikiski*. She is a resident of Northport, Washington.

### ANTONIO LIBO-ON

Brother Antonio Libo-On, 66, joined the union in 1999, first sailing aboard the *Independence*. He worked in the engine department and upgraded on multiple occasions at the Piney Point school. Brother Libo-On last sailed on the *USNS Bowditch*. He lives in San Diego.

### CALVIN MILES

Brother Calvin Miles, 65, donned the SIU colors in 1974 when he sailed on the *Pecos*. He primarily sailed in the deck department. Brother Miles upgraded on numerous occasions at the Paul Hall Center. He last sailed on the *Overseas Martinez* and is a resident of Mobile, Alabama.



### THOMAS MURPHY

Brother Thomas Murphy, 65, joined the Seafarers in 1979. He was a member of the deck department and upgraded often at the Piney Point school. Brother Murphy's first vessel was the *Jefferson Davis*; his last, the *Freedom*. He makes his home in Bonifay, Florida.

### RUBEN ONG

Brother Ruben Ong, 66, signed on with the union in 2002. He first worked on the *Moku Pahu* and was a member of the steward department. In 2004, Brother Ong upgraded his skills at the Paul Hall Center. He last sailed on the *USNS Petersburg* before settling in Stockton, California.



### DIMITRIOS PAPANDREOU

Brother Dimitrios Papandreou, 71, joined the union in 1990. His first vessel was the *Meteor*. Brother Papandreou sailed in the deck department and upgraded on several occasions at the Piney Point school. He concluded his career on the *Yorktown Express* and resides in Houston.



### ROBERT RAGER

Brother Robert Rager, 65, joined the SIU in 1987 when he sailed on the *USNS Harkness*. A deck department member, he upgraded his skills in 2001 at the Paul Hall Center. Brother Rager most recently sailed on the *SeaLand Pride*. He makes his home in Marianna, Florida.



### STEVEN ROLLINS

Brother Steven Rollins, 64, began his SIU career in 1981, first sailing on the *Massachusetts*. He worked in both the engine and deck departments. Brother Rollins upgraded on multiple occasions at the union-affiliated Piney Point school. He most recently shipped on the *Marjorie C* and resides in Bellflower, California.

### NAPOLEON SAN MARTIN

Brother Napoleon San Martin, 63, donned the SIU colors in 1989 when he worked with Crowley Towing and



Transportation. He was a member of the deck department and upgraded on numerous occasions at the Paul Hall Center. Brother San Martin's last vessel was the *Mykonos*. He makes his home in Houston.

### GERARDO VEGA

Brother Gerardo Vega, 72, became an SIU member in 1970, first working for Michigan Tankers. He sailed in both the deck and engine departments and upgraded on several occasions at the Piney Point school. Brother Vega concluded his career aboard the *Ohio* and settled in Clewiston, Florida.

### JUSTIN WHITE

Brother Justin White, 75, signed on with the union in 2005, initially sailing on the *USNS Bob Hope*. He shipped as a deck department member. Brother White most recently sailed aboard the *USNS Altair*. He resides in Marrero, Louisiana.



## GREAT LAKES

### DAVID KNUTH

Brother David Knuth, 65, started shipping with the Seafarers in 1973. The deck department member sailed in both the deep sea and Great Lakes divisions, initially with Hudson Waterways. Brother Knuth upgraded often at the maritime training facility located in Piney Point, Maryland. He concluded his career on the *Walter J. McCarthy* and lives in Oscoda, Michigan.

### CHARLES RICHARDSON

Brother Charles Richardson, 64, signed on with the SIU in 1974. His first vessel was the *Adam E. Cornelius*. He was a deck department member and upgraded often at the Piney Point school. Brother Richardson's last vessel was the *American Spirit*. He calls Naples, Florida, home.



## INLAND

### STEVEN BRANNAN

Brother Steven Brannan, 65, joined the SIU in 1979. He worked as a deck department member and was employed with McAllister Towing of Virginia for the duration of his career. In 2002, Brother Brannan upgraded his skills at the union-affiliated Paul Hall Center. He calls Tyner, North Carolina, home.

### PETER BURNS

Brother Peter Burns, 63, began his career with the Seafarers in 1977, first shipping with National Marine Service. He upgraded at the Piney Point school within his first year, and shipped as a deck department member. Brother Burns last worked for Crescent Towing and Salvage and makes his home in Daphne, Alabama.



### NORMAN DAUPHIN

Brother Norman Dauphin, 68, signed on with the Seafarers in 2002 and first sailed aboard the *Sumner*. An engine department member, Brother Dauphin upgraded on several occasions at the Paul Hall Center. He concluded his career working for Crowley Towing and Transportation and lives in Middletown, Connecticut.



### ROGER MILLS

Brother Roger Mills, 60, donned the SIU colors in 1993, initially working with Piney Point Transportation. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Mills was most recently employed by Penn Maritime. He resides in Belleview, Florida.



### ROBERT SOLENSKI

Brother Robert Solenski, 63, signed on with the SIU in 1996 when he worked for Crowley. He remained with the same company for his entire career. Brother Solenski is a resident of Philadelphia.

### ROBERT TAYLOR

Brother Robert Taylor, 63, began his career with the Seafarers in 2010. He started in the deep sea division; one of his first vessels was the *Advantage*. Brother Taylor was a deck department member and upgraded on numerous occasions at the Piney Point school. He most recently shipped aboard the *Resolve* and lives in Aberdeen, Washington.







