

# SEAFARERS LOG

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

*Happy Holidays*



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## President's Report

### Standing Up for Cargo Preference

The American maritime industry's constant battle to uphold the Jones Act is vital, but it's definitely not the only area in which we stand up for the U.S. Merchant Marine.

Like the Jones Act and the U.S. Maritime Security Program, cargo preference laws are another staple of U.S.-flag shipping. With that in mind, the coalition USA Maritime (the SIU is an affiliate) in late October wrote to Congress and urged legislators to help ensure full enforcement.



Michael Sacco

Specifically, USA Maritime contacted leaders of the Senate Committee on Commerce, Science and Transportation and asked them to back a section of the House-passed Coast Guard Authorization Act that calls for an independent audit of cargo preference enforcement.

Such an audit is in order. USA Maritime suggested there are legitimate questions about whether some federal agencies may be skirting the law and using foreign-flag ships instead of American-flag vessels for preference cargoes. The coalition also underscored the fact that enforcing cargo preference laws is crucial for "the national defense capability provided by a strong and active U.S.-flag

Merchant Marine."

For those who may be new to our industry, cargo preference requires shippers to use U.S.-flag vessels to transport certain government-impelled, ocean-borne cargoes. Most of the time when we talk about cargo preference, we mean the 1954 Food for Peace initiative, specifically governing the shipment of agricultural goods and government aid programs. However, it also includes the Military Cargo Preference Act of 1904, which dictates that 100 percent of military cargoes are shipped under the Stars and Stripes. And, it includes Public Resolution 17 (enacted in 1934), which requires all cargo generated by the U.S. Export-Import Bank be shipped via U.S.-flag vessels unless granted a waiver by the U.S. Maritime Administration.

Opponents (including enemies of American-flag shipping) of the programs, and those who truly do not understand the programs, have tried to turn them into cash giveaways, among other attacks. There is no doubt in my mind that such a move would harm not only the U.S. workforce, including our hard-working farmers, but also the intended recipients of the food.

The bottom line is that food aid is vital for our industry. It's a main source of cargo for our fleet, and it's a primary source of shipboard jobs, too. Without American mariners, we can't defend America. That's reason enough to not only enforce but also boost cargo preference.

For this month, I turn to the U.S. Maritime Administration for the last word on the subject. The agency points out: "Cargo Preference provides another critical benefit: a revenue base that will retain and encourage a privately owned and operated U.S.-flag Merchant Marine, which itself provides 1) essential sealift capability in wartime or other national emergencies, 2) a stream of skilled seafarers and 3) protection against total foreign entities attempting to dominate US. waterborne commerce."

#### Happy Holidays

The winter holidays are still on the horizon as of this writing, but this is the time to extend my heartfelt best wishes to the entire SIU family for a safe and happy season. To our active members and retirees and your families, and to all of our staff and officials, here's to an enjoyable time filled with whatever makes the holidays most gratifying for you.

As usual, I also offer a respectful "season's greetings" to our men and women in uniform and to my fellow military veterans. The SIU appreciates your service and we are proud to support you as America's fourth arm of defense. You can count on us in the New Year and for every year that follows!

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

# Transportation Secretary Chao Underscores Maritime Support

U.S. Secretary of Transportation Elaine L. Chao recently reiterated the department's strong support of American maritime.

Speaking Oct. 8 at the National Defense Transportation Association's fall meeting in St. Louis, Secretary Chao noted the importance of the Jones Act, the U.S. Maritime Security Program, the Ready Reserve Force (RRF) and U.S. Merchant Mariners. She also commended the work of SIU President Michael Sacco, who attended the meeting (Oct. 7-10).



DOT Secretary Elaine L. Chao addresses the NDTA meeting. (Photo courtesy DOT)

Secretary Chao said in part: "The Maritime Security Program ensures that American-flagged vessels are available for service. All 60 Congressionally-funded operating agreements are in place. Planned vessel replacements through November should add 80,000 square feet of additional RO/RO capacity to the fleet. Congress is looking at potentially increasing the amount paid per ship, and establishing a sister program, called the Tanker Security Program, or TSP, that would involve 10 tankers.

"In addition," she continued, "the Ready Reserve Force has 46 vessels that can be activated for use when needed. Turbo-activation drills were recently conducted to ensure rapid deployment. The RRF provides nearly 50 percent of government-owned surge sealift capability. But there are concerns. For starters, the average age of these vessels is 44.5 years. Long-term, the Navy's surge sealift recapitalization strategy, which includes a combination of targeted service life extensions, acquiring and converting used vessels, and building new sealift vessels in U.S. shipyards, should address these challenges."

She later turned to America's freight cabotage law and stated, "Human capital is as important to a good transportation system as concrete and steel. A primary benefit of the Jones Act and other measures to maintain a U.S. Merchant Marine, is to ensure that the U.S. has skilled seafarers and Merchant mariners..."

A complete copy of Secretary Chao's prepared remarks is available on the DOT website and is linked in an Oct. 9 news post on the SIU website.

## IMB Piracy Report Shows Improvement

The International Chamber of Commerce's International Maritime Bureau (IMB) recently released their "Piracy and Armed Robbery Against Ships" report for the period Jan. 1-Sept. 30, 2019. The overall data shows that piracy numbers are down across the globe, with the total numbers for the period almost identical to the same period in 2017.

The total number of incidents through the first three months of 2019 was 119, which breaks down as follows: 10 vessels fired upon, 10 attempted attacks, four hijacked vessels and 95 vessels boarded. The single largest concentration of attacks was in the waters near Nigeria, with 29 separate incidents, followed by Indonesia with 20.

While the number of hostages taken in attacks has sharply fallen from last year's report, that fall is due in part to an uptick in kidnappings, with 70 incidents of kidnapping occurring during the period. As stated in the report, "As a region, the Gulf of Guinea accounts for 86 percent of those crew taken hostage and for almost 82 percent of the crew kidnappings globally."

Bulk carriers remain the most popular target for pirates, and ships were most likely to be attacked while they were at anchor. Continuing a trend since 2016, small arms were the most common weapon used in attacks.

According to the report, "In East Africa, no incidents have been reported for Somalia in 2019. IMB

continues to urge masters however to maintain high levels of vigilance when transiting these waters and to follow the latest BMP recommendations. Elsewhere, the number of mainly low-level reports for Indonesia has dropped from 31 in 2018 to 20 in 2019."

There was also a death reported during the period, as stated in the report: "Pirates armed with machine guns in two speed boats approached an offshore support vessel underway. The Captain immediately notified the naval escort security boat which maneuvered to engage the attackers. One speed boat closed in from port side of the vessel and crossed the bow, while the other speed boat engaged fire with the security boat. Alarm raised, crew proceeded to the engine room and all power was shut down. The pirates boarded the vessel with the aid of an elongated ladder. They broke into the accommodation, vandalized the cabins and took crew belongings and vessel's properties. The pirates then proceeded to the engine room, kidnapped five men and escaped. The remaining crews sailed the vessel under escort to a safe anchorage. One Nigerian Navy armed guard reported killed in the exchange of fire between the naval security boat and the pirates."

Launched in 1991, the IMB Piracy Reporting Center (PRC) is a 24-hour manned facility that provides the maritime industry, governments and response agencies with timely and transparent data on armed robbery incidents received directly from the master or owner of vessels.

### Navy Christens USNS Miguel Keith

New jobs for members of the SIU Government Services Division are on the horizon following the Oct. 19 christening of the expeditionary sea base USNS Miguel Keith (right) at the General Dynamics NASSCO shipyard in San Diego. SIU CIVMARS will provide some of the shipboard manpower for the union-built ship, named in honor of Marine Corps Vietnam veteran and Medal of Honor recipient Lance Cpl. Miguel Keith. The vessel is expected to be delivered in the near future. (Photo courtesy General Dynamics NASSCO)



# NY Waterway Crews Ratify Five-Year Contract

SIU members employed by one of the nation's most reliable passenger ferry companies now have the security of a new contract.

Seafarers overwhelmingly approved a five-year agreement that features annual wage increases and other gains. Voting took place by mail-in ballot; results were tallied on Oct. 8.

The pact covers approximately 125 members.

Negotiating on behalf of the SIU were Vice President Atlantic Coast Joseph Soresi, Port Agent Ray Henderson, Capt. Michael Muia, Capt. George Sullivan, Deckhand Nestor Martinez and Deckhand George Schumpp. Three bargaining sessions took place, all at the hiring hall in Jersey City, New Jersey.

"It's the best contract I've seen in a long time," Henderson said. "The negotiations were pretty straightforward, and the committee took their time and studied the facts. They cared about their contract and getting the best possible agreement for their fellow members."

"This is also a very good and fair agreement for the company," Henderson continued. "I think they deserve credit for looking out for their employees."

Schumpp has served on several SIU negotiating teams, and he also was pleased with the new agreement.

"It's probably the best contract I've seen in the 31 years I've been here," he stated. "The whole thing went very smooth and fast, very professional. We got a lot of good things out of this contract."

Muia made his debut as a member of the negotiating committee.

"The contract is fair, I believe," he said. "Overall, it went a little easier than I expected. I understand that in the past, things got a little heated, but there was nothing like that this time around."

Since 1986, SIU-crewed NY Waterway ferries have provided dependable transportation for commuters and other passengers in New York and New Jersey. They also have conducted emergency evacuations, bringing hundreds of thousands of New Jersey resi-

dents home safely after 9/11, the 2003 blackout and other disasters. These ferries and crews also have saved more than 300 people from various accidents, including 143 people rescued from Flight 1549 in the Miracle on the Hudson, the most successful rescue in

aviation history.

The ferries carry upwards of 32,000 or more passengers daily and maintain an on-time performance rate greater than 99 percent. The boats serve 20-plus routes between New Jersey and Manhattan.



Pictured from left to right at the hiring hall in Jersey City, New Jersey, are members of the respective negotiating committees: Consultant Burt Trebour and VP Alan Warren for NY Waterway, and for the SIU, Capt. Michael Muia, Capt. George Sullivan, Deckhand Nestor Martinez, Deckhand George Schumpp, VP Atlantic Coast Joseph Soresi and Port Agent Ray Henderson.

## SIU-Crewed Green Lake Receives MARAD's Gallant Ship Award

SIU members recently received a rare honor from the U.S. Maritime Administration (MARAD).

Maritime Administrator Mark Buzby on Nov. 1 presented the agency's Gallant Ship Citation Award and U.S. Merchant Marine Medals for Outstanding Achievement to the crew of the *Green Lake*. The ceremony took place at the Alexander Hamilton U.S. Custom House in New York City.

In announcing the presentations, MARAD noted, "The awards were given for the crew's unprecedented rescue efforts in response to the horrific fire aboard the foreign-flag vessel M/V *Sincerity Ace* in the northern Pacific Ocean on Dec. 31, 2018."

Chief Cook **Jose Clotter** attended the cer-

emony, as did SIU President Michael Sacco, Executive Vice President Augie Tellez and Vice President Contracts George Tricker.

The Seafarers-crewed, Central Gulf Lines-operated *Green Lake* saved seven people whose ship caught fire approximately 2,100 miles northwest of Oahu, Hawaii. Nine other individuals also were rescued during the 18-hour undertaking; five were not recovered.

