

# SEAFARERS



# LOG

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

## ***U.S. DOT Hosts Maritime Day Ceremony***



Secretary of Transportation Elaine L. Chao (above, left) delivers the keynote address during the May 22 National Maritime Day ceremony at U.S. Department of Transportation headquarters in Washington, D.C. The SIU had another strong turnout as a crowd of more than 200 people attended the event, including high-level leaders from the U.S. government, military and maritime transportation industry. World War II (WWII)-era Merchant Mariner William Tiernan (center, in photo at right, above), a former member of both the National Maritime Union and the Seafarers International Union, receives an award in recognition of his service to the country. Making the presentation are Gen. Darren McDew, commander, U.S. Transportation Command (left) and retired Navy Rear Adm. Mark Buzby, U.S. Maritime Administrator. Apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education (photo below) pose with a host of dignitaries following the ceremony's end. Included (from left to right) were WWII Merchant Mariner Robert Weagant, SIU Political and Legislative Director Brian Schoeneman, WWII Merchant Mariner Charles Mills, WWII Merchant Mariner William Tiernan, SIU Executive VP Augie Tellez, Buzby, SIU VP Contracts George Tricker, WWII Merchant Mariner Eugene Barner and SIU Port Agent Pat Vandegrift. *Pages 12-14.*



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# President's Report

## Defending Cargo Preference

If it seems like a month never goes by without an attack on American-flag shipping, that's probably not far from the truth. Most recently, the SIU in late May teamed up with industry allies to forcefully defeat an attempt to kill cargo preference requirements in the Food for Peace program.

The attack on cargo preference would have eliminated at least a half-dozen U.S.-flag ships – and the jobs that go with them – right off the bat, and wouldn't have actually benefited anyone. It was just the latest misguided attempt to undermine a successful program that helps feed the needy around the world while maintaining good American jobs not only in maritime but also in other industries.



Michael Sacco

While there's never anything desirable about people trying to sink American-flag shipping, the powerful bipartisan pushback on this latest attempt sent an important message. Namely, that our country cannot and will not stand for any more reductions to our U.S. Merchant Marine. America's national, economic and homeland security depend

on a viable American-flag fleet and reliable, well-trained U.S. crews. It's no secret that our industry is at a tipping point, but it's an ongoing task to drive that point home with some members of Congress (and some in the media).

The bottom line is that America is best-served by a strong U.S.-flag maritime industry with U.S. mariners. And that means we must maintain the Jones Act and the Maritime Security Program. Our country would also benefit from ramping up our cargo preference laws, rather than simply staying with the status quo or (foolishly) weakening them.

As always, the SIU is in the middle of the ring for this never-ending fight, and we'll keep landing accurate punches. You can help us by continuing to support SPAD, the union's voluntary political action fund. It's a critically important tool for us in our efforts to protect your jobs.

### Ready Then, Ready Now

Be sure to check out all the National Maritime Day coverage in this edition. May 22 was especially eventful in the nation's capital, where the SIU participated in an afternoon press conference kicking off new legislation that would greatly boost U.S. shipbuilding and American-flag shipping.

As noted in the article about the new bill (Page 3), there have been some rumblings about whether or not our civilian mariners would sail into harm's way today if needed. That's not a widespread question, thankfully, but I find it insulting that anyone in a position of authority would bring it up in the first place. It's unbelievable, really, when you look at the centuries-old record of patriotism, dedication and reliability demonstrated by the U.S. Merchant Marine.

We've always answered the call and we always will. Period.

### Register and Vote

It may seem hard to believe, but it's almost election time again.

In November, the entire U.S. House of Representatives will be up for election, along with 35 U.S. Senate seats and 39 state and territorial governorships. Many other state and local elections also will take place.

With that in mind, it's definitely not too soon to make sure you're registered to vote. Just go online to [Vote.org](http://Vote.org) and take it from there. The site is run by a non-profit organization and it's very user-friendly.

Seafarers know the importance of electing people who support our industry. This year is critical, as we're facing the retirements of some longtime maritime stalwarts. It's not easy having to constantly educate new members of Congress about the U.S. Merchant Marine, but it's a job made simpler when we help put people in office who back us to begin with.

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

# SHBP Trustees Announce New Benefits for Seafarers, Spouses

*Editor's note: The following notice has been issued by the Seafarers Health and Benefits Plan:*

### New Health Benefits

The Trustees of the Seafarers Health and Benefits Plan (SHBP) regularly evaluate the benefits available from the Plan in an effort to better serve the Plan's participants. They have recently approved two new benefits for active employees and their spouses at the Core-Plus and Core benefit levels, and a benefit increase that applies to eligible pensioners as well as to employees at the Core-Plus and Core level.

### Increase in Hearing Aid Benefit

In the past, the SHBP provided a \$350 benefit towards the purchase of a hearing aid every five years. **Effective July 1, 2018, this benefit is being increased to \$3,000 every three**

years. This \$3,000 benefit may be used toward the purchase of one or two hearing aids; however, \$3,000 is the maximum benefit amount you may receive in a three-year period. **The hearing aid benefit is available to eligible employees at the Core-Plus and Core benefit levels, and to eligible pensioners.** Dependents are not eligible for hearing aid benefits.

### New Infertility Benefit

Until now, SHBP did not cover services to diagnose the cause of infertility, or to treat infertility. **Effective July 1, 2018, all eligible employees and their spouses at the Core-Plus and Core benefit level are eligible for benefits to diagnose infertility.** The Plan will pay for these services in the same manner as the Plan pays for doctor's visits and diagnostic tests for any other health condition. **The Plan will also pay up to \$10,000 per eligible employee or spouse to treat**

infertility. Once this \$10,000 is used, the Plan will not provide any additional benefits for treatment of infertility. Dependent children, pensioners and spouses of pensioners are not eligible for this benefit.

### New Sterilization Benefit

The SHBP previously excluded coverage for tubal ligation and for vasectomy. Effective June 1, 2018, the SHBP will provide benefits for both of these procedures. **Employees and their spouses at the Core-Plus and Core benefit are eligible for these benefits.** Dependent children, pensioners and spouses of pensioners are not eligible for benefits for sterilization. The Plan will not pay for the reversal of a vasectomy or tubal ligation.

If you have any questions about these benefits, please contact the Plan at (800) 252-4674.

## Rep. Wittman Lands 'Salute to Congress' Award

A longtime backer of the U.S. Merchant Marine recently picked up a prestigious award near the nation's capital.

On May 16, U.S. Rep. Rob Wittman (R-Virginia) was honored by the International Propeller Club of the United States during the organization's annual Salute to Congress awards ceremony, which took place at the Army Navy Country Club in Arlington, Virginia.

In attendance from the SIU were Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Legislative Director Brian Schoeneman and Piney Point Port Agent Pat Vandegrift.

Wittman, who chairs the House Armed Services Committee's Seapower and Projection Forces Subcommittee, was honored for his steadfast support of the American Merchant Marine and the U.S.-flag fleet. He founded and co-chairs the Congressional Shipbuilding Caucus because he understands the importance of protecting laws like the Jones Act and the Maritime Security Program, which in turn help to keep the nation's waterways safe from potential threats.

In his acceptance speech, he spoke of the need to strengthen the Ready Reserve Force with the addition of new ships.

"We are at one of those crossroads where we must recapitalize those fleets," he said, before

expressing strong support for the "three pillars" that enable American mariners to fulfill their important role in our nation's economy, security and national defense: the Jones Act, the Maritime Security Program and cargo preference laws.

"Continued Congressional support of a healthy commercial maritime industry is essential to domestic security," he continued. "Despite the usage of heavy lift aircraft, large ocean-going vessels remain crucial to military mobility in the 21st century. U.S. troops stationed in the Middle East and Afghanistan receive much of their supplies via U.S.-flag vessels because of their capacity and low cost. In the long term, we must find ways to rebuild the U.S. shipbuilding infrastructure and commercial shipping industry – because, in the end, it is much more strategic than lowering transportation costs. I am truly humbled to receive this award and will continue to work each day to be deserving of this honor."

Schoeneman remarked, "Not only did Chairman Wittman give a great speech, he did it without notes. He is one of the most knowledgeable members of Congress and we are fortunate to have him not only as chairman of the Seapower Subcommittee, but also as a strong maritime and SIU supporter."

"Representative Wittman has certainly earned the Salute



U.S. Rep. Rob Wittman (R-Virginia)

to Congress honor with his outstanding support for the U.S. maritime industry," said the Propeller Club's International President Rear Adm. Joel Whitehead. "We are grateful for his leadership of the Seapower Subcommittee and of the Shipbuilding Caucus."

The International Propeller Club of the United States is a non-profit, international association dedicated to the promotion of the maritime industry, commerce and global trade. Through more than 75 chapters located in port cities in the U.S. and abroad, the Propeller Club promotes the maritime industry and contributes to professional development of its members.

## SIU Jobs Secure Aboard Wheeler

The Department of Defense in early June announced that TOTE Services has been awarded a contract for the ongoing operation of the USNS Wheeler (right) and its support ship, the USNS Fast Tempo. Including options, the new award spans 5.5 years. SIU members already sail aboard the Wheeler, and TOTE has operated it for several years, for the U.S. Military Sealift Command. The two vessels are part of what's named an offshore petroleum discharge system. They utilize gear that can transfer fuel from tankers to depots ashore from up to eight miles off the coast. (U.S. Navy photo)





SIU Exec. VP Augie Tellez (at podium) speaks in support of the bill and notes the reliability of U.S. mariners. He's flanked by (from left) Congressman Duncan Hunter (D-California), Senator Roger Wicker (R-Mississippi) and Congressmen John Garamendi (D-California), Donald Norcross (D-New Jersey) and Alan Lowenthal (D-California).

# Seafarers Fully Back New Maritime Bill

## Tellez: Don't Question U.S. Merchant Marine's Willingness to Answer the Call

The SIU is fully backing new, bipartisan legislation aimed at boosting America's maritime industry.

SIU Executive Vice President Augie Tellez spoke May 22 at a Capitol Hill press conference announcing the Energizing American Shipbuilding Act of 2018. Co-sponsors U.S. Rep. John Garamendi (D-California) and U.S. Sen. Roger Wicker (R-Mississippi) kicked off the conference; other members of Congress also addressed the audience, as did industry and labor spokesmen.

Tellez noted that despite supportive comments from many sources leading up to National Maritime Day (observed each year on May 22), the far more important political action hasn't matched the rhetoric.

"As foe and friend alike understand this and expand their maritime prowess, we languish on the vine, operating with an international fleet that's been reduced to a number that's nothing short of a disgrace," Tellez said.

He also pointed out that the industry collectively was fighting against a newly hatched effort to kill America's cargo preference laws. (The SIU and many allies prevailed in that legislative battle later in the month.)

"It gets even worse," he continued. "We now have senior folks – civilian and in uniform – questioning whether our people will go into harm's way. To those naysayers, I say look at the record. Read your history books. From the founding of this republic to Iraq and Afghanistan, and in every crisis and conflict in between, we have shown up. And whether or not we show up for the next one is not a question of our courage and will, but of yours. Does this country have the courage and will to maintain and support a viable merchant fleet that's going to get the job done? All we need is the capacity and the tools, and we will get the job done. This legislation is a step in that direction."

Tellez added that the new legislation "creates good-paying jobs – thousands of them, at sea and ashore."

In announcing H.R. 5893, Garamendi, the ranking member of the Subcommittee on the Coast Guard and Maritime Transportation, explained that the legislation seeks to rebuild America's domestic shipbuilding and maritime industry by requiring a small percentage of exported crude oil and liquefied natural gas (LNG) be

**"Congress has neglected our maritime industry for too long.... This bill seeks to turn the ship around by taking advantage of America's energy export boom to bring back American shipbuilding, shipyard and mariner jobs rather than continuing to outsource them to countries like China."**

– Congressman John Garamendi (D-California)

transported on U.S.-built and U.S.-flagged vessels. The bill would require the construction of more than 50 ships and would create thousands of maritime jobs, both aboard ship and ashore.

Other speakers at the press conference included U.S. Rep. Duncan Hunter (R-California), chairman of the Coast Guard and Maritime Transportation Subcommittee; U.S. Rep. Donald Norcross (D-New Jersey); U.S. Rep. Alan Lowenthal (D-California); Rob Mullins of the Shipbuilders Council of America; Steelworkers official Robert LaVenture; Bob McCracken, an executive from the American Iron & Steel Institute; Alan Kaplan, national president of the Navy League of the United States; MEBA Secretary-Treasurer Bill Van Loo; and MM&P Vice President Klaus Luhta.

"Rebuilding America's shipbuilding

and mariner base is an idea that unites Democrats, Republicans, metallurgical trades, the business community, labor, and our armed forces," said Garamendi. "These industries are not only vital to our economy – they're vital to our country's national security. Congress has neglected our maritime industry for too long, to the point that we're now several dozen merchant ships and 1,800 mariners short of what's needed to guarantee sufficient sealift support in times of crisis. This bill seeks to turn the ship around by taking advantage of America's energy export boom to bring back American shipbuilding, shipyard, and mariner jobs rather than continuing to outsource them to countries like China. I believe this bill is the start of a long-term reinvestment in the idea of America as a maritime, seafaring nation."

"The domestic maritime industry supports hundreds of thousands of American jobs and is critical to our military readiness and national security," said Wicker. "This bill would strengthen our shipbuilding industry and would recognize the importance of having more American-flagged ships to transport our growing exports of oil and natural gas. China, India, and other nations are investing heavily in their shipbuilding capacity. The United States must keep up."

"We can have the best military equipment and trained warfighters in the world, but without the sealift capacity to get them to where they need to go, it doesn't do much good," said Hunter. "Today, the U.S. international fleet has fallen to about 80 ships from a high of more than 1,200 during World War II. Unless we reverse that trend, our nation will be forced to rely on foreign countries for force projection, a situation we cannot allow to happen. This legislation will strengthen America's shipbuilding base by ensuring we have the necessary industrial infrastructure and skilled labor pool of welders, fitters and sailors needed to rapidly mobilize in times of conflict. This bill will have strong national security implications and I applaud its introduction."

Kaplan stated, "American mariners and the U.S. shipbuilding industrial base are a crucial part of our national security, delivering crucial armaments and supplies the warfighter needs on U.S.-built ships. This bill ensures there will be enough American mariners and U.S.-built ships in the future to support the needs of our men and women in uniform."

U.S. Rep. Rob Wittman (R-Virginia), chairman and ranking member of the House Armed Services Seapower Committee, couldn't attend the media event but submitted this written statement: "Continued Congressional support of a healthy commercial maritime industry and U.S. Merchant Marine is essential to domestic security. Despite the usage of heavy-lift aircraft, large oceangoing vessels remain crucial to military mobility in the 21st century. U.S. troops stationed in the Middle East and Afghanistan receive much of their supplies via U.S.-flag vessels because of their capacity and low cost. Bringing manufacturing and maritime jobs back home will not only help in the event of a disaster but will also show our domestic industrial base that we support them."



U.S. Rep. John Garamendi (at podium) lists the many potential benefits of the Energizing American Shipbuilding Act.



Randi Weingarten  
President  
American Federation of Teachers



Tim Nolan  
President  
TOTE Maritime



SIU President Michael Sacco (left) congratulates U.S. Rep. Cedric Richmond (D-Louisiana) on being the recipient of one of three awards during the annual dinner-dance of the Maritime Port Council of Greater New York/New Jersey and Vicinity. The event was held June 9 in New York.

## Port Council Honors Nolan, Richmond, Weingarten

The annual dinner-dance hosted by the Maritime Port Council of Greater New York/New Jersey and Vicinity on June 9 celebrated the past with a compass pointing straight at the future.