## Hands-on Training Remains Piney Point Staple

### *Union-Affiliated Paul Hall Center Emphasizes Practical Coursework*

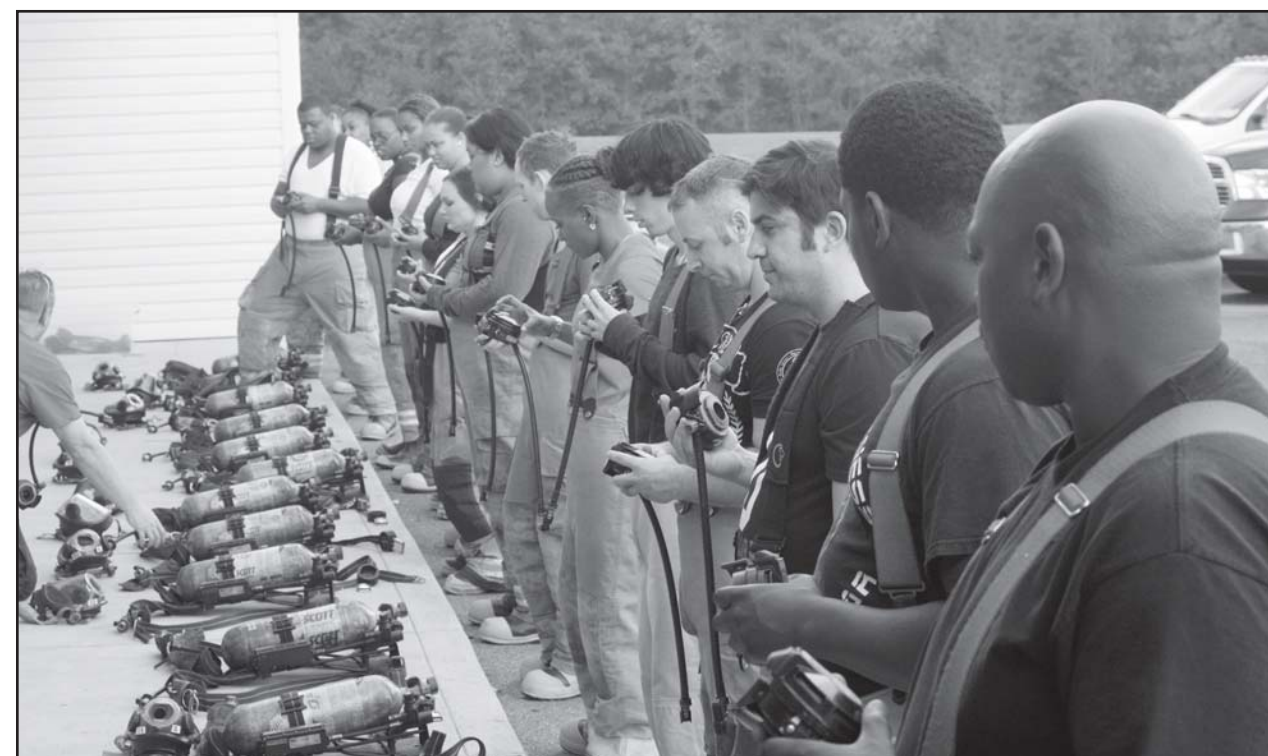
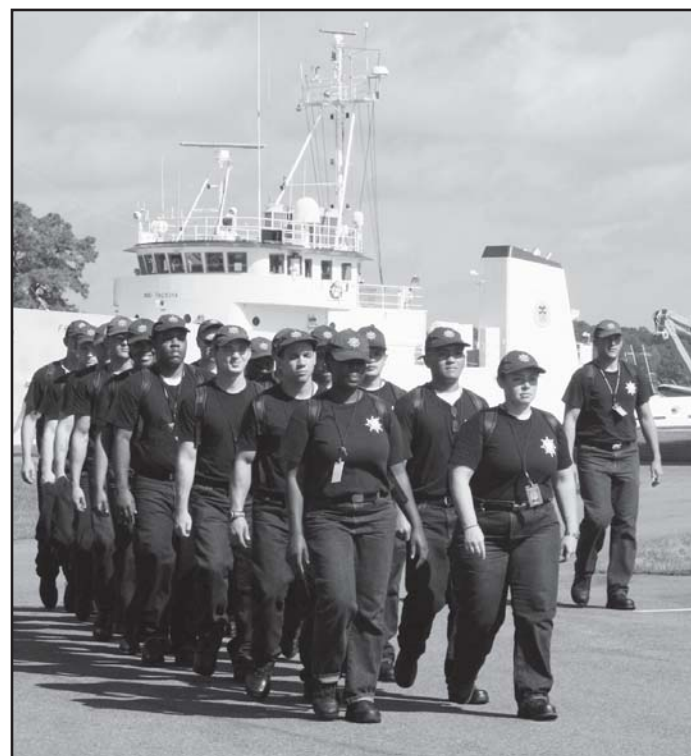
The SIU-affiliated Paul Hall Center (PHC) for Maritime Training and Education serves as a gateway to rewarding careers for experienced mariners and entry-level students alike. A state-of-the-art vocational school located in Piney Point, Maryland, the PHC opened as a bare-bones facility in 1967. Since that time, the maritime training and education hub has enjoyed more than a half-century of steady growth and has developed into a cutting-edge school with wide-ranging curriculums.

One thing that hasn't changed from the start is the center's emphasis on practical training. Hands-on instruction is featured in virtually every one of the school's 70-plus U.S. Coast Guard-approved courses. Many classes are department-specific (deck, engine, or steward), while numerous others provide comprehensive safety training for the entire crew. Similarly, the PHC offers entry-level instruction for those just embarking on their respective maritime careers, plus upgrading coursework for experienced Seafarers.

Some hands-on segments take place aboard the modern training vessel *Freedom Star*, one of the most visible parts of the campus' waterfront. Many also happen at the nearby Joseph Sacco Fire Fighting and Safety School, located on a satellite campus just a few miles from the main base.

While the PHC mainly is known for vocational training – including its highly regarded apprenticeship program, which is registered with the U.S. Department of Labor – it also offers academic support along with separate programs for earning a high school diploma and a two-year college degree.

The photos on these two pages show a small sample of practical coursework in Piney Point. Complete information about the school is available in the Paul Hall Center section of the recently improved SIU website. To access it, go to [www.seafarers.org](http://www.seafarers.org) click on the Training and Careers tab, then navigate to Paul Hall Center.





## 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 Corgy, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

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

**Kate Hunt,**

*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

45353 St. George Ave., Piney Point, MD 20674  
(301) 994-0010

### PORT EVERGLADES

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

### SAN JUAN

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

### ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116  
(314) 752-6500

### TACOMA

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

### WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744  
(310) 549-4000



## Inquiring Seafarer

This month's question was answered by Seafarers at the new hiring in hall in San Juan, Puerto Rico.

### Question: What do you think of the new hall?



**Fernando Marques**  
*Chief Cook*

The new hall is great. We were waiting for this for a long time, and it was definitely worth the wait. This is a great thing for me and it's a great thing for my family, too. We are blessed.



**Antonio Mendez**  
*Recertified Steward*

The union is showing the commitment they have to us with this new hall. I'm glad we have it. It's showing the SIU is dedicated to Puerto Rico and to the Jones Act, too. Along with the new ships, this shows that our union and the Jones Act are strong.



**Noel Otero**  
*Recertified Bosun*

It's beautiful – a nice place that was needed for a long time. Everyone feels comfortable and happy here. It's a great place for every member and much better than the old hall.



**Marcos Rivera**  
*Bosun*

The new hall is in a good location that's free of crime. Everything is new, including the technology. The parking lot is good, and so is the first level, where everybody can meet to find their jobs. I'd suggest this hall for any member to come and enjoy.