The *Green Lake's* officers are represented by the MM&P and MEBA, respectively.

During last month's event, Buzby stated, "Today, as we honor the crew of a great American ship, we again see the value of the Maritime Security Program to our country. The *Green Lake* was there to respond in the time-honored tradition of mariners coming to the

aid of fellow mariners. This American-trained crew highlights the professionalism and valor of our nation's mariners, whether conducting humanitarian aid missions or providing vital sustenance to the U.S. Armed Forces."

The *Sincerity Ace* was a car carrier whose crew of 21 abandoned ship. When the *Green Lake* arrived on the scene, it encountered what MARAD described as "a daunting task - locating *Sincerity Ace* crew members floating in unforgiving seas spread out across several miles. The *Green Lake* fought 17- to 20-foot waves and turbulent winds, making lifesaving attempts even more dangerous and challenging. The rescue effort lasted 18 hours, with the *Green Lake's* entire deck crew working tirelessly to get the survivors on board."

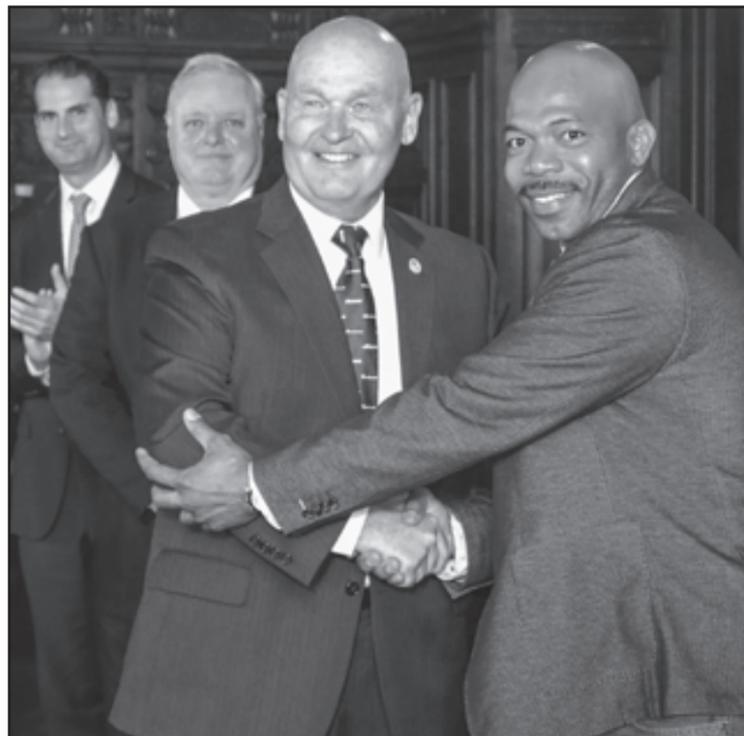
The Gallant Ship Award dates back to an executive order issued by President Franklin D. Roosevelt during World War II to recognize excellence and bravery in merchant mariners. Between 1944 and 1994, only 41 ships received Gallant Ship status, with the last award presented in 1994.

The award is presented "to any United States vessel or to any foreign vessel (merchant, Coast Guard, Navy, or other), the crew of that ship, or other individuals or organizations participating in outstanding or gallant action in marine disasters or other emergencies for the purpose of saving life or property."

Ships and crews receiving Gallant Ship status must have encountered substantial danger during rescue and lifesaving efforts while demonstrating efficiency, discipline, and expertise in conducting such operations.

The Merchant Marine Medal for Outstanding Achievement is awarded to U.S. Merchant Mariners who have participated in an act or operation of humanitarian nature directly aiding an individual or group of individuals.

As noted by Buzby, the *Green Lake* is part of the Maritime Security Program (MSP) fleet. The program helps maintain a fleet of militarily useful, civilian-crewed, privately operated ships that are available to the Department of Defense whenever needed.



Pictured at the ceremony are (from left) SIU VP Contracts George Tricker, Chief Cook Jose Clotter, SIU President Michael Sacco and SIU Exec. VP Augie Tellez.

Maritime Administrator Mark Buzby (left) congratulates Chief Cook Jose Clotter, who was there on behalf of the entire SIU crew from the *Green Lake*.

# Union Membership Meeting Dates for 2020

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	6	3	2	6	4	8	6	3	<b>8</b>	5	2	7
Jersey City	Tuesday after first Sunday	7	4	3	7	5	9	7	4	8	6	3	8
Philadelphia	Wednesday after first Sunday	8	5	4	8	6	10	8	5	9	7	4	9
Baltimore	Thursday after first Sunday	9	6	5	9	7	11	9	6	10	8	5	10
Norfolk	Thursday after first Sunday	9	6	5	9	7	11	9	6	10	8	5	10
Jacksonville	Thursday after first Sunday	9	6	5	9	7	11	9	6	10	8	5	10
San Juan	Thursday after first Sunday	9	6	5	9	7	11	9	6	10	8	5	10
Algonac	Friday after first Sunday	10	7	6	10	8	12	10	7	11	9	6	11
Houston	Monday after second Sunday	13	10	9	13	11	15	13	10	14	<b>13</b>	9	14
New Orleans	Tuesday after second Sunday	14	11	10	14	12	16	14	11	15	13	10	15
Mobile	Wednesday after second Sunday	15	12	11	15	13	17	15	12	16	14	<b>12</b>	16
Oakland	Thursday after second Sunday	16	13	12	16	14	18	16	13	17	15	12	17
Port Everglades	Thursday after second Sunday	16	13	12	16	14	18	16	13	17	15	12	17
Joliet	Thursday after second Sunday	16	13	12	16	14	18	16	13	17	15	12	17
St. Louis	Friday after second Sunday	17	14	13	17	15	19	17	14	18	16	13	18
Honolulu	Friday after second Sunday	17	14	13	17	15	19	17	14	18	16	13	18
Wilmington	Monday after third Sunday	<b>21</b>	<b>18</b>	16	20	18	22	20	17	21	19	16	21
Guam	Thursday after third Sunday	23	20	19	23	21	25	23	20	24	22	19	24
Tacoma	Friday after third Sunday	24	21	20	24	22	26	24	21	25	23	20	<b>28</b>

Dates appearing in bold indicate that meetings are being held on other than traditional meeting dates. The reasons for the changes at affected ports, respectively, are as follows:

- Piney Point change created by Labor Day Observance
- Houston change created by Columbus Day Observance
- Mobile change created by Veterans Day Observance
- Wilmington changes created by Martin Luther King Day and Washington's Birthday Observances
- Tacoma change created by Christmas Day Observance

Meetings at each port start at 10:30 a.m.



## Spotlight on Mariner Health

### West Nile Virus Exhibits A Variety of Symptoms

*Editor's note: The following article was provided by the Seafarers Health and Benefits Plan Medical Department.*

The West Nile virus is spread by the bite of an infected mosquito. It is a virus capable of causing disease in humans, as well as infecting horses, many types of birds and other animals.

Approximately 80% of people who become infected with the West Nile virus will have either no symptoms or only mild ones. However, on rare occasions, the virus can cause severe and sometimes fatal illnesses in others.

The chances of a human getting the illness from a mosquito bite are low. Usually only two out of 10 will develop any symptoms if infected.

The incubation period from the time of infection to the development of any symptoms is five to 15 days. Signs and symptoms can be as follows:

Fever, headaches, skin rashes, body aches, swollen lymph nodes, stiff neck, sleepiness, vomiting, and diarrhea. In severe cases, disorientation, coma, tremors, convulsions and paralysis can occur.

However, the symptoms are usually not severe enough to require medical attention. Many people can feel tired or weak, and those symptoms may last for several weeks. Typically, only one in 150 infections might lead to severe neurological infections, per the Centers for Disease Control (CDC).

The risk of West Nile is high during mosquito season and does not lower until the season is over.

The blood supply in the United States is screened for this infection with every blood donation. If the virus is found in the blood supply, that particular bag will be disposed of.

The diagnosis of this virus is by blood test or cerebrospinal fluid testing.

There is no specific treatment for West Nile. Supportive therapy is directed towards the side effects that may ensue.

Anti-inflammatory medications, intravenous fluids, and possibly intensive medical monitoring may be required in severe cases.

Use of over-the-counter meds such as Motrin, Ibuprofen, Tylenol, and Advil can help to reduce some of the discomfort brought on by West Nile.

There are no specific antibiotics or antiviral medications for this infection.

The greatest risk is to pregnant women if they become infected with West Nile or Zika. The risk is low but still there. The CDC encourages women who are pregnant to take precautions to reduce their risk for any infection. Precautions potentially beneficial to all individuals include avoiding wooded areas, wearing protective clothing, staying indoors at dawn and dusk, and using repellents that contain DEET.

Seek a doctor's advice if you do not feel well and have been bitten by a mosquito.

### Healthy Recipe

#### Grilled Rockfish with Mango Salsa

Servings 25

#### Ingredients and Seasonings

- 10 pounds rockfish fillets, cut 6 oz each
- \*marinate recipe
- 4 cups olive oil
- ¾ cup lemon juice
- ¾ cup fresh parsley, minced
- 12 cloves garlic, minced
- ¼ cup dried basil
- ¼ cup ground black pepper
- Kosher salt, to taste
- \*salsa recipe
- 2 quarts mango, peeled and chopped
- 1 cup strawberries, small diced
- 4 cups red bell pepper, small diced
- 2 cups red onion, minced
- ¾ cup fresh cilantro, chopped
- ¾ cup jalapeno, minced
- 1 cup lime juice
- ½ cup lemon juice
- Salt and pepper to taste
- ¾ cup olive oil, used to grill the fish

#### Preparation

Preheat grill to med-high. Place all of the marinate ingredients together in large container, mix together well. Add all of the rockfish fillets to the marinate. Refrigerate for at least one hour. Prepare mango salsa: Add all the salsa ingredients together in a large bowl. Cover and set aside. Remove the rockfish from the marinate, discard



any leftover marinate. Grill the fillets on a well-oiled grill, until done and still flaky. Cook about 3-4 minutes on each side depending on thickness of the fish. Serve the rockfish with the mango salsa.

#### Nutrition Information

Per Serving (excluding unknown items): 284 Calories; 9g fat (28.3% calories from fat); 35g protein; 16g carbohydrate; 3g dietary fiber; 87mg cholesterol; 153mg sodium. Exchanges: 0 grain (starch); 4 ½ lean meat; ½ vegetable; ½ fruit; 1 ½ fat.

*Editor's note: The foregoing recipe was provided by Chef Robert "RJ" Johnson of the Paul Hall Center for Maritime Training and Education's Lundeberg School of Seamanship.*

# SIU Mourns Passing of Rep. Cummings

The SIU is mourning the death of U.S. Rep. Elijah Cummings (D-Maryland), a longtime backer of workers' rights and an unwavering supporter of the U.S. Merchant Marine.

Cummings, who spoke at the 2007 convention of the Seafarers International Union of North America, passed away



U.S. Rep. Elijah Cummings was a ceaseless backer of workers' rights and American mariners.

Oct. 17 at age 68. His office reported that the congressman's death was "due to complications concerning longstanding health challenges."

Born and raised in Baltimore, Cummings served in the U.S. Congress since 1996. Previously, he was a member of the Maryland General Assembly for 14 years. Cummings graduated from the University of Maryland School of Law and passed the state bar in 1976.