All three awardees – U.S. Rep. Cedric Richmond (D-Louisiana), American Federation of Teachers President Randi Weingarten and TOTE Maritime President Tim Nolan – acknowledged what has been done by the U.S.-flag maritime industry but proclaimed more is to come.

The port council is part of the Maritime Trades Department (MTD), a constitutional department of the AFL-CIO. SIU President Michael Sacco also serves as president of the MTD, which has 23 affiliated unions representing approximately five million workers.

Richmond not only heads the Congressional Maritime Caucus, he also chairs the Congressional Black Caucus. First elected in 2010, Richmond's second congressional district includes more maritime workers than any other in the country. He received the port council's Government Man of the Year Award.

He told the crowd of more than 300 that his mother was a longtime union teacher in New Orleans public schools and his stepfather had been a merchant mariner. Those are some of the reasons he works to make sure "people can make a living wage."

Richmond declared, "It takes labor to protect the Jones Act and cargo preference. This

has been done in no small part by the brothers and sisters in the Maritime Trades, but the whole AFL-CIO."

He said the folks of the maritime industry are people of "courage and patriotism. They are people who make a difference. They have an obligation to this country. The entire Congress is starting to understand the importance of the maritime industry. We are educating them."

SIU Political Consultant Terry Turner introduced Richmond, noting he has come far in leadership in a short time because he listens and works with all. Turner pointed out that despite their political ideologies, Richmond works closely with House Republican Whip Steve Scalise (R-Louisiana) because both of them understand the bipartisan nature of the U.S.-flag fleet.

In presenting Weingarten for the Paul Hall Award of Merit, Sacco recalled how she introduced maritime to a potable water filtration program called Operation Agua during last year's AFL-CIO Convention.

"Under Randi's leadership, from West Virginia to Arizona and in many other places, the AFT has breathed new life into the labor movement. And they've helped educate – no pun intended – the general public about all the great things unions stand for."

Weingarten raced to the dinner straight from the airport after visiting with an ailing AFT official. She apologized for not changing by saying,

"We are family. We care and we show up where we are needed."

She remembered the fight over the Jones Act in the days after Hurricane Maria devastated Puerto Rico.

"The moment people don't want to do anything, they blame somebody," she said. "Don't tell me the Jones Act caused the hurricane! The people who really showed up for the Puerto Rican people is the maritime industry! The maritime industry got to the port after the storm!"

Weingarten noted that "the island looked like Europe after World War II" when she arrived days after the impact to assess what needed to be done for her members.

She began a process of working with others to figure out how they could help all of Puerto Rico immediately. One problem was people were scavenging for drinkable water. As part of a coalition, the Teachers worked with Kohler to have thousands upon thousands of non-electrified water filtration systems made available to the island.

A major part of the coalition was the MTD-affiliated SIU, which arranged for the filters to be sent free of charge aboard U.S.-flag vessels.

"By this summer, we will have reached our goal of 100,000 filters to the island. That is what America is all about! That is what you have done. I am so grateful for this partnership," Weingarten stated. "We have to ensure the U.S.-flag industry stays alive."

From the industry side, TOTE Maritime's

newly announced president and CEO, Tim Nolan, worked directly with Operation Agua and continues to oversee relief efforts for Puerto Rico. He had been serving as president of TOTE Maritime, Puerto Rico.

Nolan, the recipient of the Herb Brand Memorial Award (which goes to a U.S.-flag industry leader), reminded all what the American-flag companies already have accomplished since Maria as well as what still has to be done for the island to recover.

"The U.S. maritime industry was the first to arrive. Our collective response to Hurricane Maria is what makes the U.S. maritime industry so great. The U.S. maritime industry added 50 percent more capacity after the storm," he explained.

While noting he never had the honor of meeting Brand (a former *Seafarers LOG* editor who worked and promoted the industry from the union and business side for more than 50 years), Nolan said, "This is what Herb Brand and others strove to achieve."

SIU Executive Vice President and MTD Executive Board Member Augie Tellez pointed out that Nolan's character was tested as TOTE had introduced two new LNG-powered, U.S.-built, U.S.-flag vessels when the hurricane struck.

"He came through and stood tall," Tellez stated. "He was an ally in Operation Agua. He came and answered the call to the people of Puerto Rico – a job that is still ongoing."

## Seafarers Executive Board Salutes Mike Sacco's Visionary Leadership

Following the announced awards at the annual Greater New York/New Jersey Maritime Port Council Dinner-Dance on June 9, the SIU Executive Board took over the stage to make a special presentation. That is, all the board members except one.

Executive Vice President Augie Tellez told the more than 300 in the audience that the union was celebrating several milestones, including the 80th anniversary of the Seafarers International Union of North America.

"For the last 30 years, we have had an unprecedented period of peace and prosperity," Tellez stated. "We have enjoyed a piece of the American Dream. This comes as no accident. This is the 30th anniversary of our leader – Mike Sacco (being in office). His vision and his tremendous drive motivate us to do what we do."

Secretary-Treasurer Dave Heindel followed Tellez at the microphone to recognize and thank Sacco's wife, Sophie, before using one of President Sacco's favorite analogies: "Mike has referred to us (the Executive Board) as his Super Bowl team. On behalf of the Board, we would like to present our coach with his own Super Bowl trophy."

The unexpected tribute with a standing ovation caught Sacco completely by surprise. As he accepted the lookalike trophy, Sacco said it has been "a wonderful 30 years. Coaches don't win games; players win games. These are the players. These are



SIU Secretary Treasurer Dave Heindel (third from left) presents SIU President Michael Sacco (fifth from left) with a replica of the Vince Lombardi Super Bowl Trophy. Joining Sacco for the presentation are members of his administration, including his executive vice president, regional vice presidents and the national director of an SIU-affiliated union.

the guys who get it done."

Sacco acknowledged the many industry officials attending the dinner by reminding all that labor and

business have worked and will continue to work together in order to succeed: "We want a fair shake. We don't want more, we don't want less. We will help you."

# AFL-CIO Launches Ad Blitz, Urges Organizing

The AFL-CIO in late May announced a major, national print and digital ad campaign calling on workers to join together in the face of what the federation described as continued corporate assaults on the freedom to join together in union.

An open letter to working people, penned by AFL-CIO President Richard Trumka, ran in *USA Today*, the *Washington Post* and regional newspapers in nine states, including Florida, Illinois, Michigan, Minnesota, Nevada, Ohio, Pennsylvania, Wisconsin and Massachusetts.

Trumka's letter offers an urgent call to action: "If you want a raise, better benefits and the dignity of having a voice on the job, we're saving a seat for you," he wrote. "Join us – be a part of the fight to build a brighter future for you, your family and working people everywhere."

An accompanying digital ad campaign targets workers online and directs them to FreedomToJoin.org, a new website "that

outlines efforts by wealthy corporate interests to take away the freedoms of working people."

Additionally, the website offers background on *Janus v. AFSCME* Council 31, a Supreme Court case funded by the Koch brothers to "deprive teachers, firefighters and other public-sector workers of their freedom to join together," the AFL-CIO noted. (A ruling was expected around press time.) It also offers resources for forming a union and information about ongoing organizing campaigns.

"This comes as a wave of collective action has continued to sweep the country," the federation said in announcing the ad campaign. "As striking teachers march and secure raises even in anti-labor states, working people from all backgrounds are embracing the power of solidarity. Unions' approval rating has broken above 60 percent, while dissatisfaction with corporations has risen to similarly high levels.

"Young people, who are disproportionately impacted by corporate-driven policy decisions, have been leading the most recent surge in unionization," the announcement continued. "Of the 262,000 new union members last year, more than three-quarters were under the age of 35."

This trend has continued steadily into 2018. In April, nearly 15,000 workers organized unions in a single week, ranging from nurses and flight attendants to Harvard graduate workers.

"From the boardroom to the steps of the Supreme Court, a dark web of corporate interests is trying to stop us with everything it has," Trumka concluded. "But no matter what any CEO or lobbyist does, we're standing up for the freedom to join together in a union."

In a communication specifically about the *Janus* decision, the AFL-CIO said, "The Supreme Court case *Janus v. AFSCME* Council 31 is nothing more than a political

attack that aims to further rig our economy and democracy against working people. It's an attempt to divide us and limit our power in numbers because unions give workers a powerful voice in speaking up for themselves, their families and their communities. When teachers, nurses, firefighters and other public service workers are free to come together in unions, they win benefits like better working conditions, better wages, health care, clean and safe environments and retirement security that benefit non-union members as well. But the CEOs and corporate special interests behind this case simply do not believe that working people should have the same freedoms and opportunities as they do: to negotiate a fair return on our work so that we can provide for ourselves and our families. They are funding this case through organizations like the National Right to Work Foundation because they view unions as a threat to their power and greed."

## Washington Times: 'Jones Act Assures Freedom of Seas'

An editorial published in late May by *The Washington Times* states unequivocal support for the Jones Act.

The piece, headlined "The cost of not having a Merchant Marine," provides background on why America's freight cabotage law was enacted in the first place, in 1920. It powerfully concludes that the United States would risk catastrophe by eliminating the law, which requires that cargo moving between domestic ports be carried on ships that are crewed, built, owned and flagged American.

Published and posted May 23, a day after National Maritime Day, the editorial in part notes, "Freedom of the seas is critical to America's economic and political security, enabling the transportation of goods manufactured in the United States to other places around the world, and enabling Americans to obtain things otherwise unobtainable here.... Americans have taken freedom of the seas for granted when they think about ships and seas, particularly in the years following the end of World War II, when despite the tension between the superpowers nothing much happened in either the Atlantic or Pacific that America didn't want to happen."

But new threats are emerging, according to the *Times*. For instance, they point out, China recently launched its first domestically constructed aircraft carrier.

"Aircraft carriers are not defensive weapons," the article states. "They're floating islands bristling with weapons of mass destruction, to project power far beyond the shores of a homeland. Together with Beijing's plan to increase the size of its combat navy to more than 400 ships, and the man-made islands created in the South China Sea to wage war, foreshadows a coming crisis that threatens ev-

erybody's freedom to sail one of the world's busiest sea lanes."

After further describing China's maritime strength, the editorial says things for the U.S. would be comparatively even worse "without the Merchant Marine Act of 1920 (formal name of the Jones Act), enacted when a sobered Congress wanted to make sure the United States could supply troops in conflicts anywhere in the world. Getting the American Expeditionary Force and its supplies across the Atlantic in World War I had been tortuous and difficult indeed, and Congress was determined that it should never be repeated.

"This law assured the survival of the American Merchant Marine," the article continues. "Without it ... the nation's movement of crucial goods would have been outsourced years ago."

The piece concludes, "The Jones Act assures freedom of the seas and on the cheap. The merchant fleet supports the military in times of crisis. The cost to replicate it, according to some estimates, would be as much as \$65 billion, money America does not have and which would be better spent building combat ships to keep pace with the Chinese. The possibility of conflict with China or other seagoing powers dictates the absolute necessity of a robust shipbuilding and repair industry together with a robust and capable Merchant Marine. The Jones Act makes that possible even if, as some economists argue, it adds a few pennies to the cost of goods that come to America by sea. The cost of not having a robust Merchant Marine when the nation needs it would be much higher, all to prevent catastrophe when the cost of prevention is highest."

The full article is available online at [washingtontimes.com](http://washingtontimes.com).

## 'Time to Save Our Merchant Marine is Now'

America's national, economic and homeland security demand the sustenance of a strong U.S. Merchant Marine.

That was the firm conclusion of a recent op-ed coauthored by Brian Schoeneman, political and legislative director of the SIU, and Bryant Gardner, a partner with the law firm Winston & Strawn LLP. The piece ran in *The Hill* newspaper on May 22 (National Maritime Day) and remains available on the publication's website.

Schoeneman and Gardner provide background on America's proud history as a maritime nation. Whether projecting military power or providing humanitarian assistance, U.S. civilian mariners have delivered for centuries, they note.

That's still the case today, they continue. For instance, more than 90 percent of the materiel needed by our troops in Iraq and Afghanistan was carried aboard U.S.-flag vessels with American crews.

"Because the Defense Department can rely upon our commercial fleet, it doesn't have to hire tens of thousands of government employees and build hundreds of ships, saving taxpayers billions," Schoeneman and Gardner point out. "Because America can rely upon its U.S. Merchant Marine, it will never again face the crisis it faced at the start of the last century, when American exports sat on the docks rotting because foreign fleets were unable or unwilling to take them to market.

"As representatives of the shipping industry and maritime unions we see the importance of this issue from all sides," the continued. "Yet, despite the importance of the Merchant Marine to America's economic, national, and homeland security, many of the programs designed to help maintain it have come under attack. One such program is our cargo preference law. Cargo preference requires that when taxpayer-funded cargoes are shipped by the U.S. government, at least a portion of those cargoes move on U.S.-flag vessels, provided they are available at fair and reasonable rates. This allows us to leverage transportation dollars we are already spending, accomplishing two goals at once."

They go on to contrast the high

standards applied to American crews and vessels as compared to the often-cutthroat world of runaway-flag or so-called flag-of-convenience shipping. In that light, "The only way the U.S. Merchant Marine can remain viable is through support programs that help counter these disadvantages inherent to the requirement that the U.S. Merchant Marine be an American institution we can count upon in times good and bad. In peace and war – the motto of the Merchant Marine," the coauthors say.

When the piece was published, the industry was battling against a blindsided attack (ultimately unsuccessful) on cargo preference. "If the federal government is paying the freight, it makes sense to employ Americans to do the work," Gardner and Schoeneman point out. "Despite this, cargo preference has been under attack by well-intended 'reformers' looking to trim shipping costs regardless of the other impacts. Nowhere have these attacks been more fervent than among the foreign-aid community, who would carve-out international food aid shipments from cargo preference rules, promoting foreign fleets over our own.

"Critics claim that this cargo isn't essential to the U.S. Merchant Marine," they add. "Not true. Food aid is the largest source of government cargo available. When Congress reduced ship-American requirements for food aid from 75 percent to 50 percent, we lost a quarter of the fleet. The change had almost no impact on the overall food aid program, since using American ships instead of foreign ships represents barely one percent of the overall food aid budget.... Instead of cutting cargo preference, we should be looking to increase it. The military already aspires to ship 100 percent of its cargoes on U.S.-flag vessels. Requiring the civilian agencies to do the same would go a long way toward reversing the trend."

They conclude, "On this, National Maritime Day, we need to stop taking our U.S. Merchant Marine for granted, and dedicate to serious discussion about ways to restore its capability. Restoring and bolstering cargo preference with new reforms is a good place to start."



Jones Act vessels including the SIU-crewed *Overseas Nikiski* boost U.S. national, economic and homeland security.

# Lummus Mariners Donate to Philippines-Based Charity

The Seafarers' time-honored tradition of providing humanitarian assistance to those in need continues to be displayed on the world's international stage.

The latest episode occurred May 10 in the Republic of the Philippines when – during an official visit – SIU crew members and AMO officers from the *USNS 1st Lt Jack Lummus* presented a \$1,000 donation to the Pampanga-based Smile Train Philippines Foundation, Inc.

Smile Train is an international children's charity (a hospital) that provides 100-percent-free cleft repair surgery and comprehensive cleft care to children in more than 85 developing countries around the world. The offer to look in on the facility was sent to *Lummus* Master Capt. David Hagner.

The invitation to visit the hospital was "... based upon my own recent marathon fundraising for them (London 2017, Jacksonville 2017)," Hagner said. "So, I asked them to expand the guest list as an opportunity to bring some favorable exposure to both the program/ship/crew and to their great charity."

According to Hagner, the *Lummus* at the time was in the Philippines supporting Exercise Balikatan 2018, an annual joint forces U.S.-Philippines military partnership operation. "We were anchored in Subic Bay conducting routine maintenance between the partial discharge and backload of our prepositioned USMC roll-on/roll-off (RoRo) cargo used in the exercise when we made the visit to Pampanga," he said.