**Abel Vazquez**  
*Recertified Bosun*

The new hall is a new beginning for the SIU in Puerto Rico. It's our new home, plus there are four new ships (sailing between the territory and Florida). The hall has boosted morale for all the guys. It's the beginning of great things and solid for the industry, too. It's just spectacular!



**Michael Cruz**  
*QMED*

It's great! It makes me proud. You can come here with your family and when you see that building, you think, "That's my building. That's our building." The location is great. It gives me more hope, along with the new ships coming out. I already brought my family here.

## Pic From The Past

Donn Pearce, the author of "Cool Hand Luke," was an SIU member. He's pictured at left in 1965 with the late LOG Editor in Chief Herb Brand. Pearce sailed with the SIU in the late 1940s before turning to a life of crime. His experiences in jail led him to write the novel, and he was later hired to write the screenplay for the iconic Paul Newman film adaptation. Pearce went on to a successful career as a novelist and journalist, and he's still writing at age 90. (Editor's note: Be sure to check out the SIU Facebook page every Friday morning for vintage photos. While we usually don't repeat content between the printed LOG and the social media account, the background associated with the photo at right warrants an exception.)



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)



# IMB Issues Annual Piracy Report, Uptick In Incidents Noted

The International Chamber of Commerce's International Maritime Bureau (IMB) has released their annual Piracy and Armed Robbery Against Ships report, in which the bureau notes that 2018 saw an uptick in incidents from previous years. In a departure from the recent trend, the center of the increased pirate activity was African nations, not South East Asian waters.

The regions with the largest increases in acts of piracy were Nigeria, Ghana, Cameroon, and The Congo. In total, 201 incidents were reported in 2018, compared to 180 in 2017, and those reported off the coast of African countries accounted for 87 separate incidents.

As stated by the IMB, "The Gulf of Guinea remains increasingly dangerous for seafarers. Reports of attacks in waters between the Ivory Coast and the Democratic Republic of Congo more than doubled in 2018, accounting for all six hijackings worldwide, 13 of the 18 ships fired upon, 130 of the 141 hostages taken globally, and 78 of 83 seafarers kidnapped for ransom."

The report shows that in the last three months of 2018, 41 kidnappings occurred in waters off Nigeria alone. In contrast, no ships were hijacked off the Somali coast, although two were fired upon by pirates.

This shift in violence also comes with a different set of targets. According to the report, "Armed criminals are reaching further out to sea and targeting a wider variety of ships: bulk carriers, container vessels and general cargo vessels in addition to local attacks on tankers, oil industry support vessels and fishing vessels."

"There is an urgent need for increased cooperation and sharing of intelligence between the Gulf of Guinea's littoral states so that effective action can be taken against pirates, both at sea and on-shore where their operations originate and end," an IMB spokesman said. "There has been some improvement in the estimated number of unreported attacks in 2018, but at around 48 percent there is still a long way to go."

The report did contain relatively good news. While there were 241 reported instances of violence towards crews, no sailors were killed in the attacks. Additionally, attacks off the coast of Indonesia have dropped off significantly, and of those that did occur, the vast majority were low-level opportunistic thefts.

No U.S.-flagged vessels were attacked in 2018, according to the report.

## March & April Membership Meetings

Piney Point.....	Monday: March 4, April 8
Algonac.....	Friday: March 8, April 12
Baltimore.....	Thursday: March 7, April 11
Guam.....	Thursday: March 21, April 25
Honolulu.....	Friday: March 15, April 19
Houston.....	Monday: March 11, April 15
Jacksonville.....	Thursday: March 7, April 11
Joliet.....	Thursday: March 14, April 18
Mobile.....	Wednesday: March 13, April 17
New Orleans.....	Tuesday: March 12, April 16
Jersey City.....	Tuesday: March 5, April 9
Norfolk.....	Thursday: March 7, April 11
Oakland.....	Thursday: March 14, April 18
Philadelphia.....	Wednesday: March 6, April 10
Port Everglades.....	Thursday: March 14, April 18
San Juan.....	Thursday: March 7, April 11
St. Louis.....	Friday: March 15, April 19
Tacoma.....	Friday: March 22, April 26
Wilmington.....	Monday: March 18, April 22