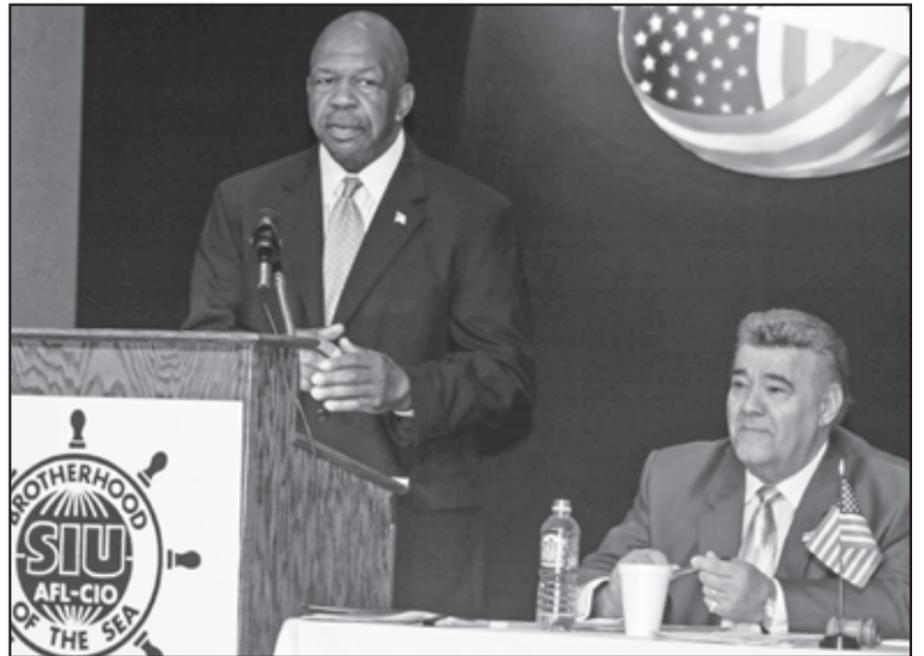
"Elijah Cummings was a tremendous leader, a true friend and a first-class individual," stated SIU President Michael Sacco. "He always – without fail – stood up for workers' rights and for the American maritime industry. He was someone you were grateful to have on your side, and it would be a huge understatement to say he will be missed."

SIU Senior Political Consultant Terry Turner noted, "The Congressman had a portfolio centering on issues that went to the heart of America, yet had the time and effort to lift our maritime issues to the nation's attention."

SIU Political and Legislative Director Brian Schoeneman offered this tribute online: "There are few members of Congress, on either side of the aisle, that I've worked as closely with over the last 20 years than Elijah Cummings. He served as both Chairman and Ranking Member of the House Transportation Committee's Coast Guard subcommittee, which has jurisdiction over a lot of maritime law. He was as tough as they come, and even when I knew his questioning was friendly, my heart always beat a little faster when I was on the hot-seat testifying before that Committee and the Chair recognized the Gentleman from Baltimore for five minutes' worth of questioning.... Congress has lost another of its lions, and I will always thank him and his staff for what he did for my industry."

According to news reports, Cummings in recent years used a wheelchair to get around and braced himself with a walker when he stood.

U.S. Sen. Ben Cardin (D-Maryland),



Congressman Cummings (left) addresses the 2007 SIUNA convention in Piney Point, Maryland, as Seafarers President Michael Sacco looks on.

the senior member of the commonwealth's congressional delegation, said Cummings' passing "leaves an irreplaceable void in our hearts, in our Maryland and in our Congress. Quite possibly no elected official mattered so much to his constituents."

Cummings in 2012 introduced legislation aimed at repealing a provision added at the last minute to a highway bill that reduced the U.S.-flag vessel carriage of food aid cargoes overseas. He also was a strong advocate of anti-piracy measures.

In 2011, he issued a National Maritime Day statement that read in part: "In my capacity as the Chairman of the Subcommittee on Coast Guard and Maritime Transportation, I will continue to support the development of a comprehensive maritime policy that will protect the integrity of the Jones Act, that will support the Maritime Security Program, and that will pro-

mote the growth of the U.S.-flagged fleet competing in our foreign trade."

The Maritime Trades Department's Port Council of New York-New Jersey in 2008 honored Cummings with its Government Man of the Year Award. At that time, SIU Vice President Atlantic Coast Joseph Soresi, who also serves as president of the port council, stated, "Very simply, Congressman Cummings speaks our language and supports our issues. He is a no-nonsense legislator who supports working families and in particular backs the men and women who work in the maritime trades.... Congressman Cummings is dedicated to the same things that motivate us in the labor movement: protecting workers' rights, securing our homeland, ensuring health care coverage and educational opportunities for everyone, and the list goes on and on."

## Summary Annual Report For Seafarers Health And Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2018 to December 31, 2018. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$184,235,622 as of December 31, 2018 compared to \$153,601,785 as of January 1, 2018. During the plan year the plan experienced an increase in its net assets of \$30,633,837. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$116,645,953. This income included employer contributions of \$120,600,694, employee contributions of \$506,800, realized losses of \$365,672 from the sale of assets, losses from investments of \$4,642,014 and other income of \$546,145. Plan expenses were \$86,012,116. These expenses included \$13,782,390 in administrative expenses and \$72,229,726 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

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

The charge to cover copying costs will be \$7.75 for the full report or \$0.25 per page for any part thereof.

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

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

## Celebrating New Tonnage

As previously reported, Seafarers-contracted American Roll-on Roll-off Carrier (ARC) has flagged in three newer vessels, for a net gain of two SIU-crewed ships. Seafarers recently helped formalize the name change on one of those vessels, the *ARC Integrity*. Welcoming the development are (from left in photo at right) AB Jeremie Brooks, OS Manuel Manzur Rosado, OS Josh Cutchin and AB Phillip Borders. In the photo below, Brooks helps make it official. (Thanks to Recertified Bosun Shannon Smith for the photos.)



## Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2018 to December 31, 2018. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$10,478,138. These expenses included \$1,098,998 in administrative expenses and \$9,379,140 in benefits paid to participants and beneficiaries. A total of 15,512 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$126,965,662 as of December 31, 2018 compared to \$128,471,916 as of January 1, 2018. During the plan year the plan experienced a decrease in its net assets of \$1,506,254. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$8,971,884, including employer contributions of \$9,626,353, employee contributions of \$167,170, losses of \$680,756 from the sale of assets, losses from investments of \$143,957 and other income of \$3,074.

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

### Your Rights to Additional Information

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

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

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

The charge to cover copying costs will be \$7.75 for the full report, or \$0.25 per page for any part thereof.

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

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

## Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2018 to December 31, 2018. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$23,993,376 as of December 31, 2018 compared to \$24,346,823 as of January 1, 2018. During the plan year the plan experienced a decrease in its net assets of \$353,447. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$69,336,761. This income included employer contributions of \$70,632,511, realized losses of \$21,136 from the sale of assets, losses from investments of \$1,416,644 and other income of \$142,030. Plan expenses were \$69,690,208. These expenses included \$6,366,405 in administrative expenses and \$63,323,803 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

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

The charge to cover copying costs will be \$16.75 for the full report, or \$0.25 per page for any part thereof.

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

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

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

This is a summary of the annual report for the Seafarers International Union AGLIW 401(k) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2018 to December 31, 2018. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$4,588,485. These expenses included \$72,953 in administrative expenses, \$4,366,089 in benefits paid to participants and beneficiaries and \$149,443 in other expenses. A total of 13,299 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$35,788,111 as of December 31, 2018 compared to \$36,621,936 as of January 1, 2018. During the plan year the plan experienced a decrease in its net assets of \$833,825. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$3,754,660, including employee contributions of \$5,338,190, other contributions of \$338,380, losses from investments of \$1,921,923 and other income of \$13.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, 301-899-0675

The charge to cover copying costs will be \$12.50 for the full report, or \$0.25 per page for any part thereof.

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

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

# Beck Notice

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

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

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

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

role in the development and formulation of union policies.

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

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

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

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2018 calendar

year, the fee cost associated with this representation amounts to 80.08 percent of the dues amount. This means that the agency fee based upon the dues would be \$400.40 (four hundred dollars forty cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2020 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2019 and November 30, 2020 will have this calculation applied to their 2020 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2021, your objection must be received by December 1, 2020.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2018.

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

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

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

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

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

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

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

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

Sincerely,  
David Heindel  
Secretary-Treasurer



The donated prints (above) now adorn one wall of the New Orleans Hall in Harvey, Louisiana. They were donated by FOWT Bert Hatten (pictured at right), a former SIU member who served on cargo ships sailing into the Pacific Theater from 1942-1945



## WWII Seafarer Donates Collection, Shares Memories

Not every mariner sails for their whole life, instead choosing to spend only a few years at sea before pursuing a new career. But when those years are the final days of World War II, they leave memories that last a lifetime.

FOWT **W. Bert Hatten**, a former SIU member who served on cargo ships sailing into the Pacific Theater from 1942-1945, recently donated a collection of prints to the New Orleans hall in Harvey, Louisiana. The framed art depicts World War II-era merchant ships; the items were commissioned from artist Theodore C. Ewen by maritime underwriter Chubb & Son. Hatten, 92, was in the process of moving, and wanted the collection to have a proper home where others could view them.

"The set is awesome, and it's such an honor that Bert thought to donate them to the hall," said SIU Port Agent Chris Westbrook. "It was great to talk to him on the phone, and hear some of his sea stories from that era. The prints are up on the wall, and the feedback I've received from the members who have seen them is really positive."

"I have very fond memories of my time in the SIU," Hatten said. "As a youthful participant in the final stages of World War II, my first attraction to the SIU was, it offered me an opportunity to get into the action despite my youth, which caused my rejection by the Navy. Secondly, the SIU leadership in those days was strongly anti-communist, which was not the case with some others. Our leadership then included men like Harry Lundeberg and Paul Hall, both of whom were

patriots and strong, honorable leaders.

"After the war ended, I debated for a while between sailing and seeking another career," Hatten added. He eventually made his decision, heading to college before becoming a reporter for a local paper in Louisiana (from where he'd primarily sailed from), and launched a decades-long career in the newspaper industry.

After sailing, he worked as the managing editor of two newspapers, the *Monroe Morning World* and *The News-Star World*, before starting and running his own newspaper, *The Ouachita Citizen*, from 1965 to 1986. He also found time to serve as the mayor of West Monroe, Louisiana, from 1966-1978. After that, he worked as an insurance underwriter until retirement.

It's been nearly 75 years since the end of World War II, but Hatten still remembers where he was when the war ended. "While en route to Japan as part of a supply convoy in September of 1945, our ship passed the *USS Indianapolis*, which was headed the opposite direction," he recalled. "At the time, it was only notable because I had a friend serving aboard that ship, but of course now I know that the *Indianapolis* had just delivered the atomic bomb to be loaded onto the *Enola Gay*. Of course, this was before it was sunk by a Japanese torpedo. When we arrived in Tokyo Bay, we anchored right next to the *USS Missouri*, which served as MacArthur's flagship. So that's where we were when the Japanese surrendered."

Hatten has three daughters, and currently lives with his youngest daughter in West Monroe.



Hatten's sister, Dee Carbo, views the collection in its new home.