Joining Hagner during the visit and donation presentation were OS **Charles Catunao**, Chief Engineer Michael Fagan and Electronics Officer Clifford Ward. Catunao, on behalf of *Lummus*' officers and crew, presented the \$1,000 check to Smile Train's Director for the Philippines Kimmy Flaviano. Also present were Dr. Edmund Mercado, a plastic surgeon who performs many of the procedures at the facility, and Marlon Punzalan, an Ambyth shipping agent. According to Hagner, the Ambyth family of companies and its principals were generous sponsors of his 2017 fundraising efforts for



SIU Ordinary Seaman Charles Catunao (second from left in back row in photo above) poses with officers from the *USNS 1st Lt. Jack Lummus*, along with officials, patients and parents at the Smile Train Philippines Foundation, Inc., hospital during a May 10 visit. The facility is based in Pampanga, Philippines. In the photo at right, Catunao presents a \$1,000 donation from the crew of the *Lummus* to Smile Train's Director for the Philippines Kimmy Flaviano.



Smile Train in London and Jacksonville.

During the recent visit, members of the *Lummus* delegation had lunch with the facility's director and members of her staff. They also saw a number of children who had undergone procedures the day before as well as others who were back for suture removals and follow-ups. Delegation members also saw a few infants who were at the facility for pre-op assessments.

Proceeds for the donation were taken from a cash reserve that accrues from the onboard

sale of assorted goods (soft drinks, snacks, etc.) to mariners in the vessel's slop chest. "Rather than solicit from individual crew members, we made the donation from a small crew fund we maintain for such purposes," said Hager. "We have previously supported (from the same fund) a charity golf tournament for The Heart of Texas Young Marines and sponsored a rider in the Dana Farber Pan-Mass Challenge bike ride for cancer."

The *Lummus* is operated by Crowley Liner Services.

## NTSB Publishes *El Faro* Summary

### New Books Cover 2015 Tragedy Involving SIU-Crewed Ship

The tragic sinking of the SIU-crewed cargo ship *El Faro* happened nearly three years ago, but the incident made recent headlines following the release of two new books plus a summary from the National Transportation Safety Board (NTSB).

The board in late May posted a 16-page PDF file which it described as an "illustrated digest (that) summarizes the critical events and decisions that led to the Oct. 1, 2015, sinking of *El Faro* and the loss of all 33 crewmembers. The digest also synthesizes the more than 60 recommendations issued throughout the

NTSB's investigation of the sinking. The infographics and summary make for an easy-to-read digest, compared with the thousands of pages that comprise the NTSB's final report and associated investigative documents, while still imparting potentially lifesaving information to our stakeholders."

The NTSB announcement concluded, "While the full accident report, available at [www.nts.gov](http://www.nts.gov), remains the agency's definitive document on our investigation of the sinking, this digest provides an overview of this landmark marine accident, and a review of what government and industry can do to prevent such an ac-

cident from happening again."

The summary is easy to find on the NTSB website. Use the search feature and enter the words "*El Faro* illustrated digest."

Meanwhile, the books were released in early May. One is titled "Into the Raging Sea" and is authored by Rachel Slade. The other is titled "Run the Storm" and is written by George Michelsen Foy. Both are available on Amazon.

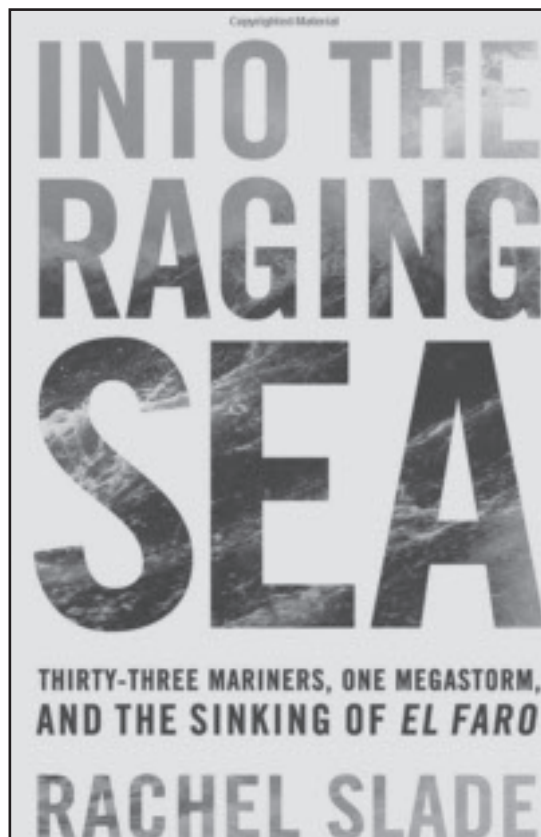
The hardcover edition of Slade's book is 416 pages, and it appears to be the more critically acclaimed of the two.

Foy's book is 272 pages.

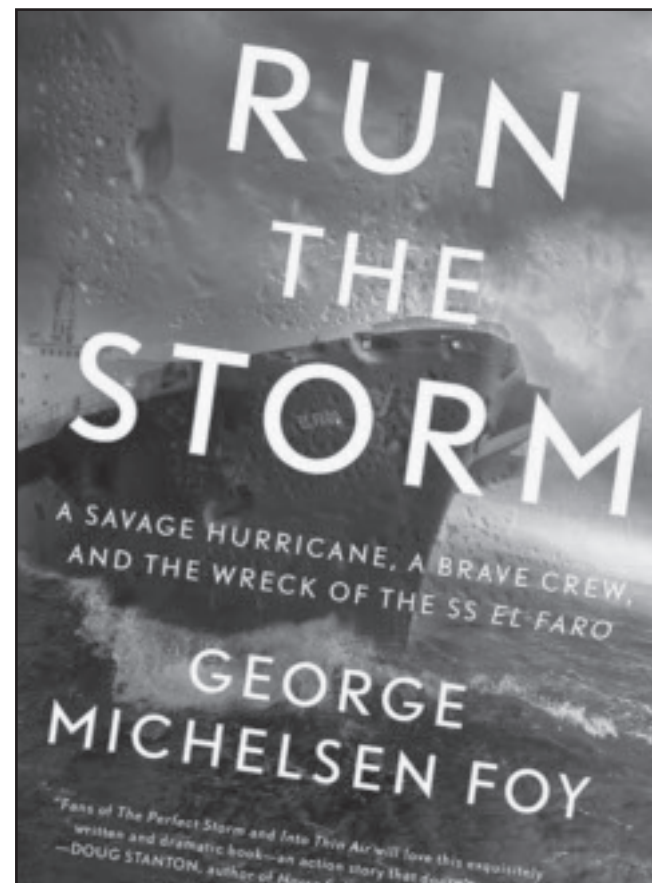
Seventeen SIU members were among the *El Faro*'s final crew.



The NTSB posted a 16-page PDF file summarizing its findings about the *El Faro*.



Two new books revisit the tragic sinking.



# SHBP Announces Winners of Annual Scholarships

The higher education goals of nine individuals moved one step closer to fruition May 4 when the Seafarers Health and Benefits Plan (SHBP) Scholarship committee conferred upon them scholarships totaling \$132,000.

Convening in San Diego, the committee bestowed a series of grants to four active Seafarers and five dependents. On the SIU side of the ledger, **JonDa Tanner** was the recipient of a three-year \$15,000 award; **Joseph LoGuidice** and **Karl Mayhew** each claimed a two-year, \$6,000 grant; and **Jarvis Atkins** collected a one-year, \$5,000 scholarship. Dependents Katherine Conway, Junnel Grace Dingman, Ruth Isabel Dinong, Gabriel Garcia, and Guan Palompo were the recipients of four-year awards totaling \$20,000 each.

## JonDa Tanner

Deep Sea Chief Steward JonDa Tanner was born in Alaska but currently calls Lynwood, California, home. A 1996 graduate of Foster High School in Tukwila, Washington, she completed three semesters of classes at North Seattle Community College in Seattle. She later spent five years working with Norwegian Cruise Lines.

Tanner donned the SIU colors in 2000 and graduated from the apprentice program at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Since completing the apprentice program, Tanner has returned to the school on several occasions to upgrade her skills.

Most recently, she completed the Chief Steward 2.0 Orientation/Assessment course.

While working for Norwegian Cruise Lines, Tanner said she discovered that life on the high seas was a career that truly fit her personality. She became a union delegate and became hooked on organized labor.

"I felt the union saved me and now I could give something back to them," she said. "After five years, I decided to switch to the SIU (from the SIU-affiliated Seafarers Entertainment and Allied Trades Union). I want to be an example for the members of the union to rise above their circumstances. I want to finish what I started by getting my college degree with the help of the union."

Tanner has applied for admission to North Seattle Community College, the same institution she attended following her graduation from high school. She will pursue a double major on literature and drama.

## Joseph LoGuidice

Deep Sea QMED Joseph LoGuidice joined the union in 2011 and was a member of Apprentice Class 747 at the Seafarers-affiliated maritime training center in Piney Point, Maryland. The husband of a U.S. Air Force spouse, he recently sailed aboard the *USNS John Glenn*, operated by Ocean Shipholdings, Inc.

A frequent upgrader, LoGuidice has returned to the school on several occasions to improve his skills. Most recently, he completed his requirements in the Basic/Advanced Firefighting and Tanker Familiarization LG courses.

A native of Denver, New Jersey, LoGuidice is a 1996 graduate of McClintock High School in Tempe, Arizona. While in high school, he was a member of the wrestling team.

"I finished my apprenticeship in 2012 and started sailing in the engine department," he said. "I've been back to Piney Point to upgrade numerous times. I'm applying for this scholarship to help me pay for the 10 classes I would need to get my associate's degree through the College of Southern Maryland. This degree would give me the opportunity to stay on land in the future and support my wife through her Air Force career as she has done for me the last six years while I'm out at sea."

## Karl Mayhew

Deep Sea Recertified Bosun Karl Mayhew donned the SIU colors in 2001. Born in New York City, he graduated from H.C. Williams High School in Canton, New York. Mayhew earned 32 credits at the State University of New York at Canton.



Since joining the union, he has upgraded his skills no fewer than 11 times at the PHC, including in 2016 when he completed the bosun recertification course, the highest level of training available to unlicensed members who sail in the deck department.

Looking back over his career as a merchant mariner and member of the SIU, Mayhew has no regrets. "I believe entering the U.S. Merchant Marine (USMM) was the best decision I have ever made," he said. "It has allowed me to learn the importance of working in a team environment and has instilled many positive values (in me)."

He continued, "Essentially, it has made me see the importance of always doing the right thing. Further, the USMM has provided a reliable means of making a living and providing for myself and family."

Now, Mayhew aspires to take his career to the next level. "I would like to further my career by gaining a college degree and continuing my education in an ever-changing merchant marine environment," he said. "I am very thankful I have chosen this career path and intend on being part of it until my retirement."

Mayhew plans to pursue a degree in nautical engineering at the College of Southern Maryland.

## Jarvis Atkins

Deep Sea OMU Jarvis Atkins was born in Roanoke, Virginia, and now resides in Portsmouth, Virginia.

He currently works aboard the *MV Capt. David I. Lyon*, operated by Sealift, Inc. "For the past three years ... I have been sailing as an oiler or junior engineer, depending on what ship the company needs me on," he said.

Married and the father of two children, Atkins is a 1996 graduate of Stafford High School in Stafford, Virginia and holds a bachelor's degree in finance from Norfolk State University in Norfolk, Virginia. He is veteran of the U.S. Marine Corps Reserve.

Atkins signed on with the SIU in 2013 and was a member of PHC Apprentice Class 764. A frequent upgrader, Atkins has enhanced his skills on numerous occasions at the union-affiliated school, most recently in March of this year when he completed five U.S. Coast Guard-approved courses.

He applied for the SHBP Scholarship program in order "to be considered for the two-year scholarship to continue my quest in obtaining my Third Engineer's License," he said in his application package. "I am currently sailing as a QMED for Sealift Inc. and will soon have the required amount of sea days to sit for my Third Engineer Exam."

Atkins also said he needed to successfully complete five classes to achieve his goal. "My plan is to take two classes in the fourth quarter of 2018 and the remaining three classes in the first or second quarter of 2019," he said.

He has applied for admission to the Mid Atlantic Maritime Academy in Norfolk, Virginia, as well as the Chesapeake Marine Training Institute in Hayes, Virginia.

## Katherine Conway

Katherine Conway is the daughter of Inland AB **Nicholas Conway** (and mother Susan, a teacher) who joined the union in 1999.

Conway is a 2018 graduate of Gloucester County Institute of Technology in Sewell, New Jersey, where she was involved in a number of athletic as well as other extracurricular activities. Included were membership on the school's junior as well as varsity cross country, track and bowling teams. Additionally, Conway was active in her school's student council, holding the office of public relations officer from 2017 to 2018. She also volunteered her time supporting the school-based youth services program and other community



outreach activities.

Ultimately, Conway hopes to become a nurse. To achieve this objective, she has applied for admission to the following schools: Neumann University, Aston, Pennsylvania; Rutgers University, Camden, New Jersey; Stockton University, Galloway, New Jersey; and LaSalle University, Philadelphia.

## Junnel Grace Dingzon

Junnel Grace Dingzon is a 2018 graduate of Baltimore Polytechnic Institute in Baltimore. She is the daughter of Deep Sea ABG **Julian Dingzon** (and mother Nelia, an office staffer) who has been sailing with the SIU since 2010.

Born in the Republic of the Philippines, Junnel Grace now resides in Baltimore. She has five siblings. While in high school, she participated on the tennis team and held membership in the ethics, environmental, yoga/meditation and German clubs. She also volunteered with the Maryland Society for the Prevention of Cruelty to Animals.

Junnel Grace currently works at a frozen yogurt shop at the Baltimore Washington International Airport where she "hopes to save up money for college and develop better communication skills." Her ambition is to earn her degree in biochemistry. "I aspire to be a neurologist someday and give back to the field that I'm so passionate about," she said.

To achieve her goal, Junnel Grace has applied for admission to the following institutions of higher learning: Johns Hopkins University, Baltimore; Bucknell University, Lewisburg, Pennsylvania; Lafayette College, Easton, Pennsylvania; and New York University in New York City.

## Ruth Isabel Dinong

Ruth Isabel Dinong is the daughter of Deep Sea ABM **Rolando Dinong** (and mother Ofelia, a dental assistant) who sails aboard the *Ocean Ships, Inc.*-operated *USNS Montford Point*.

Ruth Isabel was born in the Republic of the Philippines and currently resides in Daly City, California. She has one sibling. A 2018 graduate of Westmoor High School in Daly City, she was active in her school's student government as well as the California Scholarship Federation and the Westmoor Service Commission. Ruth Isabel also spent numerous hours volunteering at the Second Harvest Food Bank where she helped distribute meals to low-income households and senior citizens.

She plans to pursue a career in global studies and has applied to 10 institutions of higher learning to achieve her objective. Her top choices are: Northeastern University in Boston; the University of Washington in Seattle; the University

of California, Los Angeles; and the University of California, San Diego.

## Gabriel Garcia

Gabriel is the son of Deep Sea Recertified Steward **Raymond Garcia** (and mother Mazie, a staff member at the University of California, San Francisco.) He has six siblings.

A 2018 graduate of Novato High School in Novato, California, Garcia since an early age has had a deep-seated passion for gardening. While in high school, this passion led him to be more involved in his community. He took a leadership role in his school's gardening club and volunteered many hours at gardens in his area. Along the way, he coordinated and consulted with "master gardeners," a group of volunteers who are trained and certified by the University of California.

Garcia also helped launch a campus beautification project. Besides restoring his school's garden irrigation system, the endeavor sought to increase student participation in environmental-related undertakings.