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

## Dispatchers' Report for Deep Sea

January 1, 2019 - January 30, 2019

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	43	21	1	7	5	0	2	60	22	1
Anchorage	2	3	1	0	2	0	2	4	3	3
Baltimore	12	2	1	6	2	1	2	11	2	0
Fort Lauderdale	23	8	7	22	9	2	9	30	15	8
Guam	3	2	1	1	0	0	0	6	5	1
Harvey	11	6	2	9	2	2	2	15	10	5
Honolulu	4	5	2	6	2	0	3	10	8	1
Houston	47	11	12	43	13	5	25	93	28	14
Jacksonville	42	19	11	27	10	4	14	63	29	15
Jersey City	44	10	3	25	5	2	11	74	15	9
Joliet	6	3	0	1	1	0	0	6	5	0
Mobile	11	4	3	5	2	2	2	16	6	5
Norfolk	25	13	7	23	14	2	11	29	18	15
Oakland	15	6	1	8	4	0	3	20	10	3
Philadelphia	6	2	0	6	2	0	6	9	4	0
Piney Point	6	0	2	1	1	1	1	5	1	2
Puerto Rico	7	6	1	12	2	1	2	10	12	0
Tacoma	34	11	4	24	4	2	10	48	21	12
St. Louis	3	1	0	0	0	1	0	5	1	0
Wilmington	24	9	6	27	7	4	11	51	17	9
<b>TOTALS</b>	<b>368</b>	<b>142</b>	<b>65</b>	<b>253</b>	<b>87</b>	<b>29</b>	<b>116</b>	<b>565</b>	<b>232</b>	<b>103</b>
<b>Engine Department</b>										
Algonac	6	3	2	0	0	0	0	12	3	3
Anchorage	0	0	0	3	0	0	0	0	1	0
Baltimore	2	6	1	1	3	1	0	3	3	1
Fort Lauderdale	13	8	2	14	2	1	4	15	12	4
Guam	0	1	0	0	0	0	0	2	2	0
Harvey	3	2	0	1	1	0	1	6	7	0
Honolulu	12	3	2	3	3	4	2	25	4	1
Houston	13	6	3	13	3	2	4	24	13	4
Jacksonville	16	19	2	23	13	2	10	21	21	1
Jersey City	12	4	3	13	2	1	7	24	7	4
Joliet	3	1	0	3	1	1	1	4	1	0
Mobile	5	5	0	2	2	0	0	7	7	1
Norfolk	13	12	8	9	13	4	6	21	20	8
Oakland	10	5	0	5	2	1	2	8	11	3
Philadelphia	4	2	0	1	3	0	0	5	3	0
Piney Point	2	1	0	1	1	0	1	2	3	0
Puerto Rico	2	1	1	3	2	0	1	8	0	4
Tacoma	12	8	1	10	5	2	5	16	12	4
St. Louis	3	1	1	2	0	0	1	3	2	1
Wilmington	12	13	2	4	4	3	3	27	17	2
<b>TOTALS</b>	<b>143</b>	<b>101</b>	<b>28</b>	<b>111</b>	<b>60</b>	<b>22</b>	<b>48</b>	<b>233</b>	<b>149</b>	<b>41</b>
<b>Steward Department</b>										
Algonac	9	3	0	1	0	0	1	13	4	0
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	2	0	0	1	0	0	1	2	1	0
Fort Lauderdale	12	5	1	13	2	0	2	14	7	2
Guam	0	1	0	2	1	0	0	0	1	0
Harvey	9	0	0	7	0	0	2	8	2	1
Honolulu	10	1	0	10	0	0	5	16	1	0
Houston	18	2	2	14	3	0	3	28	6	4
Jacksonville	17	9	1	20	5	0	6	33	12	4
Jersey City	10	2	0	2	2	0	1	21	5	0
Joliet	2	1	0	0	0	0	0	2	3	0
Mobile	3	4	1	3	5	1	4	3	5	0
Norfolk	18	5	2	9	4	2	5	30	13	2
Oakland	17	3	1	9	4	0	6	32	4	3
Philadelphia	3	0	0	2	0	0	1	4	0	0
Piney Point	5	1	1	1	1	1	1	6	3	1
Puerto Rico	2	2	0	2	4	0	2	5	6	0
Tacoma	16	3	2	8	2	0	6	25	5	3
St. Louis	2	0	1	2	0	0	0	1	0	1
Wilmington	22	7	0	18	5	0	10	30	15	0
<b>TOTALS</b>	<b>177</b>	<b>49</b>	<b>12</b>	<b>124</b>	<b>38</b>	<b>4</b>	<b>56</b>	<b>273</b>	<b>94</b>	<b>21</b>
<b>Entry Department</b>										
Algonac	2	18	15	0	0	0	0	3	20	20
Anchorage	1	4	0	0	3	1	0	1	3	1
Baltimore	1	1	1	0	1	0	0	0	0	3
Fort Lauderdale	1	2	8	0	4	3	1	1	8	12
Guam	0	1	0	0	1	0	0	0	2	2
Harvey	1	4	3	1	1	0	2	1	4	3
Honolulu	1	6	5	0	3	3	0	4	9	6
Houston	8	15	5	5	8	5	2	6	26	28
Jacksonville	3	23	26	0	14	12	3	6	39	65
Jersey City	3	16	8	1	7	3	2	5	30	18
Joliet	0	0	0	0	0	0	0	0	2	1
Mobile	0	0	1	0	0	0	0	0	1	2
Norfolk	1	18	23	0	14	10	6	1	29	40
Oakland	0	9	8	1	5	2	2	3	14	26
Philadelphia	0	1	1	0	0	1	0	0	2	1
Piney Point	1	1	1	1	0	0	0	0	2	1
Puerto Rico	0	0	1	0	0	0	0	1	0	2
Tacoma	5	8	8	2	9	4	3	8	13	11
St. Louis	0	1	2	1	0	0	0	0	2	0
Wilmington	0	16	12	0	13	8	2	5	39	13
<b>TOTALS</b>	<b>28</b>	<b>144</b>	<b>128</b>	<b>12</b>	<b>83</b>	<b>52</b>	<b>23</b>	<b>45</b>	<b>245</b>	<b>255</b>
<b>GRAND TOTAL:</b>	<b>716</b>	<b>436</b>	<b>233</b>	<b>500</b>	<b>268</b>	<b>107</b>	<b>243</b>	<b>1,116</b>	<b>720</b>	<b>420</b>



# 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.

**MAERSK HARTFORD** (Maersk Line, Limited), November 10 – Chairman **Anechito Limboy**, Secretary **Johnnie McGill**, Educational Director **Cirico Geonanga**, Deck Delegate **Gregmar Rio**, Engine Delegate **Gregorio Blanco**, Steward Delegate **Jose Burgos**. Chairman reminded crew to maintain their rooms. He announced upcoming plans for pilot pickup and encouraged members to contribute to SPAD. Payoff scheduled for next day. Secretary reported a smooth-sailing ship. Educational director advised crew to attend upgrading courses at Piney Point and to keep documents up to date. No beefs or disputed OT reported. Members raised questions regarding pay procedures in lieu of time off. Computer and new washing machine needed for crew. Members thanked steward department for a job well done. Next port: Charleston, South Carolina.

**OVERSEAS ANACORTES** (Overseas Ship Management), November 11 – Chairman **James Walker**, Secretary **Dana Paradise**, Educational Director **Cary Pratts**, Deck Delegate **Arthur Quinney**, Engine Delegate **Jr. Lee Eludo**, Steward Delegate **Jorcill Davis**. Chairman thanked crew for their cooperation. Educational director reminded members to keep track of documents and upgrade at the Paul Hall Center. No beefs or disputed OT reported. Patrolman recently on board and discussed union news. New charter to start this month. Company offered to fly members out of preferred airport. Crew prefers flights back to airport

of choice rather than port of engagement. Bosun thanked steward department for keeping ship clean and providing good food. Members requested ship to supply fresh stores every two weeks. Next port: Nederland, Texas.

**MAERSK COLUMBUS** (Maersk Line, Limited), November 18 – Chairman **Ion Irimia**, Secretary **Jerome Jordan**, Educational Director **Joaquim Figueiredo**, Deck Delegate **Michael Ratigan**, Engine Delegate **Keith Carswell**. Chairman thanked crew for a safe voyage. Members gave vote of thanks to deck department. Payoff to take place in Newark, New Jersey. Secretary thanked all departments for their hard work and reminded them to leave clean rooms for oncoming crew. Educational director suggested upgrading the Piney Point school. No beefs or disputed OT reported. Crew waiting for date of Wi-Fi installation and requested new dryer and bigger ice machine. Members discussed bringing back standby job for all vessels and asked for one day off per 30 days on.

**NORFOLK** (Argent Marine), November 25 – Chairman **Martin Baker**, Secretary **Jermell Hicks**, Educational Director **Dwight Hunt**. QMED pay rate discussed, as was memorandum of understanding concerning standard freight agreement. Chairman seeking retroactive pay to resolve issue for members. Educational director encouraged crew to update as soon as possible. He reminded members of waiver for medical benefits while attending

courses at Piney Point.