## IBEW's Demchuk Elected To Lead Baltimore PMC

Peter Demchuk is now at the helm of the Maritime Trades Department's (MTD) Baltimore Port Maritime

Council (PMC). The IBEW Local 24 business manager succeeds Dion Guthrie, who stepped down Oct. 16

after 13 years as the PMC president.

Demchuk and his fellow officers – Vice President Guthrie and Secretary-Treasurer John Hoskins (who is the SIU's Baltimore port agent) – were sworn in by MTD Executive Secretary-Treasurer Daniel Duncan at the council's meeting in mid-October.

The IBEW official told delegates he looks forward to his new position. He said

he plans to work closely with the Maryland State and D.C. AFL-CIO (whose president, Donna Edwards, attended) and the Metro Baltimore AFL-CIO on projects affecting all union workers in the city and its surrounding communities. He looks forward to growing the port council, he said.

Additionally, Demchuk outlined a program to promote the hard-working men and women within the Port of Baltimore community. He noted the advent of offshore wind turbines and wants to make sure union members from the maritime trades, metal trades and building trades are involved. In addition, he thanked Guthrie for his decades of service to the council.

Delegates from AFSCME, the IBEW, MEBA, the SIU and UA took part in the October meeting.

Besides the officers, delegates approved Richard Kile, Klaus Luhta, Bill Van Loo and Daniel Zellers as PMC trustees.

The Baltimore PMC received its charter in 1952.

The MTD is a constitutionally mandated department of the AFL-CIO and was formed in 1946. The MTD's network of 21 port maritime councils has given maritime workers a strong grassroots presence in port and coastal cities all across the nation. Representing a wide array of workers, the councils have provided the department's 23 affiliates (who collectively represent approximately five million members) a mechanism to pool their resources on a wide range of issues and projects.



Pictured from left are Baltimore PMC VP Dion Guthrie, Maryland State and D.C. AFL-CIO President Donna Edwards, Baltimore PMC President Peter Demchuk, Baltimore PMC Secretary-Treasurer/SIU Port Agent John Hoskins and MTD Executive Secretary-Treasurer Daniel Duncan.



**TALKING MARITIME WITH CONGRESSMAN** – Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan (left) is pictured with U.S. Rep. Anthony Brown (D-Maryland) in late September in the nation's capital. The Washington Nationals baseball game in the background did not prevent them from discussing the importance of the U.S. Merchant Marine.



**ABOARD BELL SHIMADA** – SIU VP Government Services Kate Hunt (back row, far left) and Asst. VP Joe Vincenzo (also in back, far right) meet with SIU Government Services Division members aboard the NOAA ship on the West Coast.

## At Sea and Ashore with the SIU



**PROMOTING MARITIME WITH CONGRESSWOMAN** – SIU Asst. VP Kris Hopkins (right) is pictured with U.S. Rep. Debbie Mucarsel-Powell (D-Florida) at a recent labor gathering in the Sunshine State. They discussed the Jones Act, the Maritime Security Program, cargo preference laws and more.



**A-BOOK IN SAN JUAN** – Bosun John Diaz (left) receives his A-seniority book. He's pictured at the hiring hall, with SIU Port Agent Amancio Crespo. "I'm excited to become an A-book member and extremely grateful to the SIU for the awesome career opportunities it has given me," Diaz said. "May God bless the industry and may God bless the SIU."



**A-BOOK IN OAKLAND** – AB Ahmed Kassem (left) picks up his A-seniority book at the hiring hall. He is pictured with Port Agent Nick Marrone II.



**ABOARD KAIMANA HILA** – Pictured from left in the photo above are Chief Cook Alberto Insong, ACU Saleh Sewileh and Chief Steward Timothy Laird. The two snapshots at right show parts of the galley aboard the new Matson vessel. Thanks to SIU Wilmington Patrolman Jesse Sunga Jr. for the photos.



**ABOARD OCEAN GLOBE** – Enjoying a coffee break on the Waterman ship in Houston are (above, from left) Paul Hall Center Apprentice Luis Venegas, AB Frank Estupinan and GUDE Cale Irons.



**ABOARD NATIONAL GLORY** – Members gather for a union meeting aboard the Crowley vessel in mid-October in Houston. Pictured third from left is SIU Patrolman J.B. Niday.



# At Sea and Ashore with the SIU



**A-BOOK IN JERSEY CITY** – QMED Michael Robinson (right) receives his A-seniority book. He's pictured at the hiring hall with Port Agent Ray Henderson.



**FULL BOOKS IN PINEY POINT** – SA Craig Sorrell (left in photo at immediate left) and AB Dexter Turija (left in photo above) recently received their respective full membership books at the union-affiliated Paul Hall Center for Maritime Training and Education. SIU Port Agent Victor Nunez is at right in both photos.



**WELCOME ASHORE IN FLORIDA** – Chief Steward Evelyn Tayag (left), pictured at the Fort Lauderdale hall with Asst. VP Kris Hopkins, picks up her first pension check.



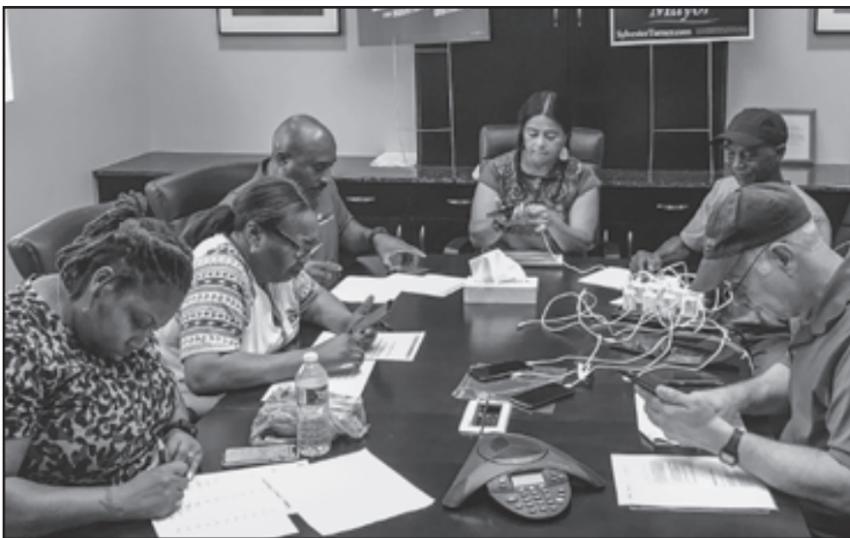
**ABOARD WEST VIRGINIA** – Recertified Bosun John Cedeno submitted these snapshots from the Intrepid Personnel and Provisioning tanker. AB Juberto Perez (lower left) installs chafing gear. In photo directly below, ABs Victor Chevalier and Christopher Dickens repair chafing gear on mooring line. Pictured from left in the remaining photo are Pumpman Scott Fuller, Second Mate Daniel McCullough, Cedeno and Third Mate Parker Dale.



**FULL B-BOOK IN HONOLULU** – ARE Raymond Orosco (right) receives his full B-book at the hiring hall. Congratulating him is Shureen Yatchmenoff, administrative assistant.



# At Sea and Ashore with the SIU



**GRASSROOTS ACTION IN HOUSTON** – Seafarers recently volunteered their time to help spread the word about labor-backed candidates. A number of those SIU members are pictured during phone-banking (photo at immediate left) and in front of the hiring hall, shortly before block walking (photo above). Recertified Steward Verleshia Robinson (left in photo at immediate right, with Port Agent Joe Zavala) participated and also prepared food for fellow members.



**ANSWERING THE CALL** – SIU members helped crew up 33 military support vessels earlier this year when the U.S. Transportation Command ordered a large-scale exercise. These photos were taken on one of the Ready Reserve Force ships that activated – the *Cape Intrepid* (operated by Ocean Duchess). Pictured from left in the galley (below, right) are SA Nadine Nomed Ryf, Chief Cook Alba Ayala, Recertified Steward Jioia De Leon and SA Marshall Daguio. Pictured on deck (immediate left, from left) are GVA Ameer Ali and Recertified Bosun LBJ Tanoa. Standing from left in the photo above are AB Nick Sabuco, De Leon, Tanoa, Oiler Leonard Chavis, OS Edward Sabac, Oiler Mark Lata and Darrell Jackson.



**Henson Mariners Brighten Kids' Day Overseas** - SIU members and AMO officers from the *USNS Henson* visited the International Children's Advocate, Inc. (Ninos Pag-Asa Center), a residential care facility in Olongapo City, Philippines, in October. The organization is self-described as "a non-profit ... established to help [meet] the special needs of impoverished, malnourished, and sick children and young adults with disabilities and with deformities." Among those participating in the visit were Storekeeper Caroline Thomas, SA Mery Koch-Lupa, GVA Fahd Saleh, GVA Assaf Ghalib, Capt. Kristin Mangold, Third Assistant Engineer Stephanie Stowe, Second Mate Danielle Garcia-Lance, Radio Officer Joanne Sykes and Second A.E. Brandy White. Attending but not in the photo were Chief Steward Arturo Montoya and QMED Benjamin Mathews. The *USNS Henson* is operated for the Military Sealift Command by Ocean Ships, Inc. (Photo courtesy of Capt. Kristin Mangold)



# Higher Education Opportunities



## 2020 Seafarers Health and Benefits Plan Scholarship Program

Scholarships totalling \$132,000 are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

### Seafarers Scholarships

Three scholarships designated for active Seafarers:

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

### Dependents Scholarships

Five scholarships designated for dependents:

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

**To take advantage of these opportunities, clip, complete and mail the form below, or visit [www.seafarers.org](http://www.seafarers.org), go to the ABOUT tab, navigate to the Seafarers Health and Benefits Plan menu (Participant Letters and Notices of Material Modifications section) and select Scholarship Application (PDF). Although the booklet is dated 2016, all information is still current for the 2020 SHBP Scholarships.**

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*Please send me the 2020 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.*

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ( ) .....

This application is for:  Self  Dependent

Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746



# With Seafarers Aboard the Alaskan Legend

SIU crews continue to help Seafarers-contracted Alaska Tanker Company (ATC) enjoy a well-earned reputation for safety and efficiency.

Seafarers sail aboard the company's four Jones Act vessels: the *Alaskan Legend*, *Alaskan Explorer*, *Alaskan Frontier* and *Alaskan Navigator*. Among the fleet's many accolades over the years are the Alaska Governor's Special Achievement Award, and the U.S. Coast Guard's prestigious Benkert "Osprey" Award in recognition of outstanding achievement in marine environmental protection and community outreach. ATC has been previously recognized for its safe operations by the Alaska Department of Environmental Conservation, legislators from the State of Alaska, the Prince William Sound Regional Citizens Advisory Council, the Washington State Department of Ecology, the

California Office of Spill Prevention and Response, the Pacific States-British Columbia Oil Spill Task Force, and the AFL-CIO.

The photos on these two pages were taken earlier this year aboard the *Alaskan Legend*.



AB Jaime Callejas and AB Ramon Guimba Jr.



Bosun Alvin Martin



AB Jake Tierney



AB Ramon Guimba Jr.