"I want to be a research doctor while simultaneously advocating for environmental awareness," he said in his scholarship application package. His goal is to obtain his degree in plant biology.

Garcia has applied for admission to the following schools: University of California-Berkeley, Berkeley, California; University of California-Davis, Davis, California; Brown University, Providence, Rhode Island; and Johns Hopkins University, Baltimore.

## Guian Palompo

Guian Palompo is the son of retired inland DEU **Nestor Palompo** (and mother Jeannette, a delicatessen employee) who spent most of his career working with Crowley Towing and Transportation in Jacksonville, Florida.

Palompo is a 2018 graduate of Jacksonville's Atlantic Coast High School where he was active in a host of student activities. He was a member of the National Honor Society and served as vice president of the Multicultural Club. Additionally, he was heavily involved in his school's math, science and history clubs.

In the community service arena, Palompo spent numerous after-school hours volunteering. He served as camp counselor for a local high school and was a resolute supporter of a Baptist health volunteer program.

Guian's goal is to obtain his degree in mechanical engineering. To realize his ambition, he has applied for admission to the University of Central Florida, Orlando, Florida; University of North Florida in Jacksonville, Florida; and the University of Florida, Gainesville.



Members of the calendar year 2018 SHBP Scholarship Committee convened May 4 in San Diego to deliberate on this year's scholarship winners. Comprising the committee (above, from left) were Dr. Gayle Olson, University of New Orleans (retired); Dr. Louis Fernandez, provost and vice president academic affairs, California State University; Dr. Marla Kohlman, professor, Department of Sociology, Kenyon College; Dr. Hank Toutain, dean of students, Kenyon College (retired); and Dr. Trevor Carpenter, College of Southern Maryland (retired).



**WELCOME ASHORE IN NEW ORLEANS** – Longtime inland member Dave Walker (right) recently called it a career after 40 years as an engineer at Crescent Towing. He also served as a delegate on negotiating committees five different times. Presenting him with his first pension check is Port Agent Chris Westbrook.



**WELCOME ASHORE IN NORFOLK** – Congratulations to Captain Mark Faust (center), pictured at the hall with his wife, Mary (right), and Port Agent Georg Kenny. Upon receiving his first pension check, Mark expressed gratitude to the union and to the Seafarers Pension Plan. He spent the past 15 years at the helm with Express Marine.



**LICENSE EARNED** – Seafarer Jose Encarnacion (left) proudly displays his new third assistant engineer license, recently received from the U.S. Coast Guard. He's pictured with Port Agent Amancio Crespo in San Juan. Encarnacion stated, "Since I got into the maritime industry in 2005, my life has been fun. Trip after trip, I've learned the true value of work, family and union. I want to thank our union leaders for a job well done, especially in helping maintain our cabotage laws."

## At Sea and Ashore with the SIU



**MILESTONES IN OAKLAND** – In photo at left, QEE Douglas McLaughlin (right) receives his A-seniority book from Port Agent Nick Marrone II. The photo above features Recertified Steward Louis Nicoud (center) picking up his first pension check and being congratulated by Asst. VP Nick Celona (right) and the port agent.



**WITH SEAFARERS ON WEST COAST** – SIU Asst. VP Nick Celona (standing fourth from right) meets with ROS crews from the *USNS Algal* and *USNS Capella* in San Francisco. Both ships are operated by Ocean Duchess.



**STEWARD SELFIE** – Chief Cook Jason Beckford is pictured along with some of the delicious menu items aboard the *APL Guam*.



**TALKIN' JONES ACT IN PUERTO RICO** – Port Agent Amancio Crespo (fourth from left) submitted this snapshot after an informal gathering to discuss the Jones Act and its vital importance to the territory with several key supporters. Joined by their respective spouses were (far left) Wilfredo Cameron, office coordinator for the Hon. Michael Abid Quinones; (fifth from left) the Hon. Carlos Johnny Mendez, president of the Puerto Rico House of Representatives; and (far right) Rep. Quinones.

**ABOARD ATB INNOVATION** – SIU Asst. VP Kris Hopkins (right) meets with Recertified Steward Bruce Mesger (left) and AB/Tankerman Mike Eaton to discuss contract negotiations. The vessel is operated by Intrepid Personnel and Provisioning.





# At Sea and Ashore with the SIU



**NEW PACT APPROVED** – Seafarers recently voted in favor of a three-year contract covering the *Delta Mariner*. The pact features wage increases along with improved benefits and working conditions. Among those pictured on the Foss Maritime ship are Bosun Marcus Chambers (fourth from right), SIU VP Gulf Coast Dean Corgey (center) and Port Agent Jimmy White (left). Corgey said the bosun “deserves special recognition for his leadership and service as ship’s delegate.”



**A-BOOK IN JERSEY** – Congratulations to AB Sal Mothana (left) on receiving his A-book last month. He’s pictured at the Jersey City hall with Port Agent Mark von Siegel.



**ABOARD OVERSEAS LOS ANGELES** – Pictured aboard the Overseas Ship Management vessel in early May in Richmond, California, are (from left) AB Khamisi Kayanda, Port Agent Nick Marrone II, Recertified Steward Dennis Skretta, Chief Cook Carmelo Dela Cruz, SA Karen Thomasson, GUDE Nestor Montano, AB Joseph Nicodemus, Bosun Teodulfo Alanano and GUDE Ali Mohamed



**ABOARD OCEAN GLORY** – Pictured from left aboard the Crowley ship in Seaport, Maine, are Bosun Augustus Udan, SIU Safety Director Osvaldo Ramos and Steward/Baker Reyna Abel. “It’s a great ship with good shipmates who emphasize safety,” Ramos observed.



**WITH USNS PETERSBURG CREW** – Pictured from left in photo at left are Chief Steward Ruben Ong, GUDE Julian Lacuesta, Port Agent Nick Marrone II and Bosun Roberto Flauta. The Ready Reserve Force ship is operated by TOTE Services.



**SIU AT FLEET WEEK** – The SIU-crewed *USNS Maury* recently took part in Fleet Week in New York. Pictured aboard the vessel (operated by Ocean Shipholdings) are (photo at left) MDR Brandon Maeda and (photo at immediate right, from left) GVA Crystal Cobbs (left) and STOS John Hodges.



**B-BOOK IN HONOLULU** – Chief Cook Tiffany Davis (left) receives her full B-book at the union hall in Hawaii. Congratulating her is Port Agent Hazel Galbisio.



**WITH SEABULK BOATMEN** – This snapshot was taken last month after completion of Seabulk Towing contract negotiations in Port Arthur, Texas. Pictured from left are Patrolman John Niday, AB William Soileau, Chief Engineer Chris Butts, Capt. Chris Kibodeaux, SIU Asst. VP Mike Russo and Mate Josh Rodriguez.

## With Starlight Marine Crews

SIU Port Agent Joe Vincenzo recently met with Seafarers aboard Starlight Marine Services tugboats in the Pacific Northwest. These photos were taken in early May.



Pictured aboard the *Hank Kaplan* in Seattle are (from left) Junior Capt. Katie Ann Love, Capt. Matt Jeffcott, AB/Deckhand Tim Alexander, Capt. Jeff Johnson and Engineer Jon McCutcheon.



Gathering for a photo aboard the *Rich Padden* are (from left) Engineer Joe Corey, Port Agent Joe Vincenzo, AB/Deckhand Wesley Shoemaker and Capt. Mitch Hetterlee.



Aboard the *Michelle Sloan* in Tacoma, Washington, are (from left) Engineer Brian Alexander, Port Agent Joe Vincenzo and AB Maxwell Fleischfresser.

## EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER !

The Paul Hall Center's 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

Resident courses at Piney Point begin

October 15, 2018

- 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:

October 15, 2018 through November 7, 2018

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

### All About Shingles Virus

Shingles is a condition caused by the varicella-zoster virus. This is the same virus that causes chickenpox.

Once a person has chickenpox, the virus will stay in their system for life. It usually stays in an inactive form and will only come out again if your immune system is weakened.

Shingles causes open, oozing blisters, and this varicella-zoster virus can spread through contact with unscabbed shingles blisters. If you have never had chickenpox, you can get the varicella-zoster virus from contact with someone else's oozing shingle blister. This, in turn, can lead to chickenpox.

The virus does not spread once the blisters have formed a crusty scab. Once the scab forms, they are no longer contagious. The virus can also be contained by covering the area that is affected.

Early symptoms of shingles can start with pain along the nerve root. Your skin might feel like it is tingling or like it is burning before the blisters appear. Some itching and sensitivity to touch can also occur.

The real sign that someone has shingles is when the blisters start to appear. They remind people of chickenpox. They are raised blisters that are fluid-filled. They will eventually open and ooze. Finally, they will crust over.

Most people that experience shingles do

have pain. This is usually for a short period of time and then they fully recover.

Most people only have one episode of shingles in their lifetime. However, there are some that have a recurrent outbreak if their immune system is compromised again.

Some people have long-lasting nerve pain from the shingles outbreak. This usually happens with older adults. The virus affects the nerve that it followed on the skin and can cause a continuous burning or stabbing type of pain.

This is why it is very important when you first suspect that you have shingles, to get to your doctor's office or other emergency care/treatment areas as soon as possible, to get antiviral medications. Once you are on these meds, the virus or vesicle eruptions will not be as bad or as long-lasting. The post-neuralgic pain will not be a severe, either. Some doctors use ointments on the blisters to help in their healing. Keep the areas clean and dry. Cover them as needed and follow the doctor's advice. Wash your hands constantly and keep your fingers away from your face.

Talk with your doctor about getting the shingles vaccine shot so that you have a better chance of never getting shingles. Keep active. Get your vaccines as your doctor recommends and you will have a longer, healthier life!

### Healthful Recipe

#### Honey Citrus Glazed Chicken

Servings: 8

#### Ingredients

- 8 chicken breast halves, without skin, trimmed – fresh
- 2 tablespoons olive oil
- 2 teaspoons Mrs Dash
- 1 tablespoon kosher salt
- ¼ cup honey
- ½ teaspoon granulated garlic
- ¼ cup orange juice, fresh squeezed
- ¼ lemon juice, fresh squeezed

#### Preparation

Butterfly the chicken breast and pat dry, season with the Mrs Dash, kosher salt, and olive oil evenly on both sides.  
Sauté the seasoned chicken 1-2 min on each side, just to brown them. Place into hotel pan.  
Mix together the honey, orange juice, lemon juice, and granulated garlic in a container big enough to hold it.  
Glaze the chicken with the sauce evenly.  
Bake in a 325-degree F oven for 10 min until the inside is 165 degrees F.  
Garnish with lemon and chopped green onion or parsley.

#### Nutrition Information

Per Serving (excluding unknown items): 198 Calories; 5g Fat (22.5 percent calories from fat); 27g Protein; 10g Carbohydrate; trace dietary fiber; 68mg Cholesterol; 782mg Sodium. Exchanges: 0 Grain (starch); 4 Lean Meat; 0 Fruit; ½ Fat; ½ Other Carbohydrates.

Provided by the Paul Hall Center for Maritime Training and Education's Lundeberg School of Seamanship





Representatives from the SIU and other maritime unions, the Coast Guard, the Maritime Administration, American-flag vessel operators and the office of U.S. Rep. John Garamendi turn out in Oakland, California.

## SIU Observes Maritime Day Across U.S.

While the annual National Maritime Day observance in the nation's capital often garners the biggest headlines, the SIU traditionally also participates in several other noteworthy ceremonies across the country on May 22.

SIU members, officials and staff upheld that custom this year, taking part in National Maritime Day gatherings in Virginia, Texas and California.

SIU Vice President Government Services Kermet Mangram, Port Agent Georg Kenny, Safety Director Anthony Houston, Government Services Division Representative Sam Spain and Administrative Assistant Sheila Burton were among a crowd of approximately 400 individuals celebrating the gathering that was hosted by the Norfolk Propeller Club and the Port of Norfolk, Virginia.

The *USNS Medgar Evers*, crewed by members of the SIU Government Services Division, served as a reception area for part of the event. Additionally, longtime Chief Steward **Army Joe Leake** was one of several mariners honored for his years of dedication to the industry.

"National Maritime Day has evolved to become so much more as we recognize the importance of the maritime industry to our nation's economic strength," said Rear Adm. Dee L. Mewbourne, commander, Military Sealift

Command. "Let us keep all our nation's mariners in our thoughts and prayers as they contribute courageously to the security and prosperity of our nation."

"I'm proud to celebrate National Maritime Day, a day where we honor American mariners who have served the U.S. admirably in time of war and crisis, including many who have made the ultimate sacrifice," said Rear Adm. (Ret.) Mark Buzby, Maritime Administrator.

"By delivering supplies and equipment to our military forces overseas, and commercial partners here at home and to other nations, our mariners have helped establish and sustain our way of life." (Buzby spoke earlier the same day at the ceremony in Washington, D.C.) In Port Arthur, Texas, SIU Safety Director Kevin Sykes shared some SIU history.

"My union was formed in 1938," he said in his prepared remarks. "Our members have sailed in every conflict since then, proudly serving as America's fourth arm of defense. From World War II to Korea to Vietnam, and from the first Persian Gulf War to Operations Iraqi Freedom and Enduring Freedom, among other missions, SIU members have delivered the goods wherever and whenever needed."

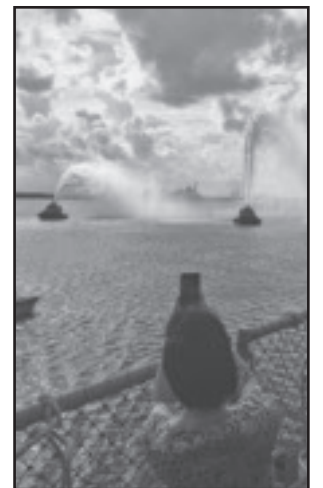
He added, "I would be remiss in not briefly stating the case for why we need a strong U.S. Merchant Marine moving forward. Our domestic maritime

industry alone supports nearly 500,000 American jobs and pumps billions of dollars into the economy every year. Our internationally trading deep-sea ships help ensure that we won't be held as economic hostages by other nations, and our civilian-crewed military support ships guarantee that our brave men and women in uniform won't have to cross their fingers and hope that foreign crews on foreign-flag ships decide to deliver the vital materiel they need in times of conflict. We can honor the past by working hard to ensure the ongoing vibrancy of this vital industry."

The Rev. **Sinclair Oubre**, who also is a longtime Seafarer, spoke at the Port Arthur ceremony. He reminded attendees that the maritime industry is vital to the nation, and still offers excellent career opportunities for those willing to put in the work.

In Oakland, California, Port Agent Nick Marrone II was one of a number of speakers representing (respectively) labor, management and government. He underscored the importance of the U.S. Merchant Marine not just in the past but also today and in the future.

Later that week, SIU Assistant Vice President Government Services Chet Wheeler joined a memorial event aboard the World War II victory ship *Jeremiah O'Brien*, based in San Francisco. The service honored all mariners who have perished at sea.



Pictured from left in photo at left are Port Agent Georg Kenny, retired Chief Steward Army Joe Leake and SIU VP Government Services Kermet Mangram. Tugboats (photo above) were part of the National Maritime Day ceremony in Virginia.



Port Agent Nick Marrone II speaks at the event in Oakland, California.



Participants head to the Seamen's Memorial Sundial in Port Arthur, Texas.



The Seafarers-crewed *USNS Medgar Evers* hosted a reception and supported a nearby wreath-laying ceremony with tugboats conducting a water salute on the Elizabeth River.



Fr. Sinclair Oubre (at podium) speaks during the 32nd annual National Maritime Day observance in Port Arthur, Texas.



Safety Director Kevin Sykes reminds the Texas crowd that SIU members have always answered the nation's call.



Members of the HOV-4 Quartet performed the National Anthem as part of the Maritime Day Ceremony's opening festivities.