**HORIZON PACIFIC** (Sunrise Operations), November 26 – Chairman **Daniel Ticer**, Secretary **Kevin Dougherty**, Educational Director **Jason Powell**, Deck Delegate **Norberto Castillo**, Engine Delegate **Rommel Crespo**, Steward Delegate **Rudy Oliva**. Chairman provided information for upcoming dry dock and announced a one-month lay-up near the end of January. He announced payoff date and advised members to contact captain if visas are needed for China. Educational director reminded members to keep documents current and to take advantage of upgrading opportunities at Piney Point. Schedule can be found in the LOG as well as online on the union's website. No beefs or disputed OT reported. Crew gave a vote of thanks to SIU president and SIU staff for a job well done. Members were reminded to take LNG course in order to claim jobs on new Pasha ship as well as other LNG-fueled ships. Bosun thanked crew for their cooperation and consideration of others while keeping the ship safe. Next Port: Honolulu.

**PACIFIC COLLECTOR** (Tote Services), November 26 – Chairman **Richard Barnes**, Secretary **Rang Nguyen**, Educational Director **Rodrigo Castillo**. Chairman thanked crew for doing a good job while working safely. Secretary reminded members to check Z cards and STWC for expiration dates. USCG medical certificate should also be current. Renew as soon as possible to avoid trouble for future ship-

ping. Educational director urged members to upgrade at Piney Point. Course dates can be found in LOG and on the SIU website. Crew discussed overtime requirements and clarifications for time-off procedures. Members requested new pillows and mattresses. Crew expressed interest to raise pension benefits. Vote of thanks given to steward department for keeping ship clean and preparing excellent food for crew. Next Port: Honolulu.

**MAERSK OHIO** (Maersk Line, Limited), December 2 – Chairman **Arsenio Omabao**, Secretary **Christina Mateer**, Educational Director **Steven Miller**, Deck Delegate **Cheryl Lee**, Engine Delegate **Christopher Sykes**, Steward Delegate **Richard Torres**. Chairman thanked crew for a great trip and reminded them to work safely. Secretary asked members to leave clean rooms for oncoming crew and encouraged everyone to invest in Seafarers 401k retirement plan. Educational director urged members to upgrade at Piney Point. He stressed importance of keeping documents up to date. No beefs or disputed OT reported. Crew voiced concern regarding current relief requirements for entry-level positions. Members requested increase in pension, increase in vacation, Wi-Fi access on all decks and updated computers. Ship in need of new vacuum, carpet cleaning machine, and two new microwaves. Steward department was thanked for great Thanksgiving meals. Next Port: Norfolk, Virginia.

**MAERSK KENSINGTON** (Maersk Line, Limited),

December 9 – Chairman **Wilfred Maurice**, Secretary **Philip Paquette**, Engine Delegate **Reinaldo Roman**. Chairman reported a safe trip. Secretary reminded members to check documents when registering and to keep documents up to date. Deck gang would like personal protective equipment (PPE) issued when signing on. Crew experiencing difficulty receiving proper PPE during trip. Members praised galley gang for good food, especially barbecue and smoked meats.

**MAERSK SELETAR** (Maersk Line, Limited), December 19 – Chairman **Cleofe Bernardez Castro**, Secretary **Steven Dickson**, Educational Director **Robert Stafford**, Deck Delegate **Reynaldo Nugui**, Engine Delegate **Albert Riollano**, Steward Delegate **John Nunez**. Hard drive for movies available in lounge. Chairman announced payoff in Newark, New Jersey. Secretary stressed importance of keeping documents current and allowing ample time to renew. Educational director noted pertinent information on union website. No beefs or disputed OT reported. Members reviewed Election Day results. New refrigerator in crew mess. Requests for SAT phone and Wi-Fi in progress. New deck material for both walk-ins to come at next port. Crew requests more transportation to and from ship. Members seek changes in pension benefits and qualification requirements. Galley gang thanked for a job well done. Next Port: Newark.

## Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 8 headquarters membership meeting to review the 2018 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

tween 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 execu-

tive board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

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

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

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

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



# Final Departures



## DEEP SEA

### ALI ABDULLA

Pensioner Ali Abdulla, 80, died December 8. He signed on with the union in 1991 when he sailed on the *William Baugh*. Brother Abdulla was a steward department member and concluded his career aboard the *Integrity*. He became a pensioner in 2004 and settled in Melvindale, Michigan.

### RUSSELL BARRACK

Pensioner Russell Barrack, 62, passed away January 18. He embarked on his SIU career in 1975 and shipped in the deck department. Brother Barrack first sailed with Hudson Waterways. His last vessel was the *ITB Philadelphia*. Brother Barrack retired in 2002 and lived in Edenton, North Carolina.



### MANUEL BASAS

Pensioner Manuel Basas, 70, died July 15. Born in the Philippines, he joined the SIU in 1981. Brother Basas initially sailed on the *Santa Maria* and primarily worked in the steward department. He last shipped aboard the *Cape Intrepid* and made his home in Federal Way, Washington.



### KEVIN BERTEL

Pensioner Kevin Bertel, 66, passed away January 14. He joined the union in 1973 when he shipped on the *Bethex*. Brother Bertel sailed in both the steward and engine departments and also worked on shore gangs. His last ship was the *Tacoma*. Brother Bertel retired in 2008 and resided in Tacoma, Washington.



### DAVID BLAND

Brother David Bland, 63, died August 12. He started shipping with the SIU in 1978 when he sailed on the *El Paso Southern*. Brother Bland worked in both the deck and engine departments. He last shipped on the *Pacific* and lived in Richmond, California.

### GABRIEL BONEFONT

Pensioner Gabriel Bonefont, 73, passed away January 6. He became an SIU member in 1964 and first sailed on a Rye Marine ship. Brother Bonefont was a deck department member and last sailed on the *ITB Mobile*. He became a pensioner in 2007 and resided in Houston.



### ISAIAH GRAY

Pensioner Isaiah Gray, 92, died January 4. Born in Plaquemine, Louisiana, he joined the SIU in 1961 and first sailed aboard the *Del Compo*. Brother Gray was a steward department member. He last shipped on the *Arabian Sea* and resided in Gretna, Louisiana.



### MOHAMAD JARADIE

Pensioner Mohamad Jaradie, 93, passed away January 4. He began shipping with the Seafarers in 1966 and initially sailed on the *Ocean Wave*. Brother Jaradie was a steward department member and last sailed aboard the *Integrity*. He began collecting his pension in 1994 and settled in Topeka, Indiana.

### DANIEL PAYNE

Pensioner Daniel Payne, 71, passed away December 16. Born in Morenci, Arizona, he embarked on his SIU career in 1990. Brother Payne first shipped on the *USNS Hess* and sailed in the steward department. He concluded his career aboard the *Liberty Promise* and lived in Richmond, Texas.