AB Mohamed Alomari



(From left) Maintenance Mechanic Corey Hann, DEU Mohammed Obad and AB Jaime Callejas



AB Sergio Valentin and Bosun Alvin Martin



AB Marcus Foster



Deck/Engine Maint. Kassim Mohamed



DEU Piotr Mlynarczyk



CC Johnson Ashun



S/B Just Self



SA Hamid Shahbain



# Everyday Savings

Save every day with union member-only discounts on everything from fashion and beauty to electronics and everyday household items. And whether it's date night or a fun family night out, enjoy delicious, union family discounts at select restaurants.

Find out more about this and other great Union Plus programs by visiting [unionplus.org](http://unionplus.org).



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



  
**UNIONPLUS**

12/19

# PHC Offers Culinary 2.0

As previously reported, the SIU-affiliated Paul Hall Center for Maritime Training and Education continues to offer Culinary 2.0 classes designed to help students boost their skills while complying with a new rule that takes effect next year. Completing the coursework also is intended to aid individual shipping opportunities.

Shipping Rule 5.A.(6), which will go into effect January 1, 2020, states, "Within each class of seniority in the Steward Department, priority shall be given to those seamen who possess an advanced Culinary 2.0 certificate from the Seafarers Harry Lundeberg School of Seamanship, in the event such program is being offered and that the seaman is registered in Group I, Steward Department."

While every new member of the steward department who completes their apprenticeship at the Paul Hall Center's Lundeberg School of Seamanship will have successfully passed Culinary 2.0, it's important to remem-

ber that those already sailing as chief cooks and chief stewards must also take the coursework in order to exercise preference and priority beginning next year (unless they have received training after January 1, 2017 at the Piney Point, Maryland-based campus).

For those seamen currently employed as permanent stewards aboard commercial vessels, they must attend Culinary 2.0 in order to maintain their current employment status.

For those already sailing as chief cooks and chief stewards, there are two new revalidation courses that have been designed to ensure a consistent level of culinary training and efficiency: Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0. The courses are being offered regularly, but spaces are limited, so members are encouraged to plan ahead and enroll as soon as possible.

For more information, contact your port agent and/or the school's admissions office.

## December 2019 & January 2020 Membership Meetings

Piney Point.....	Monday: December 2, January 6
Algonac.....	Friday: December 6, January 10
Baltimore.....	Thursday: December 5, January 9
Guam.....	Thursday: December 19, January 23
Honolulu.....	Friday: December 13, January 17
Houston.....	Monday: December 9, January 13
Jacksonville.....	Thursday: December 5, January 9
Joliet.....	Thursday: December 12, January 16
Mobile.....	Wednesday: December 11, January 15
New Orleans.....	Tuesday: December 10, January 14
Jersey City.....	Tuesday: December 3, January 7
Norfolk.....	Thursday: December 5, January 9
Oakland.....	Thursday: December 12, January 16
Philadelphia.....	Wednesday: December 4, January 8
Port Everglades.....	Thursday: December 12, January 16
San Juan.....	Thursday: December 5, January 9
St. Louis.....	Friday: December 13, January 17
Tacoma.....	Friday: December 20, January 24
Wilmington.....	Monday: December 16, *Tuesday: January 21

\*Wilmington change due to Martin Luther King Day observance

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

## ATTENTION SEAFARERS

Another New Ship



**SPAD Works For You.**

*Contribute To The*

**Seafarers Political Activities Donation**

**SPAD**

# Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from Oct. 6-Nov. 5. "Registered on the Beach" data is as of Nov. 5.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	24	6	2	11	7	1	2	28	13	4
Anchorage	1	2	2	1	2	1	0	4	1	4
Baltimore	2	1	0	1	0	0	0	5	3	0
Fort Lauderdale	12	9	4	15	7	2	6	33	11	7
Guam	5	1	0	1	1	0	0	6	1	0
Harvey	13	6	1	7	4	4	7	15	12	1
Honolulu	7	3	0	6	0	0	1	14	8	0
Houston	47	23	10	35	15	2	20	78	43	14
Jacksonville	37	29	5	24	18	4	9	56	50	12
Jersey City	31	7	3	36	6	1	22	52	23	9
Joliet	1	1	0	2	1	0	0	4	1	1
Mobile	12	1	3	8	2	0	4	22	6	6
Norfolk	19	19	10	21	12	2	12	36	27	17
Oakland	12	4	1	15	3	0	5	26	8	5
Philadelphia	2	2	2	2	1	0	1	6	3	2
Piney Point	2	5	0	3	3	0	2	3	5	0
Puerto Rico	6	6	1	4	5	0	7	9	10	2
Tacoma	19	8	4	19	8	4	14	49	14	9
St. Louis	2	1	0	0	0	2	1	4	1	0
Wilmington	24	9	5	23	10	2	13	68	24	9
<b>TOTALS</b>	<b>278</b>	<b>143</b>	<b>53</b>	<b>234</b>	<b>105</b>	<b>25</b>	<b>126</b>	<b>518</b>	<b>264</b>	<b>102</b>
<b>Engine Department</b>										
Algonac	4	3	3	3	1	1	0	5	2	3
Anchorage	0	1	0	1	0	0	0	1	2	0
Baltimore	0	4	0	1	1	0	1	1	3	1
Fort Lauderdale	12	7	1	9	4	0	7	17	8	4
Guam	1	0	0	1	0	0	0	1	0	1
Harvey	3	2	0	2	4	0	2	5	4	1
Honolulu	6	3	1	3	3	1	0	18	7	1
Houston	17	10	3	11	5	2	6	25	18	5
Jacksonville	18	19	2	16	10	0	10	28	34	3
Jersey City	11	7	1	10	6	2	4	21	18	2
Joliet	1	1	1	0	1	0	0	2	1	3
Mobile	5	6	1	2	4	0	2	6	8	1
Norfolk	13	20	6	15	16	4	8	24	30	7
Oakland	7	5	3	6	2	1	1	14	8	5
Philadelphia	1	0	0	0	0	0	0	3	2	1
Piney Point	5	7	0	2	2	0	2	5	7	0
Puerto Rico	2	3	1	4	2	1	4	3	2	1
Tacoma	13	9	0	13	8	0	9	20	10	2
St. Louis	1	1	0	2	0	1	0	1	3	0
Wilmington	14	6	1	13	9	1	1	27	14	4
<b>TOTALS</b>	<b>134</b>	<b>114</b>	<b>24</b>	<b>114</b>	<b>78</b>	<b>14</b>	<b>57</b>	<b>227</b>	<b>181</b>	<b>45</b>
<b>Steward Department</b>										
Algonac	10	2	0	5	2	1	2	7	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	0	0	3	0	0	0	3	1	0
Fort Lauderdale	8	2	1	4	4	0	2	16	6	1
Guam	3	0	0	1	0	0	0	3	0	0
Harvey	4	1	1	5	1	0	3	7	2	1
Honolulu	10	1	0	7	3	0	3	19	3	0
Houston	19	7	0	14	4	1	8	38	13	1
Jacksonville	17	8	2	12	5	0	5	41	15	6
Jersey City	14	3	1	11	5	0	3	24	3	1
Joliet	1	0	1	0	0	1	0	2	0	0
Mobile	4	4	0	4	1	0	0	5	5	0
Norfolk	17	9	4	8	3	3	2	27	22	4
Oakland	12	6	1	12	6	1	6	19	6	3
Philadelphia	2	0	1	3	0	0	0	1	0	1
Piney Point	1	1	1	0	1	1	1	5	6	0
Puerto Rico	4	6	1	2	5	0	6	5	8	1
Tacoma	9	0	1	12	1	0	5	20	1	2
St. Louis	2	1	1	2	1	0	0	4	0	1
Wilmington	22	9	0	15	9	0	12	36	15	0
<b>TOTALS</b>	<b>162</b>	<b>60</b>	<b>16</b>	<b>120</b>	<b>51</b>	<b>8</b>	<b>58</b>	<b>282</b>	<b>108</b>	<b>22</b>
<b>Entry Department</b>										
Algonac	0	10	12	1	4	5	3	0	9	20
Anchorage	0	1	0	1	1	1	1	0	1	0
Baltimore	0	1	1	0	1	0	0	0	0	1
Fort Lauderdale	2	5	4	0	1	2	2	2	7	6
Guam	0	1	0	0	1	0	0	0	0	1
Harvey	0	1	2	0	0	2	0	0	2	6
Honolulu	2	8	3	0	5	2	0	2	14	3
Houston	5	10	8	5	9	5	0	8	18	12
Jacksonville	1	24	24	0	17	10	8	4	55	41
Jersey City	2	15	4	0	8	3	1	4	32	8
Joliet	0	1	2	0	0	1	2	0	3	2
Mobile	0	0	1	1	0	0	0	0	0	2
Norfolk	0	19	14	0	10	13	3	0	42	43
Oakland	0	8	4	1	6	4	1	1	18	11
Philadelphia	0	1	1	0	0	0	0	0	2	1
Piney Point	0	0	4	0	1	4	2	1	0	2
Puerto Rico	2	1	0	0	0	0	0	2	1	0
Tacoma	3	9	7	2	7	8	2	5	22	17
St. Louis	0	1	1	0	0	1	0	0	2	0
Wilmington	2	15	4	2	13	4	6	12	32	21
<b>TOTALS</b>	<b>19</b>	<b>131</b>	<b>96</b>	<b>13</b>	<b>84</b>	<b>65</b>	<b>31</b>	<b>41</b>	<b>260</b>	<b>197</b>
<b>GRAND TOTAL:</b>	<b>593</b>	<b>448</b>	<b>189</b>	<b>481</b>	<b>318</b>	<b>112</b>	<b>272</b>	<b>1,068</b>	<b>813</b>	<b>366</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 Corgay, Vice President Gulf Coast**  
**Nicholas J. Marrone, Vice President West Coast**  
**Joseph T. Soresi, Vice President Atlantic Coast**

**Kate Hunt,**  
*Vice President Government Services*

### HEADQUARTERS

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 (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

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 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

### SAN JUAN

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

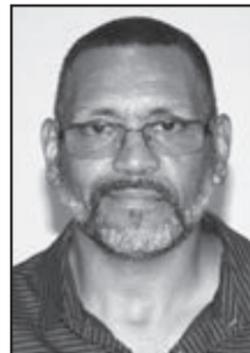
This month's question was answered by students at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

### Question: What do you like most about being a member of the SIU?



**Malia Bouchee**  
*Chief Cook*

I like the fact that although I am a female, I'm treated fairly in every respect; a rarity in today's society. I also think it's great that the union makes it easy for me and fellow members to advance their careers by making this school available to us free of charge. When it comes down to it, I guess you could say that I really like everything about the union.



**John Reid**  
*Recertified Chief Steward*

The SIU provides me with a good environment to work in and some great people to work with. At the same time, I am compensated very well. I have been able to provide for my family for 31 years as a member of the SIU, so I have no complaints. I've had a great career so far and acquired a great deal of knowledge over the years in my craft. It was all made possible because of the union.



**Lamont Robinson**  
*QMED Electrician*

I'd have to say the money that I'm able to make, and the travel. I also enjoy and appreciate the fact that the union makes it so easy for me to increase my knowledge and advance in my career through these free upgrading programs. You won't find any place like this (the school) anywhere else. Here we have everything we need to keep moving up in our careers and I really appreciate that.