The Honorable Elaine Chao  
U.S. Transportation Secretary



Rear Adm. Mark Buzby (USN, Ret)  
U.S. Maritime Administrator



Gen. Darren McDew  
Commander, USTRANSCOM



Kevin McAleenan, Commissioner  
U.S. Customs and Border Protection



Wreath Tender duties were handled by Paul Hall Center Apprentice Carlos Gutierrez

# DOT Honors Seafarers with Maritime Day Ceremony

## Sec. Chao Says SIU is 'One of the Strongest Unions in the Country'

While National Maritime Day was observed on May 22 with ceremonies across the country, only one featured an inspired speech from a current U.S. Cabinet Secretary.

At the U.S. Department of Transportation's (DOT) headquarters in Washington, D.C., Transportation Secretary Elaine Chao headlined the day's ceremony with her keynote address, speaking to an assembled crowd of over 200 maritime industry leaders. Chao was in good company, with the ceremony's other speeches given by (in order) Rear Adm. Mark "Buzz" Buzby (Ret.), administrator of the Maritime Administration (MARAD); Gen. Darren McDew, commander of the U.S. Transportation Command (USTRANSCOM); and Kevin McAleenan, commissioner of U.S. Customs and Border Protection (CBP).

Representing the SIU at the event were Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Legislative Director Brian Schoeneman, Piney Point Port Agent Pat Vandegrift and 17 apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education. Apprentice **Carlos Gutierrez** served as the ceremony's wreath tender, while fellow trainee **Joshua Bonita** rang eight bells, the traditional "end of watch" signal.

Buzby opened the ceremony with words of thanks and a reminder of the importance of maritime: "We're here today to take a

few minutes out of our very, very busy lives to recognize the many dedicated seafaring men and women of the U.S. Merchant Marine, who have fueled the economy of the United States and helped defend her for more than 240 years. Longer, in fact, than we have had armed forces."

He continued, "We owe a collective great debt of gratitude to our mariners. By delivering supplies and equipment to our military forces overseas, and commercial cargoes here at home and to other nations, they have helped establish the American way of life... By serving our nation in peace and war, and by providing humanitarian assistance around the globe, they have carried on the unwritten diplomatic mission of the United States: to keep our country strong, and to make the world a better place."

Chao began by thanking those in attendance, then made special mention of the SIU leadership, saying, "I'm especially pleased to have a great leader within the maritime industry, and that's Mr. Augie Tellez, the executive vice president of the Seafarers International Union. President Mike Sacco and Executive Vice President Augie Tellez leads one of the strongest unions in the country, and they are one of our country's strongest advocates of the maritime industry and for mariners, as well. So, Augie, we want to thank you for everything that you do to protect our mariners."

She continued, "The theme for this Maritime Day is, 'Voices - Yesterday, Today and Tomorrow'. And what an appropriate focus during this time of change and opportunity. The maritime community has always had a strong and constant voice, as steady as the roar of the sea. Its values are timeless, the product of centuries of hard-earned experience: Stand by your shipmates, do your duty, train hard and stay the course. Those voices continue to guide us with the wisdom that only experience can bring."

"As you know, Maritime Day commemorates the American innovation that changed the seagoing world: the first successful crossing of the Atlantic by a steam-powered ship, the *Savannah*," she noted. "It was revolutionary, and led to even more innovation and change. Iron and then steel replaced wood, propellers replaced sails, diesel replaced steam... and now we have new LNG-powered containerhips that are now putting to sea as part of our innovative U.S.-flag fleet."

Chao outlined additional improvements made within the shipping industry over the years, before saying, "However, one thing remains constant: the absolutely critical role that the U.S.-flag Merchant Marine vessels play in our economic and national security. As our flag says, 'In Peace and War'."

The secretary then spoke about the Maritime Security Program, which she called "a vital part of that readiness. MARAD is currently conducting a study called MSP 4.0, to determine what direction the program needs to move in the future. I tell people the Maritime Security Program is a great example of the public-private partnerships that are often talked about in this administration's infrastructure proposal. In this case, the Navy needs to move civilian and non-military goods around the world to vital locations. The military sealift program links it with commercial operators, who have developed knowledge and networks of ports, pilots, stevedores, port infrastructure... For the Navy to try to replicate this experience and these connections, it would cost so much more than the prices that the Maritime Security Program delivers."

"The Transportation Institute estimates that the MSP has saved the U.S. Navy \$60 billion in transportation costs," Chao continued.

"So, to our MSP carriers who are represented here today, thank you for your patriotism and willingness to dedicate your ships and mariners to the cause. And of course, we thank the mariners as well. We thank you for performing this vital service so efficiently and effectively for the Navy, for our country and for the taxpayers, as well. We also appreciate the hard work done by our operating companies, and the mariners who efficiently and professionally maintain our U.S. Government Surge Sealift ships in the Ready Reserve Force."

After multiple awards were presented to World War II veteran mariner **William Tiernan**, who sailed with both the NMU and the SIU, McAleenan spoke on how the goals of CBP align with the intentions of the U.S.-flag shipping industry. He said, "What I've learned is that every person who's taken the title of mariner has in common a commitment to country and a willingness to serve in a time of need. These are traits that I deeply respect, and I recognize daily in the men and women of U.S. Customs and Border Protection. So, while our functions may be distinct, our underlying purposes and even our goals are directly complementary. In fact, I believe the goals of the U.S. Merchant Marine and CBP actually align very well: facilitation of trade and the protection of the country."

"So, when Admiral Buzby extended the invitation for me to speak about CBP's efforts to promote national security and economic prosperity, in partnership with the U.S. maritime community,

I was very grateful for the opportunity, but also struck by the fact that you also recognize the commonality between our communities and the value of our relationship," he added.

He then spoke of his relationship with Buzby, saying, "I got to know Buzz during our shared responses to the trio of hurricanes we faced - Harvey, Irma and Maria - last fall. I immediately recognized his professional competence but was also struck by the integrity with which he represented MARAD and, by extension, the U.S. maritime community. Fact-based operational reality is what you need in a crisis, and it was a privilege to partner with him. During a storm and its aftermath, there can be a tendency to respond to media narratives and political drivers. But Buzz and his team helped to inform us regarding the ready professionals of the U.S. Merchant Marine and the U.S. fleet, and how we can respond to those storms."

He continued, describing CBP's efforts during and after the devastating hurricanes in Puerto Rico and the U.S. Virgin Islands, and then spoke on the response from the merchant fleet: "I can tell you, it was an enormous relief... when we could rely on our partners in the U.S. fleet to begin the heavy relief effort, to get those adequate supplies to the islands. I imagine General McDew can attest, it's a relief when you can get from the aircraft part of logistics to the big

*Continued on page 14*



Among those present in the crowd was SIU Executive Vice President Augie Tellez (first row, center)



Paul Hall Center Apprentice Joshua Bonita sounds the traditional eight bells during the ceremony.

### President Trump Issues Proclamation For National Maritime Day

On National Maritime Day, we recognize the critical role the United States Merchant Marine plays in bolstering national security and facilitating economic growth. We honor our merchant mariners for their contributions to connecting the States, supporting our military, and cementing ties among our allies.

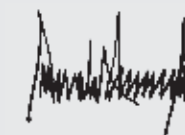
Long known as the "Fourth Arm of Defense," the United States Merchant Marine has served with valor and distinction in every American conflict. The important work of the Merchant Marine was never more evident than during World War II, when merchant mariners sailed dangerous seas and fought enemies as they connected our Armed Forces fighting abroad to vital supplies produced by hardworking Americans at home. In the course of their valiant efforts, they endured the loss of more than 730 large vessels, and more than 6,000 merchant mariners died at sea or as prisoners of war.

Today, American mariners facilitate the shipment of hundreds of billions of dollars of goods along maritime trade routes for American businesses and consumers. Merchant mariners are ambassadors of good will, projecting a peaceful United States presence along the sea lanes of the world and into regions of core strategic importance to our Nation. Often risking their lives by sailing into war zones, our merchant mariners continue to support our troops overseas by providing them with needed cargo and logistical support. They also advance humanitarian missions worldwide, including last year's effort to ship tens of thousands of containers of lifesaving supplies to Puerto Rico and the U.S. Virgin Islands after they had been devastated by hurricanes.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. *Savannah*. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2018, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, in the year of our Lord two thousand eighteen, and of the Independence of the United States of America the two hundred and forty-second.





Attendees pack the ceremony at U.S. Department of Transportation headquarters.

## 200-Plus Industry Leaders Attend Maritime Day Ceremony in D.C.

*Continued from Page 13*

surface transportation. We tremendously appreciate the impact that your community had on those efforts. Companies like Crowley, TOTE, Foss Maritime – just to name a few – were instrumental in getting those critical supplies to the American people. And more specifically, there were many anecdotes of merchant mariners assisting CBP personnel situated in the way of that storm along the Texas and Louisiana coast, in Florida, and especially in Puerto Rico. On behalf of my agents, I thank you for all that you did.”

Later he referenced how CBP is working to help make mariners’ lives easier through their national Jones Act Division of Enforcement, or JADE, saying, “Nearly two years ago, CBP’s Office of Field Operations created JADE to assist CBP and industry partners and protect the U.S. maritime industry. Located in our New Orleans field office and led by Port Director Mike Hebert – who’s been part of the Gulf Coast maritime community since his birth – and staffed by subject matter experts, JADE works with industry stakeholders on the enforcement of the Jones Act, as well as other coastwise trade laws. JADE provides uniformity throughout CBP on matters related to the Jones Act, providing advice to our external partners in order to facilitate legitimate trade.”

After a video on the hurricane response in 2017 was screened for the audience, General McDew took to the stage. He began by talking about military sealift’s role in our nation’s ability to project power, saying, “There are, some would argue, only three great powers in the world. There’s only one superpower in the world. And it’s not because we have the greatest soldiers, sailors, airmen, marines and coast guardsmen – although we do. It’s not because we have the best fighter jets, and we arguably do, and it’s not because we have the most wonderful carriers in the world, and we do. It’s because we have the ability to have an effect on our adversaries near and abroad

at the time of our choosing. We can bring an overwhelming force anywhere on the planet, and there are adversaries out there who only wish they had that capability. That capability resides with the men and women in this audience and the people you represent that are around the world. And as a combatant commander, I recognize our superpower status as a nation, our ability to have the respect of everyone in the world, resides with you.

“I appreciate every single day the ships that sail for USTRANSCOM,” he con-

tinued. “They transit dangerous waters, they deliver critical cargo.... Our adversaries really don’t want them there, but our mariners go there anyway. Our warfighters don’t have to worry about having enough ammo for the fight, or fuel for their patrol, or food in chow halls – that’s a big deal, by the way – and it’s because of you.”

McDew then urged that the U.S. “reinvest in our strategic sealift fleet, and our ability to surge and sustain our warfight.” Specifically, he underscored the importance of recapitalizing the sealift fleet,

replacing older vessels with newer, more modern ships.

“I am every day grateful and thankful for the shipyards, the shipping companies, the unions, the longshoremen, the stevedores, the engineers, the mariners, the pilots, the shipbuilder, all the people who make this unheralded, untold story happen every single day,” he concluded.

The ceremony concluded with a sing-along of “Heave Ho,” official song of the U.S. Maritime Service, enthusiastically led by Admiral Buzby.



SIU VP Contracts George Tricker (right) and Piney Point Port Agent Pat Vandegrift (second from right) talk to apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland who attended the Maritime Day observance.

# Notice

## NATIONAL MARITIME CENTER

### New CG-719 Series of Forms Implementation

*Editor's note: The U.S. Coast Guard's National Maritime Center (NMC) issued the following announcement June 1. PDF versions of the forms described in the announcement may be found on the NMC website and they're also linked in a June 1 post in the News section of [www.seafarers.org](http://www.seafarers.org)*

On March 31, 2018, the Office of Management and Budget (OMB) approved the new CG-719 series of forms which will replace all previous versions.

These new forms may be obtained electronically in a PDF fillable format at the Coast Guard's National Maritime Center (NMC) website <https://www.uscg.mil/nmc>. The Coast Guard will not stock the CG-719 series of forms in paper format.

A transition period has been established which will provide mariners the flexibility to apply for a credential using both the old or new forms as they adapt to the new formats. The table below lists the form numbers impacted by OMB's recent approval and their implementation policy are listed below. After December 31, 2018, the NMC will no longer accept previous form versions.

#### Form - Implementation Policy

**CG-719B** - Applications dated after September 1, 2018, must be submitted on the new form.

**CG-719K** - Physicals signed by physician after September 1, 2018, must be on the new form.

**CG-719KE** - Physicals signed by physician after September 1, 2018, must be on the new form.

**CG-719P** - Drug tests collected and submitted after September 1, 2018, should use the new optional form.

**CG-719S** - Sea Service commenced after September 1, 2018, should use the new optional form

**CG-719C** - (If applicable) Disclosure Statement for Narcotics, DWI/DUI, and/or other Convictions should use the new optional form for any application packages submitted after September 1, 2018.

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

### July & August 2018 Membership Meetings

|                      |  |
|----------------------|--|
| Piney Point.....     | Monday: July 2, August 6               |
| Algonac.....         | Friday: July 6, August 10              |
| Baltimore.....       | Thursday: July 5, August 9             |
| Guam.....            | Thursday: July 19, August 23           |
| Honolulu.....        | Friday: July 13, August 17             |
| Houston.....         | Monday: July 9, August 13              |
| Jacksonville.....    | Thursday: July 5, August 9             |
| Joliet.....          | Thursday: July 12, August 16           |
| Mobile.....          | Wednesday: July 11, August 15          |
| New Orleans.....     | Tuesday: July 10, August 14            |
| Jersey City.....     | Tuesday: July 3, August 7              |
| Norfolk.....         | Thursday: July 5, August 9             |
| Oakland.....         | Thursday: July 12, August 16           |
| Philadelphia.....    | *Thursday: July 5, Wednesday: August 8 |
| Port Everglades..... | Thursday: July 12, August 16           |
| San Juan.....        | Thursday: July 5, August 9             |
| St. Louis.....       | Friday: July 13, August 17             |
| Tacoma.....          | Friday: July 20, August 24             |
| Wilmington.....      | Monday: July 16, August 20             |