### ELIAS RUIZ

Pensioner Elias Ruiz, 75, died January 17. He signed on with the SIU in 1978, initially sailing aboard the *Mount Explorer*. Brother Ruiz primarily sailed in the engine department and concluded his career aboard the *El Faro*. He began collecting his pension in 2008 and made his home in Houston.



### JOSEPH VALDES

Pensioner Joseph Valdes, 95, passed away January 8. He began his career with the SIU in 1951, first working for Terminal Steamship Company. An engine department member, Brother Valdes last shipped on the *Santa Maria*. He started collecting his pension in 1984 and resided in Las Vegas.



### RICHARD WARDLAW

Pensioner Richard Wardlaw, 87, died January 11. He joined the union in 1951 and first shipped aboard the *Joseph Priestley*. Brother Wardlaw sailed in the deck department and last shipped on the *Atlantic*. He retired in 1993 and called Cleveland, Texas, home.



### AUBREY WILSON

Pensioner Aubrey Wilson, 74, passed away January 7. He joined

the union in 1960 and first sailed aboard the *La-salle*. Brother Wilson was a deck department member. His final ship was the *Consumer*. Brother Wilson retired in 1988 and lived in Saraland, Alabama.



### DEAN WOOSTER

Pensioner Dean Wooster, 80, died January 16. He donned the SIU colors in 1960, initially sailing on the *Oremar*. Brother Wooster shipped in both the deck and engine departments. He last sailed on the *Golden Monarch* and went on pension in 2003. Brother Wooster resided in Interlachen, Florida.

## GREAT LAKES

### UNIS MALAHI

Brother Unis Malahi, 26, died November 28. He started his SIU career in 2013, initially shipping aboard the *St. Mary's Challenger*. An engine department member, Brother Malahi most recently sailed aboard the *Ter-rapin Island*. He resided in Dearborn, Michigan.

### RAYMOND MAYNARD

Pensioner Raymond Maynard, 75, passed away January 28. He signed on with the union in 1972 when he

shipped on the *Hennepin*. Brother Maynard was a steward department member. He concluded his career aboard the *St. Clair* and became a pensioner in 2001. Brother Maynard called Tawas City, Michigan, home.

## INLAND

### WILLIE ISTRE

Pensioner Willie Istre, 85, died January 18. He became an SIU member in 1993 when he was employed with Higman Barge Lines. A deck department member, Brother Istre remained with the same company for the duration of his career. He retired in 2002 and settled in Morse, Louisiana.



## NMU

### FLORENTIN JOHNSON

Pensioner Florentin Johnson, 80, passed away January 20, 2017. He was an NMU member before the 2001 SIU/NMU merger. Brother Johnson sailed in the engine department and last shipped aboard the *USNS Henson*. He began collecting his pension in 2007 and was a Houston resident.



### JOHNNY MCKEE

Pensioner Johnny McKee, 79, died December 20. He sailed with the NMU prior to the 2001 merger with Seafarers International Union. A deck department member, Brother McKee last sailed on the *Cape Knox*. He retired in 2008 and called Harvey, Louisiana, home.

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

Name	Age	DOD
Alejandro, Marcos	91	01/07/2019
Arzu, Rufino	97	08/19/2018
Browne, Pilar	101	12/18/2018
Castillo, Pedro	88	12/15/2018
Lima, Jorge	88	01/10/2019
Mason, Anthony	93	12/21/2018
Montoya, Jose	89	01/12/2019
Palmer, Alfredo	81	12/15/2018
Patton, Jessie	88	01/13/2019
Rieger, Elisabeth	93	01/17/2019
Roberts, Raye	88	01/10/2019
Romero, Jose	80	11/22/2018
Rosario, Herminio	82	01/02/2019
Velez, Jorge	94	12/11/2018



## Wilmington-Area Seafarers Converge In Piney Point

When SIU Safety Director Gordon Godel participated in informational meetings late last year at the union-affiliated school in Piney Point, Maryland, he noticed a large contingent of upgraders from his home port of Wilmington, California. Many of them are pictured here.



Chief Cook Todd Curry, AB Eduardo Jorge



OS Bernardo Perez



From left: Chief Cook Ian Schluder, SA Michael Poblete, SA Ty Lewis, Chief Cook Dindo Reforsado, Chief Cook Reno Duque, ACU Amado Angeles, Chief Cook Alvinmar Aldana, Safety Director Gordon Godel, AB Jesse Sunga.



# 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>		
Leadership & Managerial Skills	June 29	July 5
<b>Storekeeper Courses</b>		
MSC Storekeeper Basic	April 13	May 3
MSC Supply Configuration Management	May 4	May 31
<b>Deck Department Upgrading Courses</b>		
Able Seafarer Deck	April 27	May 24
AB to Mate Modules	Modules must be taken in order. Those who are not in the mates program cannot apply for these courses. Contact the Admissions Office for further details.	
Advanced Meteorology	May 4	May 10
Advanced Shiphandling	May 11	May 24
Advanced Stability	April 27	May 3
ARPA	April 27 May 25	May 3 May 31
Crane Familiarization	April 6	April 12
ECDIS	April 13	April 19
Fast Rescue Boat	June 1	June 7
GMDSS	July 20	August 2
Lifeboat	April 6 May 4 June 1 June 29 July 27 August 24 September 21 October 19	April 19 May 17 June 14 July 12 August 9 September 6 October 4 November 1
Radar Observer	April 13 May 11	April 26 May 24
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	March 30 May 25	April 26 June 21

Title of Course	Start Date	Date of Completion
<b>Engine Department Upgrading Courses</b>		
Advanced Refer Containers	May 18	May 31
BAPO	March 30 May 25	April 26 June 21
Engineroom Resource Management	June 22	June 28
FOWT	April 27	May 24
Junior Engineer	March 16 June 22	May 10 August 16
Marine Electrician	May 18	July 12
Marine Refer Tech	July 13	August 23
MEECE	June 1	June 14
Welding	May 18 June 8	June 7 June 28
<b>Steward Department Courses</b>		
Advanced Galley Ops	March 30	April 26
Certified Chief Cook	Modules run every other week. The next class will start March 18.	
Chief Steward	April 27	June 14
Galley Operations	March 30	April 26
Orientation/Assessment Chief Cook 2.0	March 23	March 29
Orientation/Assessment Chief Steward 2.0	March 16	March 22
<b>Safety Upgrading Courses</b>		
Basic Training/Basic FF	April 6	April 12
Basic Training Revalidation	March 15	March 15
Basic Training/Adv. FF Revalidation	March 30	April 5
Combined Basic/Advanced Firefighting	April 13 June 8	April 19 June 14
Government Vessels	March 23	March 29
Medical Care Provider	April 20 June 1	April 26 June 7
Tank Ship Familiarization - DL	March 23 June 8	March 29 June 14
Tank Ship Familiarization - LG	March 30 April 20	April 5 April 26