**Najeeb Ginah**  
*Chief Cook*

I like having the opportunity to choose your own career path. I used to work on the Great Lakes in the deck department, but I always enjoyed cooking. Through the union I was able to get into the steward department, upgrade my skills and become a better cook. I really like my job and the union.



**Italy Byers**  
*Chief Cook*

I enjoy the camaraderie – that we always stick together regardless of the challenges we may face. I never have to worry because I know that someone has my back and I can always find assistance up to and including talking to officials at my union hall. I also love my job because it affords me the opportunity to travel extensively and make a great living in the process. Face it, you're not going to find a job ashore that compensates you as well as mine.



**Malcolm Holmes**  
*Chief Steward*

I enjoy everything about being a member of the SIU. I've been with the union for about 35 years now and I only have good things to say about it. I enjoy sailing and seeing the world. The SIU has given me both of those things in addition to providing me the chance to make a good living. It's been great!

## Pic From The Past

The original caption from the Feb. 3, 1956 LOG that accompanied this photo: "The whole family joined in the holiday festivities enjoyed by Seafarers in New Orleans when Mr. and Mrs. Al Nasser and Al Jr. attended the SIU dinner. Junior had eyes only for the photographer, however." Readers can look up back issues of the LOG at [seafarerslog.org](http://seafarerslog.org) or by visiting the "Complete Seafarers Log Archive" section that's linked on the regular SIU website ([seafarers.org](http://seafarers.org)).



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

### LITO ACOSTA

Brother Lito Acosta, 65, started sailing with the SIU in 1982, initially shipping aboard the *Independence*. He sailed in the steward department and upgraded at the Piney Point school on numerous occasions. Brother Acosta last shipped on the *Matsonia*. He resides in Daly City, California.

### EMMANUEL BAYANI

Brother Emmanuel Bayani, 64, began sailing with the SIU in 1989 when he shipped on the *Independence*. He primarily sailed in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Bayani most recently sailed on the *USNS Algal* and makes his home in Union City, California.

### STEPHEN BROWN

Brother Stephen Brown, 65, started sailing with the union in 1976, initially shipping with Mariner Towing. He sailed in the deck department and upgraded at the Piney Point school on several occasions. Brother Brown last shipped on the *SLNC York*. He resides in Auburn, Georgia.



### JOVENCIO CABAB

Brother Jovencio Cabab, 61, joined the SIU in 1990 and first sailed aboard the *Independence*. He sailed in the deck department and upgraded at the union-affiliated Paul Hall Center on numerous occasions. Brother Cabab's last vessel was the *Norfolk*. He lives in Fairfield, California.

### TEDDIE CARTER

Brother Teddie Carter, 62, signed on with the SIU in 1979 when he shipped on the *Zapata Ranger*. An engine department member, he upgraded often at the Piney Point school. Brother Carter's final vessel was the *Horizon Reliance*. He makes his home in Los Angeles.

### HILARIO DAVID

Brother Hilario David, 63, began sailing with the union in 1992, first shipping on the *Independence*. He worked in the steward department and upgraded on multiple occasions at the Paul Hall Center. Brother David most recently sailed on the *Manoa* and resides in Alameda, California.



### EARL FARMER

Brother Earl Farmer, 72, started his career with the SIU in 2001 when he sailed on the *Liberator*. A deck department member, he upgraded his skills at the Paul Hall Center on multiple occasions. Brother Farmer

concluded his career on the *Alliance Norfolk* and resides in Brooklyn, New York.

### DANIEL GAMBOA

Brother Daniel Gamboa, 67, donned the SIU colors in 2001. The deck department member upgraded at the Piney Point school within his first year with the union. Brother Gamboa's first vessel was the *Cape Farewell*; his last, the *Liberty Glory*. He is a Houston resident.



### TERRY GOODWIN

Brother Terry Goodwin, 65, joined the union in 2005, initially sailing on the *Advantage*. He shipped in the deck department and trained at the Paul Hall Center. Brother Goodwin last sailed on the *Black Eagle* and makes his home in Alexandria, Louisiana.



### TYLER LAFFITTE

Brother Tyler Laffitte, 60, embarked on his SIU career in 1981 when he shipped on the *Golden Endeavor*. A member of the steward department, he upgraded on multiple occasions at the Piney Point school. Brother Laffitte most recently sailed on the *Empire State* and calls Mobile, Alabama, home.



### RANDY LOUQUE

Brother Randy Louque, 65, became a member of the SIU in 1996 when he sailed on the *Cape Flattery*. An engine department member, he upgraded his skills on numerous occasions at the Paul Hall Center. Brother Louque's last vessel was the *Atlantic Forest*. He resides in New Zealand.

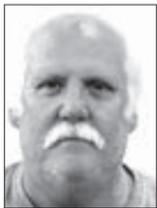


### MICHAEL MAHONEY

Brother Michael Mahoney, 65, signed on with the union in 1977, sailing first on the *Baltimore*. He shipped in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Mahoney last sailed on the *Resolve* and settled in Philadelphia.

### JAMES REILY

Brother James Reily, 65, began sailing with the Seafarers in 1989 when he shipped on the *USNS Assurance*. He upgraded often at



the Paul Hall Center and worked in the deck department. Brother Reily concluded his career on the *Liberty Grace*. He is a resident of Shreveport, Louisiana.

### ROLANDO ROMANILLOS

Brother Rolando Romanillos, 65, joined the SIU in 1993, first sailing on the *Producer*. He sailed in the engine department and upgraded often at the Piney Point school. Brother Romanillos last sailed on the *Ocean Freedom* and makes his home in Long Beach, California.



### CRAIG SMITH

Brother Craig Smith, 65, embarked on his career with the SIU in 1974 when he shipped on the *Erna Elizabeth*. He upgraded on multiple occasions at the Paul Hall Center and sailed in the engine department. Brother Smith's last vessel was the *Padre Island*. He calls Carriere, Mississippi, home.



## GREAT LAKES

### ANDREW DERRY

Brother Andrew Derry, 56, joined the SIU in 1990, initially sailing aboard the *EM Ford*. He was an engine department member and upgraded often at the Piney Point school. Brother Derry last worked on the *Burns Harbor*. He makes his home in South Haven, Michigan.



### JOSEPH RACICOT

Brother Joseph Racicot, 62, started shipping with the Seafarers in 1979, initially working on the *Buckeye*. A deck department member, he upgraded his skills at the Paul Hall Center in 1993. Brother Racicot concluded his career on the *Joyce L. VanEnkevort* and lives in Escanaba, Michigan.

### JAN THOMPSON

Brother Jan Thompson, 65, signed on with the SIU in 1977 when he shipped with Inland Tugs. He worked in the engine department and upgraded at the Piney Point school on numerous occasions. Brother Thompson's last vessel was the *Indiana Harbor*. He settled in Nokesville, Virginia.

## INLAND

### ISRAEL DEJESUS

Brother Israel DeJesus, 58, joined

the union in 1993. A deck department member, he first sailed aboard the *George Washington*. Brother DeJesus upgraded his skills at the Piney Point school in 2001 and concluded his career working for Port Imperial Ferry. He calls Maywood, New Jersey, home.

### RONALD ECHEVERIO

Brother Ronald Echeverio, 66, embarked on his career with the SIU in 1973 when he worked for OMI Corporation. He shipped in both the steward and deck departments and upgraded at the Paul Hall Center in 1973. Brother Echeverio last worked for American Marine Corporation. He lives in Stevenson, Washington.

### ALBERT HILLIER

Brother Albert Hillier, 66, began his career with the SIU in 2010 when he worked for Penn Maritime. A deck department member, he upgraded at the Piney Point school in 2016. Brother Hillier remained with the same company for the duration of his career. He resides in Richmond, Virginia.



### JERRY LOCKABY

Brother Jerry Lockaby, 64, signed on with the SIU in 1977. He sailed in both the deck and engine departments and worked for Marine Contracting and Towing for his entire career. Brother Lockaby lives in Charleston, South Carolina.

### ANGEL LOZADA OSORIO

Brother Angel Lozada Osorio, 65, donned the SIU colors in 1994, initially working for Crowley Puerto Rico. He primarily shipped in the deck department and most recently worked for Puerto Rico Towing & Barge. Brother Lozada Osorio settled in Bayamon, Puerto Rico.



### EDWARD MANCKE

Brother Edward Mancke, 58, joined the union in 1991 when he shipped aboard the *Independence*. He was an engine department member and upgraded often at the Piney Point school. Brother Mancke's final vessel was the *Padre Island*. He calls Dandridge, Tennessee, home.



### FRANCIS MARI

Brother Francis Mari, 63, began sailing with the Seafarers in 2001. A deck department member, he upgraded his skills



on multiple occasions at the Paul Hall Center. Brother Mari worked for Port Imperial Ferry for the duration of his career. He is a resident of Gaithersburg, Maryland.

### JOHN NATIONS

Brother John Nations, 62, started his SIU career in 1976, initially working for National Marine Service. He shipped in the deck department and upgraded his skills at the Piney Point school in 1980. Brother Nations was last employed by OLS Transport in 1998. He settled in Farmington, Missouri.



### JON RICHARDSON

Brother Jon Richardson, 62, joined the Seafarers in 1976 when he worked for National Marine Service. A member of the deck department, he upgraded at the Paul Hall Center on multiple occasions. Brother Richardson most recently sailed aboard the *Legend*. He makes his home in Plant City, Florida.



### KIM ROGERS

Brother Kim Rogers, 62, started sailing with the Seafarers in 1979. He was employed by Crowley Towing & Transportation and sailed in the deck department. Brother Rogers upgraded at the Paul Hall Center in 1983. He worked for the same company for his entire career and lives in Murrieta, California.

### ALAN SELF

Brother Alan Self, 62, signed on with the SIU in 1977, initially shipping with G&H Towing. He was a deck department member and upgraded at the union-affiliated Piney Point school on numerous occasions. Brother Self last worked for Moran Towing of Texas and resides in Pasadena, Texas.



### GEORGE URBAN

Brother George Urban, 62, began his career with the union in 1991 when he worked for Allied Transportation. He upgraded at the Paul Hall Center on several occasions and continued to work for the same company throughout his entire career. Brother Urban lives in Atlantic Beach, North Carolina.



# Final Departures



## DEEP SEA

### MICHAEL BRENNAN

Pensioner Michael Brennan, 81, passed away October 24. He embarked on his career with the Seafarers in 1970, initially sailing on a Hudson Waterways vessel. Brother Brennan shipped in the engine department and concluded his career on the *LNG Virgo*. He became a pensioner in 2003 and was a resident of Houston.



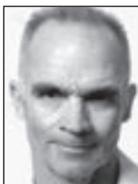
### ROY CARR

Pensioner Roy Carr, 78, died October 23. He began sailing with the union in 1962 when he signed on aboard the *MT Shasta*. Brother Carr was a member of the deck department. He concluded his career on the *Overseas Arctic* and retired in 1997. Brother Carr lived in Williamsburg, Kentucky.



### ROBERT CROOKS

Pensioner Robert Crooks, 89, passed away September 23. He joined the SIU in 1966 when he worked for Michigan Tankers. A deck department member, Brother Crooks last sailed on the *Horizon Tiger*. He became a pensioner in 2002 and made his home in San Francisco.