\* Philadelphia change due to Independence Day holiday

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

## Dispatchers' Report for Deep Sea

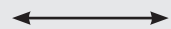
May 11, 2018 - June 11, 2018

| 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                   | 28               | 10           | 1            | 8             | 7            | 0            | 1            | 27                  | 7            | 4            |
| Anchorage                 | 2                | 2            | 2            | 2             | 2            | 0            | 1            | 4                   | 3            | 2            |
| Baltimore                 | 7                | 2            | 1            | 1             | 4            | 0            | 3            | 10                  | 3            | 1            |
| Fort Lauderdale           | 16               | 9            | 2            | 16            | 8            | 3            | 9            | 24                  | 18           | 6            |
| Guam                      | 2                | 3            | 0            | 1             | 0            | 0            | 0            | 5                   | 4            | 0            |
| Harvey                    | 12               | 2            | 2            | 7             | 1            | 6            | 4            | 19                  | 3            | 4            |
| Honolulu                  | 8                | 1            | 2            | 8             | 3            | 1            | 6            | 19                  | 7            | 2            |
| Houston                   | 60               | 15           | 16           | 38            | 7            | 10           | 26           | 101                 | 21           | 27           |
| Jacksonville              | 32               | 10           | 14           | 27            | 13           | 8            | 19           | 50                  | 19           | 19           |
| Jersey City               | 36               | 8            | 4            | 23            | 9            | 4            | 17           | 73                  | 17           | 7            |
| Joliet                    | 3                | 3            | 1            | 0             | 4            | 0            | 1            | 3                   | 5            | 1            |
| Mobile                    | 10               | 6            | 5            | 9             | 2            | 2            | 4            | 13                  | 8            | 10           |
| Norfolk                   | 23               | 11           | 5            | 24            | 15           | 6            | 12           | 27                  | 21           | 12           |
| Oakland                   | 11               | 4            | 5            | 21            | 4            | 2            | 8            | 25                  | 9            | 10           |
| Philadelphia              | 7                | 5            | 1            | 4             | 2            | 0            | 1            | 7                   | 5            | 2            |
| Piney Point               | 3                | 3            | 0            | 1             | 1            | 1            | 2            | 3                   | 2            | 0            |
| Puerto Rico               | 11               | 5            | 1            | 3             | 2            | 0            | 3            | 16                  | 7            | 1            |
| Tacoma                    | 27               | 4            | 6            | 16            | 6            | 2            | 17           | 66                  | 12           | 13           |
| St. Louis                 | 1                | 1            | 3            | 0             | 0            | 1            | 0            | 5                   | 2            | 1            |
| Wilmington                | 32               | 8            | 5            | 21            | 6            | 6            | 9            | 51                  | 15           | 13           |
| <b>TOTALS</b>             | <b>331</b>       | <b>112</b>   | <b>76</b>    | <b>230</b>    | <b>96</b>    | <b>52</b>    | <b>143</b>   | <b>548</b>          | <b>188</b>   | <b>135</b>   |
| <b>Engine Department</b>  |                  |              |              |               |              |              |              |                     |              |              |
| Algonac                   | 4                | 4            | 3            | 1             | 4            | 3            | 2            | 5                   | 6            | 0            |
| Anchorage                 | 0                | 0            | 0            | 0             | 0            | 0            | 0            | 1                   | 0            | 0            |
| Baltimore                 | 8                | 8            | 1            | 4             | 4            | 0            | 1            | 4                   | 5            | 2            |
| Fort Lauderdale           | 9                | 13           | 3            | 5             | 10           | 1            | 8            | 13                  | 11           | 3            |
| Guam                      | 2                | 0            | 0            | 0             | 1            | 0            | 0            | 2                   | 1            | 1            |
| Harvey                    | 3                | 2            | 1            | 2             | 3            | 0            | 1            | 4                   | 3            | 1            |
| Honolulu                  | 8                | 2            | 0            | 3             | 2            | 0            | 2            | 13                  | 5            | 1            |
| Houston                   | 22               | 7            | 6            | 8             | 8            | 4            | 7            | 32                  | 12           | 9            |
| Jacksonville              | 26               | 24           | 2            | 20            | 16           | 2            | 16           | 38                  | 25           | 4            |
| Jersey City               | 13               | 7            | 0            | 3             | 9            | 0            | 3            | 29                  | 7            | 0            |
| Joliet                    | 1                | 1            | 0            | 1             | 1            | 0            | 0            | 2                   | 0            | 0            |
| Mobile                    | 6                | 2            | 1            | 5             | 3            | 1            | 4            | 6                   | 4            | 2            |
| Norfolk                   | 9                | 12           | 2            | 12            | 9            | 3            | 3            | 17                  | 14           | 6            |
| Oakland                   | 7                | 2            | 2            | 10            | 2            | 1            | 2            | 11                  | 6            | 5            |
| Philadelphia              | 1                | 4            | 0            | 4             | 1            | 0            | 1            | 5                   | 3            | 0            |
| Piney Point               | 2                | 1            | 0            | 1             | 4            | 0            | 0            | 1                   | 1            | 0            |
| Puerto Rico               | 5                | 4            | 1            | 4             | 4            | 1            | 3            | 9                   | 3            | 3            |
| Tacoma                    | 14               | 3            | 4            | 8             | 3            | 2            | 5            | 29                  | 8            | 6            |
| St. Louis                 | 1                | 2            | 0            | 1             | 0            | 0            | 0            | 1                   | 2            | 0            |
| Wilmington                | 5                | 7            | 3            | 9             | 6            | 2            | 2            | 18                  | 17           | 15           |
| <b>TOTALS</b>             | <b>146</b>       | <b>105</b>   | <b>29</b>    | <b>101</b>    | <b>90</b>    | <b>20</b>    | <b>60</b>    | <b>240</b>          | <b>133</b>   | <b>58</b>    |
| <b>Steward Department</b> |                  |              |              |               |              |              |              |                     |              |              |
| Algonac                   | 5                | 4            | 0            | 1             | 0            | 0            | 0            | 7                   | 5            | 0            |
| Anchorage                 | 0                | 0            | 0            | 0             | 0            | 0            | 0            | 0                   | 0            | 0            |
| Baltimore                 | 3                | 2            | 0            | 1             | 0            | 0            | 0            | 5                   | 3            | 0            |
| Fort Lauderdale           | 8                | 5            | 2            | 8             | 1            | 0            | 4            | 13                  | 6            | 4            |
| Guam                      | 1                | 1            | 0            | 1             | 0            | 0            | 0            | 1                   | 1            | 0            |
| Harvey                    | 4                | 1            | 0            | 4             | 1            | 0            | 1            | 8                   | 1            | 0            |
| Honolulu                  | 9                | 0            | 0            | 6             | 0            | 1            | 5            | 15                  | 1            | 1            |
| Houston                   | 16               | 3            | 1            | 13            | 4            | 0            | 5            | 35                  | 5            | 4            |
| Jacksonville              | 24               | 9            | 2            | 17            | 5            | 1            | 8            | 31                  | 11           | 2            |
| Jersey City               | 11               | 3            | 1            | 7             | 3            | 0            | 4            | 18                  | 2            | 1            |
| Joliet                    | 1                | 1            | 1            | 1             | 0            | 1            | 0            | 2                   | 1            | 0            |
| Mobile                    | 6                | 3            | 0            | 4             | 1            | 0            | 2            | 8                   | 5            | 0            |
| Norfolk                   | 14               | 10           | 0            | 13            | 8            | 0            | 4            | 19                  | 11           | 0            |
| Oakland                   | 20               | 3            | 0            | 8             | 5            | 1            | 6            | 29                  | 3            | 2            |
| Philadelphia              | 2                | 0            | 2            | 3             | 0            | 2            | 1            | 2                   | 0            | 0            |
| Piney Point               | 6                | 6            | 0            | 5             | 3            | 0            | 3            | 7                   | 4            | 0            |
| Puerto Rico               | 3                | 5            | 0            | 0             | 3            | 0            | 1            | 5                   | 10           | 1            |
| Tacoma                    | 17               | 2            | 0            | 12            | 1            | 0            | 5            | 24                  | 6            | 1            |
| St. Louis                 | 2                | 0            | 0            | 1             | 0            | 1            | 0            | 4                   | 0            | 1            |
| Wilmington                | 16               | 4            | 1            | 12            | 8            | 0            | 10           | 31                  | 12           | 2            |
| <b>TOTALS</b>             | <b>168</b>       | <b>62</b>    | <b>10</b>    | <b>117</b>    | <b>43</b>    | <b>7</b>     | <b>59</b>    | <b>264</b>          | <b>87</b>    | <b>19</b>    |
| <b>Entry Department</b>   |                  |              |              |               |              |              |              |                     |              |              |
| Algonac                   | 2                | 6            | 6            | 1             | 3            | 4            | 4            | 3                   | 11           | 11           |
| Anchorage                 | 0                | 1            | 2            | 1             | 2            | 0            | 2            | 0                   | 3            | 4            |
| Baltimore                 | 0                | 1            | 3            | 0             | 1            | 2            | 0            | 0                   | 2            | 2            |
| Fort Lauderdale           | 0                | 4            | 8            | 0             | 6            | 4            | 3            | 1                   | 4            | 10           |
| Guam                      | 0                | 2            | 2            | 0             | 1            | 0            | 0            | 0                   | 1            | 2            |
| Harvey                    | 0                | 4            | 2            | 0             | 1            | 1            | 1            | 1                   | 4            | 5            |
| Honolulu                  | 0                | 8            | 9            | 1             | 3            | 3            | 0            | 2                   | 13           | 8            |
| Houston                   | 5                | 6            | 19           | 4             | 6            | 10           | 2            | 11                  | 13           | 35           |
| Jacksonville              | 1                | 19           | 39           | 0             | 11           | 26           | 7            | 4                   | 30           | 78           |
| Jersey City               | 3                | 12           | 11           | 0             | 9            | 11           | 2            | 3                   | 25           | 25           |
| Joliet                    | 0                | 1            | 1            | 0             | 0            | 1            | 0            | 0                   | 1            | 1            |
| Mobile                    | 0                | 1            | 1            | 0             | 1            | 0            | 0            | 2                   | 1            | 4            |
| Norfolk                   | 2                | 14           | 18           | 1             | 10           | 23           | 4            | 3                   | 23           | 46           |
| Oakland                   | 0                | 6            | 11           | 2             | 4            | 8            | 0            | 2                   | 15           | 18           |
| Philadelphia              | 2                | 0            | 2            | 0             | 1            | 1            | 0            | 2                   | 1            | 2            |
| Piney Point               | 2                | 0            | 4            | 1             | 0            | 1            | 2            | 1                   | 1            | 2            |
| Puerto Rico               | 0                | 2            | 0            | 0             | 1            | 0            | 0            | 0                   | 0            | 1            |
| Tacoma                    | 5                | 9            | 8            | 2             | 3            | 6            | 3            | 10                  | 21           | 17           |
| St. Louis                 | 0                | 1            | 0            | 0             | 0            | 1            | 0            | 0                   | 1            | 0            |
| Wilmington                | 2                | 18           | 14           | 2             | 6            | 9            | 8            | 3                   | 29           | 51           |
| <b>TOTALS</b>             | <b>24</b>        | <b>115</b>   | <b>160</b>   | <b>15</b>     | <b>69</b>    | <b>111</b>   | <b>38</b>    | <b>48</b>           | <b>199</b>   | <b>322</b>   |
| <b>GRAND TOTAL:</b>       | <b>669</b>       | <b>394</b>   | <b>275</b>   | <b>463</b>    | <b>298</b>   | <b>190</b>   | <b>300</b>   | <b>1,100</b>        | <b>607</b>   | <b>534</b>   |

## Seafarers International Union Directory

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

**Kermett Mangram,**  
*Vice President Government Services*



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

1057 Fernandez Juncos Stop 16 1/2  
 Santurce, PR 00907-4601  
 (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 the newest class of recertified stewards from the SIU-affiliated Paul Hall Center for Maritime Training and Education.

**Question: Why did you join the SIU and why have you remained with the union?**



**Cesar Dela Cruz**  
*Recertified Steward*

I was blessed to join in 1980. My first job was with American Hawaii Cruises, taking care of all those VIPs. Today, the best part is just being a good SIU crew member and helping set a good example for the young kids who are just starting in the program. I'm thankful for the foundation I got from the SIU.



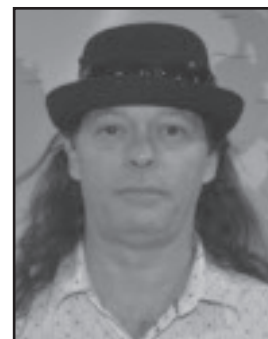
**Michael Ingram**  
*Recertified Steward*

I started with NCL as a member of SEATU (an SIU-affiliated union) and a waiter before joining the SIU. I've stuck with it because I enjoy cooking and working with different people, being exposed to different cultures. I enjoy sailing.



**Tyrell Thabit**  
*Recertified Steward*

I started in the Navy in 1981, looking for adventure at 19 years old. I spent 10.5 years there and then heard about an even better career in the merchant marine. I eventually came to Piney Point to upgrade, and took all the courses. I've been on over 50 ships. It's been wonderful, and I'm still here because I haven't gotten enough. I've been in the business 36 years and I'm proud of that.



**Stephen Martin**  
*Recertified Steward*

I grew up in the restaurant business. I saw an ad for American Hawaii Cruises in 1999 and went there as a waiter, on the *Indy* and the *Patriot*. Later, I was in Hawaii for a month and the patrolman said, why don't you go to Piney Point and upgrade? That's what I did. I was there for months, then got my first gig as a chief cook. I'm still here because the money is good, and it's hard to leave that. I like the travel part, too.



**Breon Lucas**  
*Recertified Steward*

I was working as a security guard when a new company bought out the station, and then I was going from job to job to job. A cousin turned me on to the merchant marine. My first job was May 8, 1995 as an OS on the *Anders*, but I didn't like the deck. The bosun pointed me to the galley and I never looked back. I've made a better life for myself. I enjoy cooking and I enjoy working with different people.



**Robinson Eromosele**  
*Recertified Steward*

I joined the SIU in search of a greener pasture and I am glad I made that decision, because I have been extremely blessed since then. This great union has allowed me to travel the world over while making a meaningful living as well. I have been so blessed that I am able to see all five of my children through the university. God bless the SIU.

## Pics From The Past



The originals are a bit blurry, but these snapshots from the scrapbook of long-time Seafarer Greg Jackson still carry clear and cherished memories for the recertified bosun. The vessel, the *SS Jeff Davis*, is shown in Bremerhaven, Germany, in 1981. Jackson is at far left in the other photo, with fellow members of Paul Hall Center Trainee Class 294-B in 1980. They had taken a bus for firefighting training – not near the Piney Point, Maryland, campus, but rather in Earle, New Jersey. (For younger readers, the Joseph Sacco Fire Fighting and Safety School opened in 1999.)



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

# Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



## DEEP SEA

### THOMAS ANDERS

Brother Thomas Anders, 66, joined the union in 1969, initially sailing on the *Fairport*. A steward department member, he upgraded at the Piney Point school in 1973. Brother Anders last sailed on the *Champion* and makes his home in Baltimore.



### PETER BEAN

Brother Peter Bean, 67, donned the SIU colors in 1970, first sailing aboard a Seatrain Lines vessel. He sailed in the deck department and upgraded on several occasions at the maritime training center in Piney Point, Maryland. Brother Bean last sailed on the *Overseas Martinez*. He lives in the Philippines.



### WILLIAM BRAINARD

Brother William Brainard, 69, joined the SIU in 1995. He first sailed on the *Long Island* and was a member of the steward department. Brother Brainard upgraded his skills at the Piney Point school in 2001. He most recently worked on the *Flicker-tail State* and calls Portsmouth, Virginia, home.

### EBERTO CASTRO

Brother Eberto Castro, 66, signed on with the SIU in 1999 and first sailed on the *Performance*. He worked in the deck department and in 2001 upgraded his skills at the union-affiliated Paul Hall Center. Brother Castro last sailed on the *Maersk Pittsburgh* before settling in Channelview, Texas.

### ROBERT GILLIAM

Brother Robert Gilliam, 73, donned the SIU colors in 1969, initially sailing aboard the *Eagle Traveler*. A member of the steward department, he upgraded often at the Piney Point school. Brother Gilliam last sailed on the *Endurance*. He lives in Prescott, Washington.



### JOHN JONES

Brother John Jones, 66, became a member of the SIU in 2006, initially sailing on the *Oakland*. He was a deck department member and most recently sailed aboard the



*USNS Dahl*. Brother Jones resides in Tucson, Arizona.

### THOMAS TANKERSLEY

Brother Thomas Tankersley, 69, signed on with the SIU in 1968 and first sailed aboard the *Alcoa Mariner*. The deck department member upgraded at the union-affiliated Paul Hall Center in 1985. Brother Tankersley most recently sailed aboard the *Bonny*. He calls Burkittsville, Maryland, home.



### VLADIMIR TKACHEV

Brother Vladimir Tkachev, 65, signed on with the SIU in 2004, initially working aboard the *Cape Decision*. The engine department member took advantage of educational opportunities at the Piney Point school and upgraded in 2008. Brother Tkachev most recently sailed aboard the *Decisive* and lives in Vancouver, Washington.