### 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

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, 45353 St. George Ave., Piney Point, MD 20674; or fax to (301) 994-2189.**

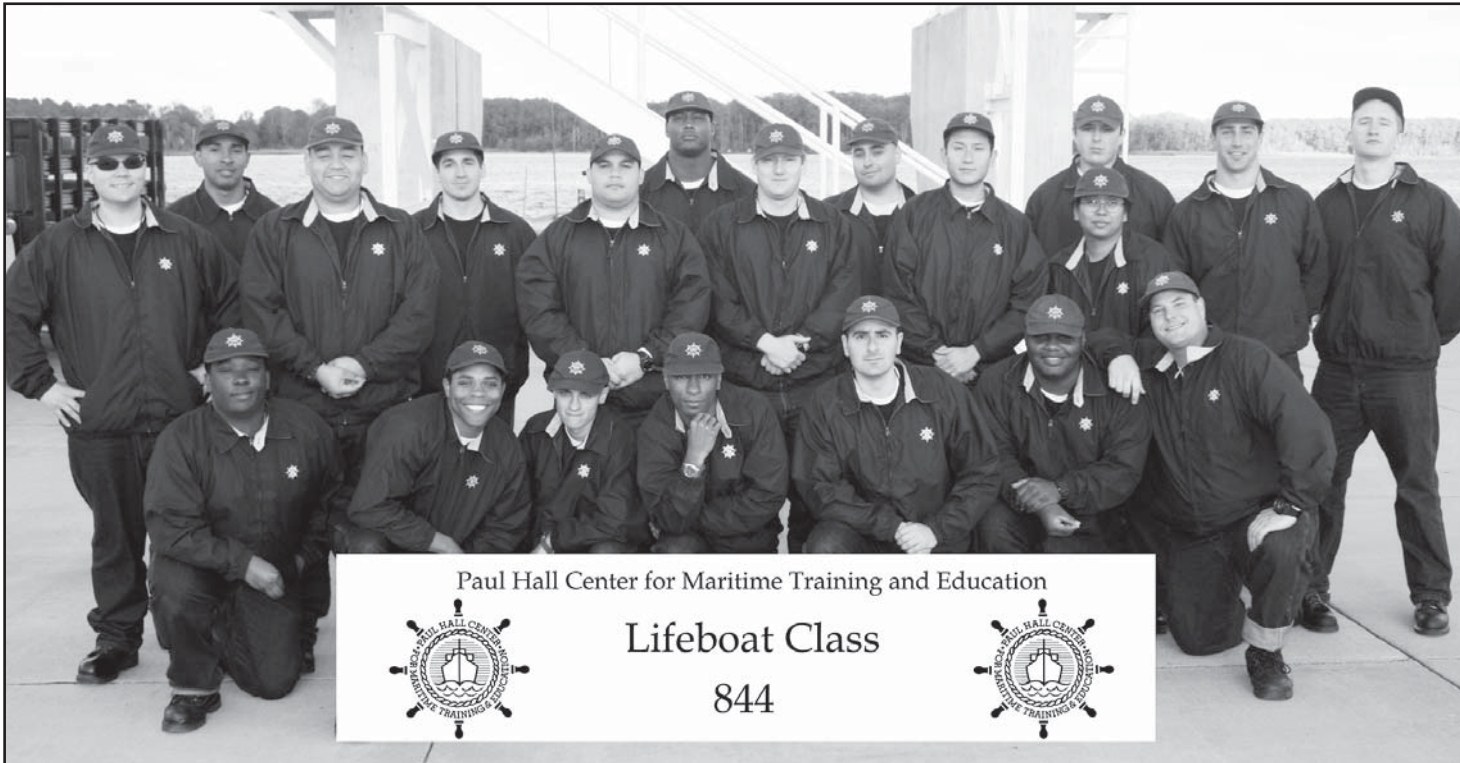
*With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, MMC, TWIC, front page of your book including your department and seniority and qualifying sea time for the course if it is Coast Guard tested. Must have a valid SHBP clinic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

*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



Paul Hall Center for Maritime Training and Education  
**Lifeboat Class**  
**844**

**Apprentice Water Survival Class #844** – Graduated November 30 (photo at left, in alphabetical order): Caleb Andresen, Oswaldo Jose Barrera, Jaleel Brown, Ayen Negre Cabasag, Jacob Couvillon, Victor Duplesis, Taurean Harold, James Kooistra, Teva Kurth, Deshante Luchien, David May, Steven McKelvey, David Palumbo, Ghadir Sarkis, Benjamin Scott, Frederick Shows, Anthony Timmson-Brown, Blake Washington, Patrick Wheat and Trevion Williams.

## 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.*



**Water Survival Upgraders** – Graduated November 30: Oscar Jan Vencer (left) and Bernardo Perez.



**Welding** – Graduated November 12 (above, in alphabetical order): George Beauflis, Robert Bryson III, Earl Carlos Dimmick, Samuel Fagerness, Ethan Love, Isaiah Thomas and Stephen Venditti. Class instructor Chris Raley is at the far left.



**BAPO** – Graduated October 19 (above, in alphabetical order): Abdul-Ghaffar Abu-Bakr, Christian Canci, Sean Yutaka Carter, Christopher Hinton, Eddie O'Bannon III, Fradarius Smith, Travis Sumpter and Jose Jess Jalog Yanez. John Wiegman III, their instructor, is at the far right.



**GMDSS** – Graduated October 5 (above, in alphabetical order): Carlton Banks, Chantell Dawson, Todd Kasler and Sterling McCosh.



**Radar Observer** – Graduated October 19 (above, in alphabetical order): Chantell Dawson, Travis Golightly, Kevin Hanmont, Sterling McCosh, Yuriy Prytchak and John Reyes. Class instructor Brian Moore is at the far right. (Note: Not all are pictured.)



**Junior Engineer (Basic Electricity)** – Graduated October 5 (above, in alphabetical order): Oscar Cesena, Justin D'Angelo, Terren Fields, Kalil Hughes, Tarrell Jones, Melchor Lagria Lapac Jr., Domenick Longmire, Samuel Sanders Jr., David Smart and Alvin Surrency. Instructor Christopher Morgan is at the far right.