### GARIN DOYLE

Pensioner Garin Doyle, 78, died October 8. He became an SIU member in 1978 when he sailed on the *Cove Navigator*. Brother Doyle primarily sailed in the deck department and concluded his career on the *Kocak*. He became a pensioner in 2000 and lived in River Ridge, Louisiana.



### RALPH EGELAND

Pensioner Ralph Egeland, 77, has passed away. He signed on with the SIU in 1969, first sailing on the *Mohawk*. Brother Egeland was a deck department member. He last shipped on the *Comet* and



began collecting his pension in 2006. Brother Egeland resided in Deming, New Mexico.

### JAMES JOWERS

Pensioner James Jowers, 76, died September 13. He joined the union in 1986 and first sailed on the *USNS De Steiguer*. A deck department member, Brother Jowers last sailed on the *Nantucket Shoals*. He retired in 2007 and was a resident of Liberty Hill, Texas.



### DONALD OYOLA

Pensioner Donald Oyola, 76, passed away October 21. He joined the SIU in 1965 and first sailed aboard the *Ocean Spray*. Brother Oyola worked in the engine department and last sailed on the *Champion*. He became a pensioner in 2008 and was a Baltimore resident.

### JOHN PADILLA

Pensioner John Padilla, 72, died October 30. He embarked on his Seafarers career in 1978 when he sailed on an Interocean American Shipping vessel. Brother Padilla shipped in the steward department and last sailed on the *Agate*. He began collecting his pension in 2011 and called Elizabeth, New Jersey, home.

### FREDERICK SULLIVAN

Pensioner Frederick Sullivan, 92, passed away October 9. He signed on with the SIU in 1950 and initially sailed with Alcoa Steamship Company. Brother Sullivan primarily sailed in the steward department. He last shipped on the *Economy* before becoming a pensioner in 1988. Brother Sullivan resided in New Orleans.



### WILLIAM WEEKLEY

Pensioner William Weekley, 77, died October 18. He began sailing with the union in 1968 when he signed on aboard the *Choctaw*. An engine department member, Brother Weekley concluded his career on the *Defender*. He retired in 1998 and made his home in Bay Minette, Alabama.



### HUGH WILDERMUTH

Pensioner Hugh Wildermuth,

72, passed away October 15. He joined the Seafarers in 1991, first sailing aboard the *Bonny*. Brother Wildermuth sailed in the steward department, most recently aboard the *Maersk Chicago*. He became a pensioner in 2016 and lived in Suwanee, Georgia.

### YOUNS YAFAI

Pensioner Youns Yafai, 86, died October 9. He donned the SIU colors in 1970, initially sailing on the *Cantigny*. Brother Yafai shipped in all three departments. He last sailed on the *Mayaguez* before going on pension in 1998. Brother Yafai was a resident of Brooklyn, New York.



## INLAND

### EDWARD BETHEL

Pensioner Edward Bethel, 81, passed away September 14. Sailing with Taylor Marine, he signed on with the Seafarers in 1957. Brother Bethel shipped in the deck department and concluded his career working for Moran Towing of Philadelphia. He retired in 2002 and lived in Elkins Park, Pennsylvania.



### GERALD BISHOP

Pensioner Gerald Bishop, 65, died August 28. He joined the SIU in 1977 when he worked for HVIDE Marine. Brother Bishop was a deck department member and last worked for



Crowley Towing and Transportation. He went on pension in 2017 and lived in Westminster, California.

### EDWIN BLACK

Pensioner Edwin Black, 81, passed away October 1. He began sailing with the union in 1969, initially working with Berg Towing Company. Brother Black shipped in the deck department and last worked for Interstate Oil. He became a pensioner in 2000 and settled in Rock Hall, Maryland.



### SEAN GALLAGHER

Brother Sean Gallagher, 27, died September 5. He signed on with the SIU in 2015 when he worked for Great Lakes Dredge and Dock. The engine department member's final vessel was the *Dodge Island*. Brother Gallagher resided in Virginia Beach, Virginia.

### LOUIS LOUVIERRE

Pensioner Louis Louvierre, 88, passed away September 18. He joined the union in 1964 and was employed with Higman Barge Lines. The deck department member concluded his career with the same company. He went on pension in 2001 and was a resident of Dickinson, Texas.



### JOHN TAYLOR

Pensioner John Taylor, 87, died September 27. He joined the

SIU in 1968 when he worked for Allied Transportation. Brother Taylor was a deck department member and remained with the same company for the majority of his career. He went on pension in 1994 and lived in Newport News, Virginia.

## NMU

### CLIFFORD CHURCHWELL

Pensioner Clifford Churchwell, 89, passed away October 1. He was born in Tifton, Georgia, and sailed with the NMU before the 2001 SIU/NMU merger. Brother Churchwell made his home in Philadelphia.

### KIM GIN

Brother Kim Gin, 107, died September 1. Born in China, he was an NMU member prior to the 2001 merger with Seafarers International Union. Brother Gin resided in San Francisco.



*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
Alverio, Pablo	77	10/01/2019
Anderson, Frederick	77	09/25/2019
Benitez, Enrique	92	08/31/2019
Calderon, Emilio	84	09/26/2019
Esteves, Justo	75	09/27/2019
Matthews, Henry	94	10/07/2019
Persakis, John	95	10/19/2019
Smith, Robert	94	09/22/2019

## Unrep in the Atlantic



The *USNS Supply* (left), crewed by CIVMARS from the SIU Government Services Division, provides fuel to the amphibious assault ship *USS Bataan* Oct. 30 in the Atlantic Ocean. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kaitlin Rowell)

# Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**ALLIANCE ST. LOUIS** (Maersk Line, Limited), June 8 – Chairman **Timothy Olvany**, Secretary **Rudolph Daniels**, Educational Director **Herbert Hyde**, Deck Delegate **Tavell Love**, Steward Delegate **Malachi Tannis**. Chairman confirmed payoff in Jacksonville, where voyage will end. Educational director stressed the importance of attending upgrading classes at Piney Point. He emphasized the educational benefits as well as the advantage when competing for jobs at the hall. Members discussed the ship's fund and various ways it could be used. Deck delegate reported dispute in India where agent wanted monetary compensation for shore passes. Also, crew would like clarification from port agent for penalty work pay for weekends and holidays. Members collectively expressed that a better benefits plan for vision was needed, especially since company requires two pairs of glasses. Crew would like consideration given to safety prescription glasses as well. Crew discussed STCW regulations and their effect on various ratings during docking/undocking. They noted a potential conflict between STCW requirements and (collectively) union and company rules. They emphasized the importance of safe working conditions for everyone. Next port: Gulfport, Mississippi.

**INDEPENDENCE II** (TOTE), June 9 – Chairman **Victor Eligio**, Secretary **Gerald Hyman**, Deck Delegate **Zachary Ballard**, Engine Delegate **Ricardo**

**Fuentes**. Chairman noted one hour of meal relief pay for watchman when on watch, and also discussed pending OT for engine and deck departments. Chairman thanked all departments for their good work and gave a special thanks to the three ordinary seamen. No beefs or disputed OT reported. Crew requested coffee for bosun shop, new toaster, new mattresses and WiFi availability. Members asked for TV and DVDs in rooms.

**CALIFORNIA** (Intrepid Personnel and Provisioning), July 14 – Chairman **Kenneth Abrahamson**, Secretary **Gerald Kirtsey**, Educational Director **Alex Canada**, Deck Delegate **Barry Briggs**, Engine Delegate **Raibonne Charles**, Steward Delegate **Lea Ramos**. Computer in crew lounge has internet access. Chairman discussed shipyard period in September and explained new medical benefits. He reiterated the importance of the Jones Act, a staple of the American maritime industry. Educational director recommended members upgrade at the Piney Point school and check credentials for expiration dates. No beefs or disputed OT reported. Vote of thanks extended to all departments for a job well done. Crew requested bigger TVs in rooms as well as cable access. Ship will soon be wired for WiFi. Next port: Long Beach, California.

**INDEPENDENCE II** (TOTE), August 2 – Chairman **Victor Eligio**, Secretary **Gerald Hyman**.

Crew discussed getting relief for watchmen at mealtime. Chairman thanked entire crew for a job well done. Another time will be given to call for a job relief. Members inquired about using ship funds to purchase movies. No beefs or disputed OT reported. Crew went over expiration dates for credentials and discussed course requirements. Members asked for new mattresses, new refrigerator and another washer and dryer for work clothes. Crew requested TVs in each room and WiFi availability.

**MAERSK SELETAR** (Maersk Line, Limited), August 11 – Chairman **Rommel Lopez**, Secretary **Steven Dickson**, Educational Director **Monroe Monseur**, Deck Delegate **Michael Sherman**, Engine Delegate **Christopher Edwards**, Steward Delegate **Danilo Florendo**. Secretary advised members to keep documents up to date and to visit SIU website to set up member profile. Educational director encouraged crew to upgrade whenever possible at the Paul Hall Center and donate to SPAD, the union's voluntary political action fund. No beefs or disputed OT reported. Two new juice machines purchased. Universal weight machine to be purchased and set up in gym. Members requested a raise in pension and an increase in vacation days. Crew directed to report any nonworking items on ship. Next port: Newark, New Jersey.

**MAERSK ATLANTA** (Maersk Line, Limited), September 1 – Chairman **Nur Holis**, Secretary

**Oscar Gomez**, Educational Director **Richard Huffman**, Deck Delegate **Mohamed Abdelwahab**. Payoff scheduled at sea. Chairman thanked steward department for a job well done including the hot food at nighttime. Secretary gave thanks to the engine and deck departments for supporting the ship and galley gang. Special thanks given to captain for supportiveness. No beefs or disputed OT reported. Members requested TVs in all rooms, plus transformers and adaptors. Crew needs more big-sized coveralls and new microwave in crew mess. They suggested changing requirements for medical benefit eligibility.

**MAERSK COLUMBUS** (Maersk Line, Limited), September 20 – Chairman **Ali Alhamyari**, Secretary **Merly Ford**, Educational Director **Melgar Dagvio**, Engine Delegate **Norman Arquillano**, Steward Delegate **Adele Messina**. AB sent home after ankle injury. Missing-man wages not paid while vessel sailed short. Educational director reminded crew to take advantage of the upgrading opportunities at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Members discussed budgetary questions about security team. No beefs or disputed OT reported. Ship in need of new pillows and linen. WiFi equipment delivered and waiting to be installed. Food funding was adequate according to Capt. Madden. Crew requested TVs for each stateroom and for the

cost be taken out of ship's fund. Next port: Newark, New Jersey.

**LIBERTY PEACE** (North Star Shipping), September 22 – Chairman **Manolo Delos Santos**, Secretary **Terrell McMillian**, Deck Delegate **Darius McCastle**. Chairman reiterated importance of keeping documents up to date and upgrading at union-affiliated school in Piney Point, Maryland. Secretary reminded crew to save all pay vouchers in order to file for vacation. No beefs or disputed OT reported.

**MIDNIGHT SUN** (TOTE), September 24 – Chairman **Darryl Smith**, Secretary **Lewis Johansen**, Educational Director **Michael McGlone**. Members were instructed to leave clean rooms when leaving ship. Crew discussed importance of donating to SPAD to help keep the U.S. Merchant Marine strong and thereby help ensure the availability of jobs for fellow brothers and sisters. Chairman announced payoff at sea and encouraged crew to remain watchful and safe. Secretary reminded members of their responsibility keeping documents updated. Help is available at the union halls. Educational director informed crew of newly available LNG courses. No beefs or disputed OT reported. Members were told to keep new fans in their rooms as they will be needed again soon. Crew was directed to use transportation van for luggage when no cargo operations are going on. Next port: Tacoma, Washington.