### DAVID VAUGHN

Brother David Vaughn, 59, donned the SIU colors in 1977 and first sailed with Erie Navigation. He was a steward department member and upgraded his skills at the Paul Hall Center on multiple occasions. Brother Vaughn most recently sailed aboard the *Alaskan Explorer*. He resides in Arnold, Missouri.



### BRUCE WATSON

Brother Bruce Watson, 66, joined the SIU in 2001. He first worked for Marine Personnel and Provisioning, and was a member of the deck department. Brother Watson upgraded his skills in 2002 at the maritime training facility located in Piney Point, Maryland. He most recently sailed on the *USNS Fisher* and calls Youngstown, Ohio, home.



## GREAT LAKES

### WILLIS EVANS

Brother Willis Evans, 65, became a member of the union in 1970, initially working for Michigan Tankers. He was an engine department member and upgraded his skills at the Paul Hall Center

in 1979. Brother Evans last sailed aboard the *Charles E. Wilson*, and settled in Alpena, Michigan.

## INLAND

### LOUIS CINCO

Brother Louis Cinco, 62, joined the SIU in 1972 and first sailed on the *Overseas Aleutian*. A member of the deck department, he upgraded his skills in 1978 at the union-affiliated Piney Point school. Brother Cinco most recently worked for Mariner Towing and makes his home in Bayonne, New Jersey.

### MARK FAUST

Brother Mark Faust, 68, signed on with the union in 2003. He began his career with Express Marine and was a member of the deck department. Brother Faust upgraded his skills on several occasions at the maritime training center located in Piney Point, Maryland. He remained with



the same company for his entire career, and resides in Virginia Beach, Virginia.

### BENJIMAN HALLMARK

Brother Benjiman Hallmark, 70, became a Seafarer in 1978. A member of the deck department, he worked for Crowley Towing and Transportation for his entire career. Brother Hallmark calls Silver Creek, Washington, home.

### LESLIE MAXWELL

Brother Leslie Maxwell, 66, signed on with the union in 1979 when he worked for Hvide Marine. He was a member of the deck department and upgraded his skills on multiple occasions at the Piney Point school. Brother Maxwell remained with the same company for his entire career. He resides in Nederland, Texas.

### KELLY STANFORD

Brother Kelly Stanford, 64, joined the SIU in 1990, first sailing with Crescent Towing. A member of the deck department, he upgraded on multiple occasions at the Paul Hall Center.

Brother Stanford worked for the same company for the duration of his career. He makes his home in Savannah, Georgia.



### DAVID WALKER

Brother David Walker, 66, signed on with the union in 1978 when he worked for Crescent Towing. He was a member of the engine department and remained with the same company for his entire career. Brother Walker settled in Abita Springs, Louisiana.

## PACIFIC MARINE

### ROGER MARTELL

Brother Roger Martell, 65, became a member of the SIU in 2001. He initially sailed on the *Cape Island* and worked in the steward department. Brother Martell upgraded his skills in 2001 at the Piney Point school. He last sailed on the *Manukai* and resides in Long Beach, California.

## Talking Maritime with Senator Nelson



SIU Assistant VPs Archie Ware (center) and Kris Hopkins (right) chat with U.S. Sen. Bill Nelson (D-Florida) June 9 in Orlando, site of the state AFL-CIO Committee on Political Education convention. They touched on the importance of the U.S. Merchant Marine to national, economic and homeland security.



# Final Departures



## DEEP SEA

### JIMMIE COOMBS

Pensioner Jimmie Coombs, 79, passed away May 13. He joined the union in 1967 and first sailed on the *Neva West*. Brother Coombs was a member of the engine department and last worked aboard the



*Overseas Juneau*. He retired in 2002 and made his home in the Philippines.

### ROBERT EGRI

Pensioner Robert Egri, 70, died May 9. He joined the SIU in 1992 and first sailed aboard the *Regulus*. An engine department member, he last worked aboard the *Philadelphia Express*. Brother Egri retired in 2013 and lived in Pinellas Park, Florida.



### ROBERT HAMILTON

Pensioner Robert Hamilton, 81, passed away May 10. He became a union member in 1990, initially sailing on the *Ranger*. Brother Hamilton was a deck department member and last sailed aboard the *Paul Buck*. He became a pensioner in 2003 and resided in Brooksville, Maine.



the *Manukai*. She became a pensioner in 2005 and was a resident of Lemon Grove, California.

### WILLIAM MACDONALD

Pensioner William MacDonald, 93, passed away May 5. He joined the SIU in 1947 when he worked for Elis Towing and Transport. A deck department member, brother MacDonald most recently sailed aboard the *Sea-Land Liberator*. He went on pension in 1985 and settled



in Mt. Pleasant, Michigan.

### WINSTON MARCHMAN

Pensioner Winston Marchman, 82, died May 5. He signed on with the union in 1991, initially working on the *USNS Harkness*. A steward department member, Brother Marchman last sailed on the *Pride*. He



retired in 2005 and lived in Virginia Beach, Virginia.

### HENRY RICHARDSON

Pensioner Henry Richardson, 71, passed away May 15. He joined the SIU in 1999 and first sailed aboard the *ITB Philadelphia*. The deck department member most recently sailed on the *Maersk Michigan* before retiring in 2013. Brother Richardson was a resident of Houston.

### WILFREDO WILLIAMS

Pensioner Wilfredo Williams, 76, died April 30. He donned the SIU colors in 2001, first sailing aboard the *Green Mountain State*. Native to the Philippines, he was a member of the deck department. Brother Williams most recently sailed on the *Yorktown Express* before retiring in 2013. He resided in Aloha, Oregon.



## GREAT LAKES

### CHARLES BEARMAN

Pensioner Charles Bearman,

65, died May 31. He signed on with the SIU in 1989 when he worked for Bob-Lo Island. A member of the deck department, he most recently sailed on the *Burns Harbor*. Brother Bearman became a pensioner in 2017 and made his home in Rogers City, Michigan.

### JOHN SHASKI

Pensioner John Shaski, 72, passed away May 14. He became a member of the SIU in 1967 and initially sailed on the *Lemmerhirt*. Brother Shaski went on pension in 2003 after concluding his career with Luedtke Engineering. He resided in Sault Ste. Marie, Michigan.



## INLAND

### SYLVESTER DELISTOVICH

Pensioner Sylvester Delistovich, 99, passed away May 29. He joined the union in 1963, initially working for Erie Lackawanna Railroad. Brother Delistovich remained with the same company for his entire career before going on pension in 1979. He called Columbus, New Jersey, home.



### PETER DUNTHORN

Brother Peter Dunthorn, 62, died May 1. He signed on with the SIU in 2000, when

he worked for the Association of Maryland Pilots. A deck department member, brother Dunthorn remained with the same company for his entire SIU career. He lived in Virginia Beach, Virginia.

### JAMES MUSICK

Pensioner James Musick, 76, died May 16. He joined the union in 1996 and first worked for Crowley. A shore-side mechanic, he worked for the same company for the duration of his career. Brother Musick retired in 2007 and lived in Wenonah, New Jersey.

### WILLIAM PHILLIPS

Pensioner William Phillips, 72, died April 1. He signed on with the union in 1973 and first worked for Stone Towing. The deck department member concluded his career with Cape Fear Towing and retired in 2008. Brother Phillips made his home in Bolivia, North Carolina.



### FRANKLIN REYES

Brother Franklin Reyes, 51, passed away April 26. He donned the SIU colors in 1997 when he worked for G&H Towing. Brother Reyes worked in the deck department and remained with the same company for the duration of his career. The Iowa native resided in Hitchcock, Texas.

## PACIFIC MARINE

### DOROTHY REGRUT

Pensioner Dorothy Regrut, 92, passed away May 11. Born in Cleveland, she became a member of the SIU in 1970. She initially worked for Michigan Tankers and sailed in the steward department. Sister Regrut last worked aboard the *Kauai* before becoming a pensioner in 1991. She made her home in Strongsville, Ohio.

## NMU

### RONALD BLOW

Pensioner Ronald Blow, 78, died May 28. Brother Blow began collecting his pension in 2000. He lived in Old Orchard Beach, Maine.

### JAMES BRATTEN

Pensioner James Bratten, 93, passed away April 30. Brother Bratten resided in his home state of South Carolina, in the city of Irmo.

*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        |
|--------------------|-----|------------|
| Cebollero, Frank   | 89  | 05/14/2018 |
| Davis, Arthur      | 94  | 03/13/2018 |
| Flowers, Rudy      | 80  | 05/07/2018 |
| Forde, Calvin      | 90  | 05/12/2018 |
| Leisure, Ora       | 93  | 05/23/2018 |
| Lopez, Juan        | 89  | 05/14/2018 |
| Maloney, Clyde     | 92  | 05/18/2018 |
| Mawry, Saleh       | 91  | 05/25/2018 |
| McLetchie, Leroy   | 82  | 05/26/2018 |
| Montemayor, Misael | 89  | 05/21/2018 |
| Richardson, John   | 93  | 04/16/2018 |
| Thomas, Eugene     | 76  | 05/17/2018 |

## Seafarers Team Up in Support of Military Exercise

Two Seafarers-crewed vessels – the *USNS Carl Brashear* (left) and *USNS Bob Hope* – conduct ship-to-ship transfer operations at Naval Base Everett, Washington, in mid-May. The transfer happened in support of an upcoming Rim of the Pacific (RIMPAC) military exercise. According to the U.S. Navy, 26 nations and 25,000 personnel were scheduled to participate in the biennial exercise slated for June 27 to Aug. 2, in and around the Hawaiian Islands and Southern California. The *Brashear* is crewed by members of the SIU Government Services Division, while the *Bob Hope* is operated by U.S. Marine Management for the U.S. Military Sealift Command. (Photo by Sarah Burford)



# 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 MICHIGAN** (U.S. Marine Management), April 14 – Chairman **Kenneth Abrahamson**, Secretary **Teresito Reyes**, Educational Director **Walden Galacgac**, Deck Delegate **Osei Baffoe**, Engine Delegate **Theodore Gonzales**. Crew mess hall received new microwave and new chairs. Members requested additional chairs for crew lounge. Copies of new contracts needed on ship. Members were thanked for good housekeeping and advised to stay on top of documents. Educational director suggested members check schedule of classes and upgrade. No beefs or disputed OT reported. Members requested better internet on board and new washer and dryers, preferably heavy duty. Crew happy with food from steward department.

**ALASKAN NAVIGATOR** (Alaskan Tanker Company), April 15 – Chairman **Gregory Hamilton**, Secretary **Albert Sison**, Educational Director **Leland Peterson**, Deck Delegate **Manuel Enrico**, Engine Delegate **Aljohn Fernandez**, Steward Delegate **Steve Concepcion**. Chairman to contact port agent for copies of new contracts and crew repair list forms. Members discussed cleaning and repair possibilities for existing recliners, while awaiting clarification for ordering new ones. Educational director encouraged members to upgrade and also be mindful of STCW requirements. No beefs or disputed OT reported. Crew noted issues on board with lounge computer, heat lamp in bathroom and latches in drawers. Steward department was thanked for a job well done, especially in light of extra people on board. New fishing gear on ship. Company

to provide jackets to those who qualify. Members looking into getting humidifiers for rooms. Next Port: Valdez, Alaska.

**GOLDEN STATE** (Intrepid Personnel and Provisioning), April 16 – Chairman **Philip McGeoghegan**, Secretary **Michael Carello**. Crew received new microwave, new mattresses and new dryer. Linens and pillows ordered. Chairman reiterated importance of Jones Act and urged members to stick together. Secretary reminded everyone about Crowley's alcohol policy. Educational director advised crew to keep documents up to date. No beefs or disputed OT reported. Chairman asked each member present if new mattresses and/or cable boxes were needed. Crew requested additional vacation day.

**OREGON** (Intrepid Personnel and Provisioning), April 22 – Chairman **Joseph Caruso**, Secretary **Tina Knox**. Chairman welcomed all former Sea River employees to the SIU. He noted a smooth transition between the two companies and expressed gratitude for steward department. No beefs or disputed OT reported. Chairman individually discussed SIU contracts and information with new members. Vote of thanks given to SIU Assistant Vice President Kris Hopkins for assisting with transition. Next Port: Port Everglades, Florida.

**CALIFORNIA** (Intrepid Personnel and Provisioning), April 27 – Chairman **John Cedeno**, Secretary **Benjamin Ines**, Educational Director **Mark Canada**, Steward Delegate **Michael Gramer**. Chairman welcomed all former

Sea River mariners to the SIU and discussed dues structure and overall SIU culture. Secretary explained importance of registering once ashore and keeping up with documents. Educational director

reminded crew of courses being offered at SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Captain purchased pizza and wings for crew and

allowed steward department an evening off. No beefs or disputed OT reported. Captain looking into purchasing game system for members on board. Next Port: Oakland, California.

## Aboard the Overseas Tampa



Recertified Steward Bobby Darku said it "had been on my bucket list for a long time to do a New Orleans-style seafood boil." He checked it off the list recently when the Overseas Ship Management vessel docked in Baton Rouge, Louisiana. The menu included crawfish, shrimp, red potatoes, corn on the cob, creole sausage, mushrooms and more. Pictured from left in photo at the immediate right are Chief Cook Mauricio Castro, Darku and SA Reginald Jackson.



## Know Your Rights

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

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

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

requested. The proper address for this is:

Augustin Tellez, Chairman  
Seafarers Appeals Board  
5201 Auth Way  
Camp Springs, MD 20746

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

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

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

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any 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.