# Paul Hall Center Classes



**RFPNW** – Graduated October 19 (above, in alphabetical order): Phase III Apprentices Timothy Behnke, Tommy Benton, Joseph Crane, Carlos Omar Diaz-Torres, Luis Felipe Flores-Ramos, Rannie Fore II, Rahsean Lillard, Gus Papas, Andrew Porpora, Taylor Vertrees, John Wattam and Omaree Williams. Upon the completion of their training, each plans to work in the deck department of union-contracted vessels.



**Marine Engineer** – Graduated October 5 (above, in alphabetical order): Tousif Ahmed, Abdulaziz Mohamed Nagi Alsinai, Vernon Van Humbles, Carlos Mohler Vega, Jaquel Nesmith, Justin Nicholson, Michael Souza, Jeffrey Thrash, Kareem Walters and Edward Williams.



**ECDIS** – Graduated October 26 (above, in alphabetical order): Glenn Valera Agustin, Robert Bryson III, Johnathon Gager, Shoal Nervo, Harry Schrefer III and Gavin Scott.



**BAPO** – Graduated October 19 (above, in alphabetical order): Phase III Apprentices Jamal Akia Anders, Lavontat Anderson, Kevin Brown, Vincent Hall, Daniel Jaim Leon-Bruges, Robert Murphy, Pedro Antonio Rivera-Hernandez and Nicholas Simoneaux. Each plans to work in the engine department of SIU-contracted vessels when their training is complete. Instructor John Wiegman III is at the far right.



**Government Vessels** - Graduated October 5 (above, in alphabetical order): Nabil Saleh Ahmed, Lindsey Austin, Joseph Bowen, Marsheta Brooks, Christian Bryant, Corey Covington, Lamont Faulks, Merville Lariosa Gallema, Joseph Garnett, Travis Golightly, Alfred Hogan Jr., Russell Horton, Vincent Ippolito Jr., Sheena Jumamil, Eileen Mendiola, David Amer Mohamed, Ryan Palmer, Philip Sharp, Mary Slade and Lawrence Todd Jr. (Note: Not all are pictured.)

**Government Vessels** – Graduated November 2 (photo at right, in alphabetical order): Amado Paulito Estimada Angeles, Matthew Day, Bobby Dunn Jr., Phillip Harmon, Cameron Keating, Christian Oding, Jesus Geovannie Ortiz-Rivera, Neiman Pettis, Jorge Luis Roman Feliciano, David Smart, Leanne Smith, Simone Smith, Samuel Thatcher, Tyree Watkins Jr., Teena Werner, Rickey Yancey and Mary Young. Instructor Tom Truitt is at the far right. (Note: Not all are pictured.)





# Paul Hall Center Classes



**Tank Ship Familiarization LG** – Graduated October 26 (photo at left, in alphabetical order): Angel Manuel Berrios Jr., Carlos Jose Castillo, Jogene Reyes Cerezo, Glenard Chaney Jr., Travis Golightly, Antonio Hamilton, Phillip Harmon, Chris Linsley, Domenick Longmire, Josean Martinez Serrano, Yuri Adrian Oliveros, Neiman Pettis, Jorge Luis Roman Feliciano, Teon Shelton, David Smart, Leanne Smith, Simone Smith, Travis Sumpter and Steven Supplee. (Note: Not all are pictured.)



**Tankship Familiarization DL** – Graduated October 10 (photo at right, in alphabetical order): Angel Manuel Berrios Jr., Latiffe Brooks, Carlos Jose Castillo, Jogene Reyes Cerezo, Glenard Chaney Jr., Antonio Hamilton, Phillip Harmon, Brennon Hough, Kenneth Johnson, Reynaldo Bermudez Lacayo, Domenick Longmire, Josean Martinez Serrano, Karl Mayhew III, Neiman Pettis, Jorge Luis Roman Feliciano, Teon Shelton, David Smart, Leanne Smith and De'vine Washington. (Note: Not all are pictured.)



**Certified Chief Cook (Module 1)** – Graduated November 2: St. Clair Brown Jr. (left) and Devin Bivins.



**Galley Ops – Graduated November 2:** Phase III Apprentice Lebrina Simmons. Upon the completion of her training, Simmons plans to work in the steward department of union-contracted vessels.



**Certified Chief Cook (Module 6)** – Graduated October 10: Shawn Cox (left) and Delmis David.



**Chief Steward 2.0** – Graduated October 26: Delbra Singleton-Leslie (left) and Donna Hickman.



**Chief Cook 2.0.** – Graduated October 5: Diani Rosana Melendez Castillo (left), Carlos Edgardo Suazo (center) and Wardell Paze.



**Chief Cook 2.0** – Graduated November 2: John Ward (left) and Jason Beckford.



# SEAFARERS LOG

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Paul Hall Center  
Class Photos  
Pages 17-19

## Snapshots from the West Coast

### Aboard Overseas Long Beach



Chief Cook Latosha Love (left in photo at left) and Chief Steward Ernest Dumont prepare lunch. The OSG vessel (photo above) arrives in Richmond, California.

### Aboard Sagamore

The Sealift, Inc.-operated vessel (photo at right) docks in Concord, California, for cargo operations. Pictured following a union meeting (photo below) are Bosun Albert Williams, Chief Cook Rhonda Williams, Chief Steward Mohamed Nour, OMU Randall Craig, AB Mark Manalansan, AB Fayez Mohamed, AB Charles Turner, Oakland Port Agent Nick Marrone II, AB Pedro Ambe, SA Eugenia Porter and AB Robert Harlow.

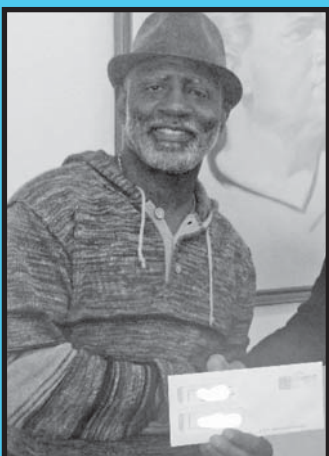


### USMC Birthday Planning



From left, SIU Asst. VP Nick Celona, San Francisco Giants Exec. VP Mario Alioto and First Sgt. Allen Lotanero, USMC, help plan for a Marine Corps birthday event this November that's scheduled to take place at Oracle Park in San Francisco.

### At the Oakland Hall



Recertified Steward Gerald Figg (photo at left) recently called it a career and picked up his first pension check. He began sailing with the SIU in 1979, aboard Delta Lines vessels. QMED Russell Bravo (left in photo at immediate right) displays his newly acquired A-seniority book while being congratulated by Port Agent Nick Marrone II. In the photo at the far right, ACU Ali Obad (left) receives his A-seniority book from Port Agent Nick Marrone II.