## 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 Classes

**Apprentice Water Survival Class 853** – Graduated Aug. 9 (photo at right, in alphabetical order): Bryan Aleman Medina, Peter Louis Festa III, Antonio Leroyce A.H. Hagans Jr., Christian Ivezic, Nathan Ray Johnson Jr., Jalen D'chan Lewis, Felix Maldonado, Pedro Sadrac Maysonet-Gonzalez, Mark Morris, Benjamin Oostenbrug, Jordan Richardson, Elvin Joel Rijosperez, Davner M. Rivera-Melendez, Jorge Gerardo Valencia Bon, Ricardo Jose Valenzuela-Venegas and Jonathan Yates.



Paul Hall Center for Maritime Training and Education  
**Lifeboat Class**  
 853

**Important Notice To All Students**

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



**Water Survival (Upgraders)** - Graduated June 14 (above, from left): Carleous Leroy Brown Jr., and Aurora Foster. Also graduating, but not pictured, was Adam Salim Elmehani.



**Water Survival (Upgraders)** – Graduated July 12 (above, from left): Michael Bonifacio Adote, Carleton Lamar Jenkins II and Saddam Mohamed Yahia. Also graduating, but not pictured, were Badr Eddine Bouziane, Mark Dennison and Cortney Smith.



**ECDIS** – Michael Wilson (above, right) graduated from this course June 7. Joining Wilson to celebrate his accomplishment is Patrick Schoenberger, his instructor.



**Fast Rescue Boat** – Graduated June 7 (above, in alphabetical order): Husein Mohsin Alrayyashi, Bernard Baker, Jason Boyer, David Chance, Christopher Gross, Joshua Lux and Mackenzie Wincelowicz. Class instructor Thomas Truitt is at the far right.



**Small Arms** – Graduated June 21 (above, starting second from left): Joseph Bowen, Eric Van Mose and Michael Souza. Class instructors John Thomas and Matthew Rogers are at the far left and far right, respectively.



**Government Vessels** – Graduated July 12 (photo at left, in alphabetical order): Nathaniel Balos, Bernardo Mozo Celi, Adrian Darden, Eugene Evans Jr., Troy Fleming, Noel Ramos Gemo, Raymond Gordon, Dwayne Harris, Darrion Ingram, Jason James, Jamal Kassim, Keith McIntosh, Brian Murphy, Patrick Stubbs, Nixon Thomas, Mary Whatley and Emory Wheeler.

# Paul Hall Center Classes

**UA to AS-D** – Graduated July 19 (right, in alphabetical order): Patrick Kenny Anderson Jr., Timothy Behnke, Thomas Burch, Carlos Omar Diaz-Torres, James Douglas, Rannie Bernard Fore II, Michael Laszkowsky, Omaree Williams and Seamus Woods.



**Government Vessels** – Graduated Aug. 2 (above, in alphabetical order): Marsha Blas, Keshyra Brinkley, Peter Burroughs, Nadine Butler, Peter Kweku Annan Dadzie, Salvador Malasan De Guzman, James Fells, Laura Hollar, Romello Johnson, David Kenedy, Martin Krins, Edwin Lashley, Nathaniel Leary, Mario Loria, Luis Ivan Mena, Joshua Ato Mensah, Abdulrahman Mohamed Mussa, Alex Adelmir Oliva, Christopher Richardson, Sharde Ross, Shewanna Stephenson, Nikia Stripling, Derrick Sullivan and Kennard Young. (Note: Not all are pictured.)



**Machinist** – Graduated July 19 (photo at left, in alphabetical order): Manolito Gener Garcia, Jeffrey Nicholson, Emanuel Paul, Ronaldo Jose Quinones Perez, Arturo Apig Reyes, David Sanchez-Flores, Mohamed Lamin Sheriff and Derrick Sullivan. Instructor Keith Adamson is at the far right.



**Combined Basic & Advanced Firefighting** – Graduated June 14 (photo at right, in alphabetical order): Archie David Eldridge Jr., Harold Peter Gerber II, Martin Hamilton, Joshua Johnson, Roy Alcalde Madrio, Martin McDonald, Ian McDonough, Abdulkhalek Siddiq Mohsen, John Morrison, Davin Tucker and Mackenzie Wincelowicz.



# Paul Hall Center Classes



**Tank Ship Familiarization DL** – Graduated Aug. 2 (above, in alphabetical order): Jeffrey Amestoy, Michael Cruz, Fredy David, Johnny Dozier III, Joseph Dupre, Debbie Lanquin Garcia, Tavell Love and Chanel Peters.

**Tank Ship Familiarization LG** – Graduated July 26 (above, in alphabetical order): Jeffrey Amestoy, Michael Cruz, Fredy David, Joseph Dupre, Debbie Lanquin Garcia, Jason James, Tony Kirven, Jesus Miguel Mendez Mercado, Sonia Pabon Barreto, Chanel Peters and Lebrarron West.



**Basic Training (Basic Firefighting Upgraders)** – Graduated July 19 (above, in alphabetical order): Glennorris Randolph Alston III, Loren Arriola, Michael Birke, Ashley Codrington, Andrew Devine, Mark Feldhaus, Charles Ferguson, Stephen Jenkins, Chanel Peters, Kenneth Taylor, Matthew Thompson, Kenneth Tousignant and Craig Wooten.

**Basic Training (Basic Firefighting Upgraders)** – Graduated July 12 (above, in alphabetical order): James Dillon, Tyler Jasinski, David Lorocco, Pamela Mahan, Douglas Marshall, Michael Mazyck, Tony Olaya, Prateek Poras and Hiten Chinukumar Shrimankar. (Note: Not all are pictured.)



**Certified Chief Cook** – Graduated July 12 (above, from left): Dante Jibri Moyer, Jesus Miguel Mendez Mercado and Katherine Anderson.

**Chief Steward 2.0** – Graduated July 12 (above, in alphabetical order): Marlon Agulan Battad, Julito Cordova Crodua, Laura Deebach, Kenneth McHellen and Jayne Peterson.



**Chief Steward 2.0** – Graduated Aug. 2 (above, in alphabetical order): Shirley Bellamy, Roxanne Fike, Douglas Hundshamer, Francisco Javier Madsen and Richard James Wythe Jr.

**Chief Steward 2.0** – Graduated July 19 (above, in alphabetical order): Barry Alviso, Lonnie Wayne Jones Jr., Emmanuel Fabia Laureta, Isabel Reino Sabio and Mary Whatley.

# SEAFARERS LOG

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DOT Secretary Elaine L. Chao (fifth from right) poses with SIU officials at the gathering in New York. Pictured from left are Safety Director Osvaldo Ramos, Asst. VP Nick Celona, VP Tom Orzechowski, Exec. VP Augie Tellez, Secretary-Treasurer David Heindel, President Michael Sacco, SIU of Canada President Jim Given, Secretary Chao, VP Dean Corgoy, Director of Manpower Mark von Siegel, Port Agent Ray Henderson and VP Joseph Soresi.

## Transportation Secretary Receives AOTOS Award

### *United Seamen's Service Also Honors Given, Mathur, Pyne, U.S. Crews*

U.S. Secretary of Transportation Elaine L. Chao headlined this year's recipients of the United Seamen's Service Admiral of the Ocean Sea (AOTOS) Awards.

Chao accepted the honor Nov. 1 in New York City, where she was joined by fellow honorees SIU of Canada President Jim Given, Alaska Tanker Company President and CEO Anil Mathur, and Kirby Corporation Chairman Joseph Pyne.

Four Seafarers-crewed vessels also were recognized for heroic actions: the *Green Lake* (Central Gulf Lines), *Maersk Yorktown* (Maersk Line, Limited), *Great Republic* (Key Lakes), and *USNS Brunswick* (crewed by CIVMARS from the SIU Government Services Division).

SIU President Michael Sacco introduced Secretary Chao at the ceremony. He described her as "one of the strongest champi-

ons our industry has ever known.... She not only understands American maritime, but also truly cares about the American worker. She is a tremendous leader and is universally respected, admired and trusted throughout our industry."

Chao received the AOTOS Award based on her career-long commitment to the maritime industry.

"I am honored to have my work over the years recognized by such a distinguished organization and audience," she said. "I understand very well the sacrifices that merchant mariners experience. The men and women in this industry are heroes; I am proud of them and work hard to support them."

"Secretary Elaine L. Chao has worked hard to advance the U.S. maritime industry," said Maritime Administrator Mark Buzby. "Secretary Chao has been a staunch defender of the U.S.-flag merchant marine fleet. She has defended the budget of the Maritime Administration, and many of its policies in the interagency process. Today, we congratulate Secretary Chao on receiving the Admiral of the Ocean Sea Award which is recognized as one of the most prestigious awards in the maritime industry."

This is Secretary Chao's second Cabinet post. She served as U.S. Secretary of Labor from 2001-January 2009. She began her executive career in public service working on transportation and trade issues at the White House. She then served as Deputy Maritime Administrator; Chairman of the Federal Maritime Commission; and Deputy Secretary of the U.S. Department of Transportation.

Given has led the fight for tougher cabotage laws within his country. He also chairs a working group of the International Transport Workers' Federation to support cabotage laws around the world.

Given is a third-generation Seafarer, having started his career in the deck department in 1979. After sailing for 13 years, he came ashore as a union dispatcher in Thorold. He held other posts within the union before be-

coming its president in 2013.

In accepting his award, Given informed those attending that the "Jones Act is the gold standard" of cabotage internationally. He said any weakening of the law – which states any cargo moved between two U.S. ports must be carried aboard U.S.-built, U.S.-owned and U.S.-flagged vessel with American crews – would have negative implications around the world.

"You who defend the Jones Act in the United States are the defenders of cabotage around the world," Given added.

Mathur became president and CEO of SIU-contracted Alaska Tanker Company in 2001 after working for British Petroleum for 20 years in management, corporate planning and facilities engineering. He holds an MBA from the University of California at Berkeley and an MS in Engineering from the Univer-

sity of Tulsa. He is an alumnus of the Harvard Business School.

Pyne started with Kirby in 1978 and climbed through its executive ranks, becoming a director in 1988. He retired in April 2018 but continues to serve Kirby's chairman in a non-executive role.

The United Seaman's Service presented the first AOTOS Award in 1970. More than 80 maritime industry leaders have been recognized through the years.

Established in 1942, the United Seaman's Service provides community services for the U.S. Merchant Marine, U.S. armed forces and mariners from around the world at its centers in Europe, Asia, Africa and in the Indian Ocean. It also oversees seagoing libraries for American vessels through its affiliate, the American Merchant Marine Library Association.



SIU President Michael Sacco introduces Secretary Chao.



This year's honorees are (from left) Joseph Pyne, chairman of the board of Kirby Corporation; U.S. Secretary of Transportation Elaine L. Chao; Anil Mathur, president and CEO of Alaska Tanker Company.; and Jim Given, president of the Seafarers International Union of Canada.