# 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>                 |   |  |
| Engineer Resource Management               | October 6   | October 12   |
| Leadership & Managerial Skills             | October 13  | October 19   |
| <b>Deck Department Upgrading Courses</b>   |   |  |
| Able Seafarer Deck                         | August 25<br>October 20   | September 21<br>November 16  |
| AB to Mate Modules                         | Module dates vary throughout the year. Students will be advised of dates once accepted. |  |
| ARPA                                       | October 20  | October 26   |
| Bosun Recertification                      | July 21   | August 6   |
| Crane Familiarization                      | July 14   | July 20  |
| 100 Ton Master                             | October 13  | November 2   |
| ECDIS                                      | October 20  | October 26   |
| Fast Rescue Boat                           | July 7<br>August 11<br>September 8  | July 13<br>August 17<br>September 14                               |
| GMDSS                                      | September 22  | October 5  |
| Lifeboat                                   | July 28<br>August 25<br>September 22<br>October 20<br>November 17                       | August 10<br>September 7<br>October 5<br>November 2<br>November 30 |
| Radar Observer                             | October 6   | October 19   |
| Radar Renewal (one day)                    | Contact the PHC Admissions Office   |  |
| RFPNW                                      | July 28<br>September 22<br>November 17  | August 24<br>October 19<br>December 14                             |
| <b>Engine Department Upgrading Courses</b> |   |  |
| Advanced Refer Containers                  | December 1  | December 14  |
| BAPO                                       | July 28<br>September 22<br>November 17  | August 24<br>October 19<br>December 14                             |

| Title of Course                          | Start Date  | Date of Completion          |
|--|---|-----------------------------|
| FOWT                                     | August 25<br>October 20   | September 21<br>November 16 |
| Junior Engineer                          | August 11<br>October 27   | October 5<br>December 21    |
| Machinist                                | September 1<br>October 20                                       | September 21<br>November 9  |
| Marine Electrician                       | August 11   | October 5                   |
| Marine Refer Tech                        | October 6   | November 16                 |
| MEECE                                    | July 21   | August 3                    |
| Pumpman                                  | July 7<br>September 22  | July 13<br>September 28     |
| Welding                                  | August 18   | September 7                 |
| <b>Steward Department Courses</b>        |   |                             |
| Advanced Galley Ops                      | August 25   | September 21                |
| Certified Chief Cook                     | Modules run every other week. The next class will start July 9. |                             |
| Chief Steward                            | July 7  | August 24                   |
| Galley Operations                        | July 14   | August 10                   |
| Orientation/Assessment Chief Cook 2.0    | July 21<br>August 11  | July 27<br>August 17        |
| Orientation/Assessment Chief Steward 2.0 | July 7<br>July 14   | July 13<br>July 20          |
| Serve Safe                               | July 28<br>October 20   | August 3<br>October 26      |
| <b>Safety Upgrading Courses</b>          |   |                             |
| Basic Training/Basic FF                  | July 14   | July 20                     |
| Basic Training Revalidation              | July 13<br>July 27  | July 13<br>July 27          |
| Basic Training/Adv. FF Revalidation      | August 18   | August 24                   |
| Combined Basic/Advanced Firefighting     | July 7  | July 13                     |
| Government Vessels                       | July 21   | July 27                     |
| Medical Care Provider                    | July 14   | July 20                     |
| Tank Barge DL                            | August 25   | August 31                   |
| Tank Ship Familiarization - DL           | August 25   | August 31                   |
| Tank Ship Familiarization - LG           | August 4  | August 10                   |

## UPGRADING APPLICATION

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

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

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

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

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

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

| COURSE | START DATE | DATE OF COMPLETION |
|--------|------------|--------------------|
| _____  | _____      | _____              |
| _____  | _____      | _____              |
| _____  | _____      | _____              |
| _____  | _____      | _____              |
| _____  | _____      | _____              |
| _____  | _____      | _____              |
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| _____  | _____      | _____              |
| _____  | _____      | _____              |

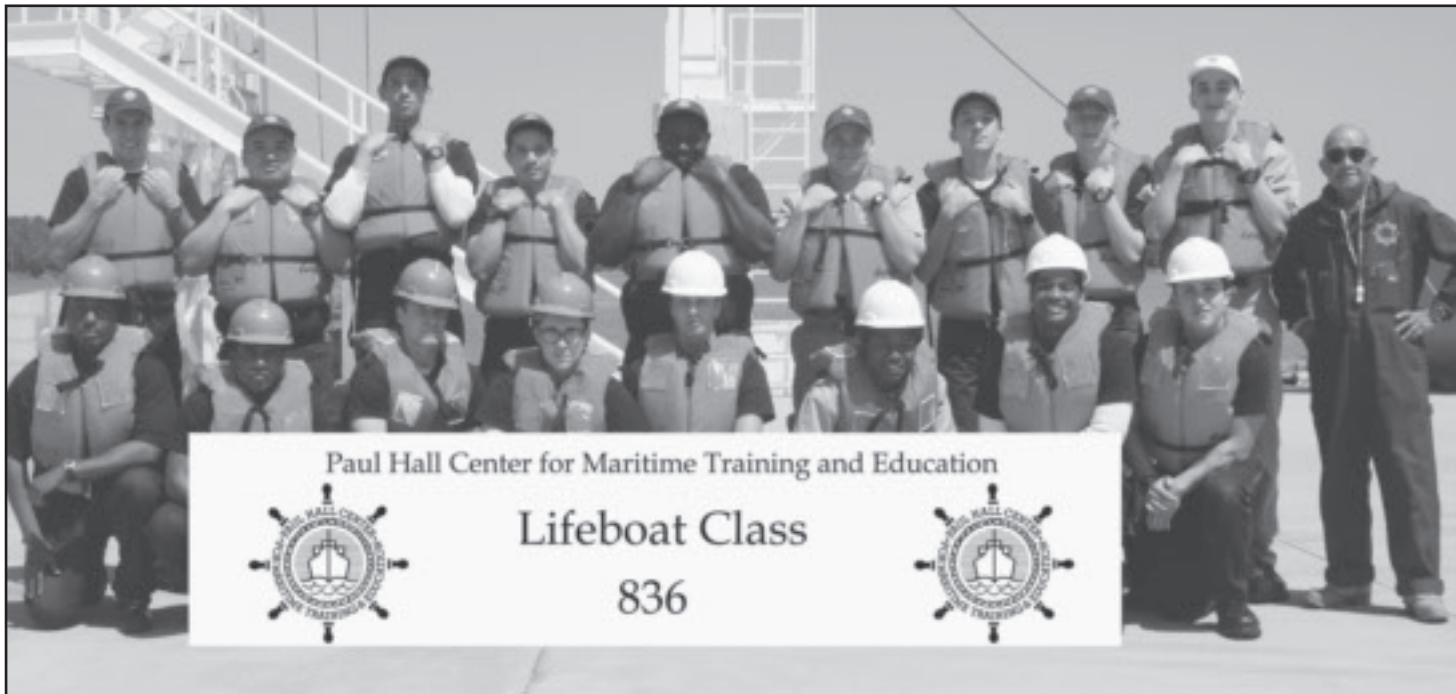
LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**NOTE:** Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

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

# Paul Hall Center Classes

**Apprentice Water Survival Class #836** – Graduated April 20 (photo at right, in alphabetical order): Joshua Nino Bonita, Daveyon Kymyondro Burton, Lane Canada, Nicholas Falzone, Joshua Gail, Marcel Gordon, Carlos Marcos Gutierrez, Deandre Henry, Dequan Jamez Markell Joe, James Langston, Theodore Lopez III, Nicholas Mason, Orion Milazzo, Kirk Otto Kullikana Puchert, Seth Schrader, Anias Stanford and Justin Turner. Instructor Bernabe Pelington is at the far right.



## 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 April 20 (in alphabetical order): Samuel Ezell, Raymond Hoover, Anthony Jackson, Brian Peralta and Ivan Moises Vargas. Bernabe Pelington, class instructor, is at the far right. (Note: Not all are pictured.)



**Terrestrial & Coastal Navigation** – Graduated March 9: Matthew Jenness (second from left), Bryan Page (center) and James Wunder (right). Instructor Brian Moore is at the far left.



**Marine Refrigeration Technician** – Graduated April 27 (photo at left, in alphabetical order): John Brantly, Alvin Cabahit, Jared Cabasug, Derek Chestnut, Earl Dimmick, David Kelch, Todd Lander, Jean Paul Merino Lozada, Mana Hassan Muhsen and Charles Packer. Class instructor William Dodd is at the far right.



**Tank Ship Familiarization** – Graduated March 16 (in alphabetical order): Enrique Tabamo Ampil, Secundino Abel Arzu, Khiry Bivins, Guillermo Blanco-Nunez, Virgilio Ilisan Demegillo, Jasper Hayward, Marcus Hugee, Jamila King, Joseph Loguidice, Michael Riley, David Seymore, Cortney Smith, Michael Smith, Richard Vega Villafane, Jimmie Williams Jr. and Denard Williams. (Note: Not all are pictured.)

# Paul Hall Center Classes



**UA to AS-D** – Graduated April 6 (in alphabetical order): Dalrick Fleming, Joseph Franta, Tyler Gardner, Raymond Green, William Asdrubal Mercado Ramos and Jose Javier Santos Montalvo. Instructor Tom Truitt is at the far right.



**UA to FOWT** – Graduated April 6 (in alphabetical order): Jeffrey Pacaldo Berame, Johnathan Brown Jr., David Bussey, Charles Collins III, David Cornelius, Mark Nover Miranda Lata, Bryant McGiffen Jr., Mason McGowan, Bryan Moreira, Karl Morrow Jr., Thomas Nelson Jr., Re'Sean Peters and Starling Priestler. (Note: Not all are pictured.)



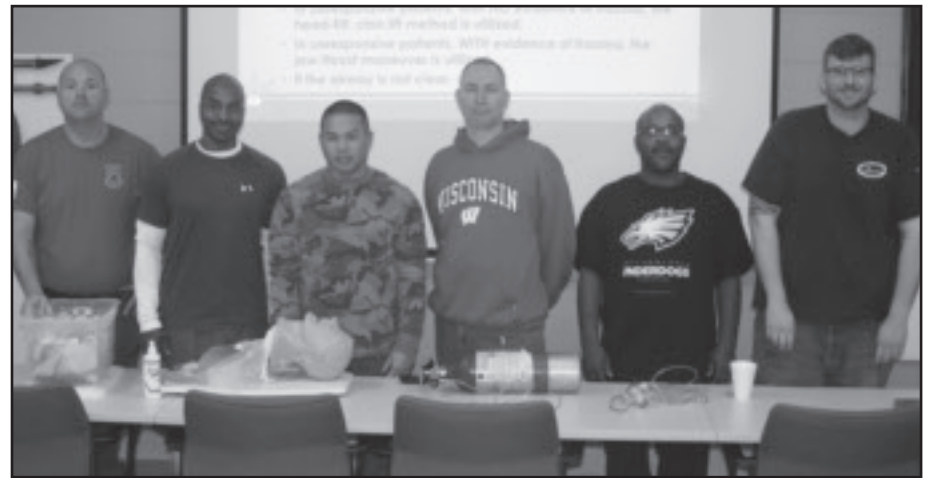
**ECDIS** – Graduated April 13 (in alphabetical order): Martin Baker, Matthew Botterbusch, Joshua Jayson Gonzalez, Brian Luba, Bryan Page, George Steube III, James Wunder, and Slavi Zahariev. Instructor Patrick Schoenberger is at the far left.



**Tank Ship Familiarization DL** – Graduated April 13 (in alphabetical order): Monassar Mohamed Ali, Kingdom Chiadikaobi Alozie, George Arthur, Mark Joseph Romero Baclayon, Ashley Codrington, Jessica Crockett, David Dingman, Jackson Gourgue, Gary Hirsch, William Jackson, Manuel Javier Lata, James Luttrell Jr., Starling Priestler, Cortney Smith, Aldo Thomas, Gary Toomer, Anatoli Vetsinov and Marvin Williams Jr. (Note: Not all are pictured.)



**Tank Ship Familiarization LG** – Graduated April 20 (in alphabetical order): Ritche Asumbrado Acuman, Monassar Mohamed Ali, Kingdom Chiadikaobi Alozie, George Arthur, Mark Baclayon, Ashley Codrington, Jessica Crockett, Tom Dary, David Dingman, Timothy Dowd, Jackson Gourgue, Maurice Henry Jr., Terry Hester, Gary Hirsch, William Jackson, Manuel Javier Lata, James Luttrell Jr., Kyle Miller, Tamara Russ, Aldo Thomas, Annie Walker, Jeffrey Wheatley, Brian Wilder and James Wynegar III. (Note: Not all are pictured.)



**Medical Care Provider** – Graduated April 27 (in alphabetical order): Tristan Brand, Dylan Mikaele Casuga, Tom Dary, Kenney Gaston and Alonzo Marbley. Instructor John Thomas is at the far left.

**Government Vessels** – Graduated April 6 (photo at right, in alphabetical order): George Arthur, Hector Barnes, Xyla Jillain Toledo Bautista, Guillermo Blanco-Nunez, Joel Boyd, Jason Cason, Ashley Codrington, Marcil Ducre, Peter Babor Durangparang, Samuel Ezell, Dominick Glasper, Raymond Hoover, Anthony Jackson, Reynaldo Bermudez Lacayo, Fernando Fernandes Lopes, Erik Loret, Reina Mendez, Caesar Rivera Mercado, Randy Slue, Marcus Smith, Krystle Start, Sean Terry, Carlos Torres and James Wynegar III.



**Search & Rescue (Management Level)** – Graduated April 27 (in alphabetical order): Martin Baker, Matthew Botterbusch, Joshua Gonzalez, Brian Luba, Christopher Mullin, Bryan Page, George Steube III, Dexter Madrona Turija, James Wunder and Slavi Zahariev.



**Radar Observer** – Graduated April 6 (in alphabetical order): Dylan Mikaele Casuga, John Consiglio, John Diaz-Hernandez Jr., Scott Gilleland, Charles Hosea Jr. and Harry Schrefer III.

# Paul Hall Center Classes



**Combined Basic/Advanced Firefighting** – Graduated April 20 (in alphabetical order): Dylan Mikaele Casuga, Mohammed Elazzouzi, Kenney Gaston, Karl Guenterberg, Corey Leonard, Alonzo Marbley, Casey Matheson, Jason Meyers and Ethan Sims. Class instructor John Thomas is at the far left.



**ARPA** – Graduated April 13 (in alphabetical order): Dylan Mikaele Casuga, John Consiglio, John Diaz-Hernandez Jr., Scott Gilleland and Harry Schreffer.



**Advanced Galley Operations** – Graduated April 20 (in alphabetical order): Abraham Abdul Allamoth, Masha Blas, Randall Campbell, Matthew Conyac, Stanford Drakes and Mario Miceleen Lacayo Martinez.



**MLC Cook** – Graduated May 4: Keith Doublin



**Certified Chief Cook (Module 5)** – Graduated April 20: Sheneisha Thompson (left) and Aurelio Dela Cruz Esperanza.



**Chief Steward 2.0** – Graduated April 13 (in alphabetical order): Timothy Dowd, Erik Loret, Nee Tran, Edvaldo Cantao Viana and Glen Williams.



**Chief Cook 2.0** – Graduated April 20: Markese Haynes (left) and Sherre Wilson.



**Galley Operations** – Graduated March 9: Rogelio Dela Nunez (left) and Virnabeth Tomo Cano.



**Certified Chief Cook (Module 6)** – Graduated May 4: Madina Lawless.



**Certified Chief Cook (Module 2)** – Graduated March 9: Timothy Kelley (left) and Shafreda Short Thigpen.



**SUA (Galley Operations)** – Graduated March 9 (in alphabetical order): Lakeeba Bazemore, Evelyn Cruz, Axel Omar Lopez Ferrer, Luis Sony Perez-Menendez Jr., Manuel Alejandro Robles, Wilhelm Orson Rodrigues-Latorre and Maria Yahaira Soler Madera.



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



The Seafarers-crewed *Endurance* is part of the U.S. Maritime Security Program fleet.

## SIU Members Assist With Operation Atlantic Resolve

### *Seafarers Continue Upholding Traditional Role as Fourth Arm of Defense*

Mariners have once again answered the nation's call, as SIU members recently helped support an important military mobilization named Operation Atlantic Resolve.

Seafarers sailed aboard three American Roll-on/Roll-off Carrier (ARC) vessels – the

*M/V Honor*, *M/V Freedom*, and *M/V Endurance* – in support of this long-term mission. Together, those ships were loaded with more than 414,000 square feet of military wheeled and tracked cargo, such as armored vehicles, and other important materiel. This equipment was then transported from Charleston, South

Carolina, to Eastern Europe, where the 1st Armored Brigade Combat Team of the 1st Cavalry Division is deploying.

Operation Atlantic Resolve, launched in 2014, is funded through the European Reassurance Initiative, which was likewise created in response to Russia's annexation of Crimea in Ukraine. The primary goal of the operation is to increase the U.S. military presence in Europe, and to help strengthen NATO's defense and deterrence measures.

The aforementioned SIU-crewed ships are part of the U.S. Maritime Security Program (MSP).

Since its inception in 1996, the MSP has received strong bipartisan backing in Con-

gress and the White House, while receiving praise from military officials. The program provides an annual stipend to ensure 60 militarily useful U.S.-flag, U.S.-crewed ships are available in times of war or national emergencies. Companies that are contracted under the MSP or through the related Voluntary Intermodal Sealift Agreement make their infrastructure available to the military as needed, too.

MSP backers describe the program as one of the best public-private partnerships in government. The DOD has estimated that replicating the sealift capability provided by the MSP would cost the government billions of dollars.



SIU-crewed ships (photos immediately above and at immediate right) load military cargo for Operation Atlantic Resolve. (All photos courtesy ARC)



A tank (photo at left) is loaded onto the *M/V Endurance*. In the photo above, the *Honor* takes on cargo in Charleston, South Carolina.