

# SEAFARERS



# LOG

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

## *Jones Act Ship Delivered to Matson*



SIU-contracted Matson recently took delivery of the new containership *Kaimana Hila*, built by union members at Philly Shipyard. *Page 4.* (Photo courtesy of Matson)

## Jones Act Support Abounds

A wave of Jones Act support has been evident throughout the first months of 2019, including during a recent event in Jacksonville, Florida. U.S. Rep. John Rutherford (R-Florida) is pictured at the podium March 22 as the Sunshine State celebrates how the nation's freight cabotage law boosts its economy and security. Various Jones Act coverage appears on *Pages 2, 3, 4 and 5.*



## *Marine Society Honors SIU President Sacco*

SIU President Michael Sacco (left) received a prestigious honor from the Marine Society of the City of New York for his lifetime of dedication to both the U.S. Merchant Marine and the American labor movement. He's pictured at the awards ceremony with Capt. Bob Johnston (center), longtime executive at OSG, and Marine Society President Capt. Tim Ferrie. *Page 7.*

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# President's Report

## Solidarity Prevails Again

At press time, some 31,000 unionized grocery workers were reviewing a tentative new contract on the heels of an 11-day strike in Connecticut, Massachusetts and Rhode Island. The agreement between the United Food and Commercial Workers (UFCW) and Stop & Shop's parent company, Netherlands-based Ahold Delhaize, preserves health care and retirement benefits, provides wage increases, and maintains time-and-a-half pay on Sunday for current members, the union reported.



Michael Sacco

Strikes are always an absolute last resort, but in this case, workers had little choice. The company had proposed unreasonable cuts to workers' take-home pay, health care and pension benefits. That's despite management taking in more than \$2 billion in 2018 and authorizing over \$4 billion in stock buybacks from 2017 to 2019, the UFCW noted.

In fact, Ahold Delhaize (which also owns the viciously anti-union Food Lion chain) sought to cut pension benefits by more than 70 percent, raise health care premiums by nearly 90 percent and exclude spouses from health coverage.

But the real story here is the workers' solidarity and the outpouring of community support that buoyed members and their families from the five UFCW locals. Like the unionized teachers who've also stood up and stood together in recent years in numerous states, the grocery workers said enough is enough and proved grassroots action works. They demonstrated that unions very clearly still have power and relevance.

The SIU supported this job action at rallies and with other assistance, and we'll be there for our union brothers and sisters with money, marbles and chalk wherever and whenever needed.

### Autonomous Vessels

Much has already been written about the possible use of autonomous ships, and several European-based firms currently are testing crewless vessels.

Considering the news we often see about massive, global-scale hacking and data breaches, ransomware and more, hey, what could possibly go wrong on 1,000-foot ships totally controlled by computers? On a more serious note, fatalities in some of the early usage of driverless automobiles are the ultimate signal that caution is in order.

Listen, we've never tried to stand in the way of progress. In our industry, the norm 30 years ago provided crews on containerships and tankers somewhere in the range of 35 to 40 mariners top to bottom. Today, as technology develops into automated systems, crew sizes for vessels three to four times larger are in the 18-22 range.

But automation should be a tool to assist workers in making their jobs safer and more efficient – not a means to replace them.

Very simply, workers and the need for jobs must be part of the discussion regarding automation. As systems and technology evolve, so must workers and their unions. We will identify the new opportunities that present themselves in the years ahead. We'll develop and provide training and education to prepare our members for these new avenues.

The SIU and the labor movement as a whole will make sure people are prominently considered as changes continue affecting everyday life. We'll ensure that new technologies being introduced into our industry are done with safety in the forefront of planning, and we'll stand up for our members and other workers to make sure they reap the benefits of such change and are not cast overboard.

Even though autonomous ships on any sort of significant scale are many, many years away, our bottom line is that the human element must be as important as financial factors and convenience when change is considered and implemented.

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

# Legislators Pronounce Bipartisan Backing of Jones Act to President

Attacks on America's freight cabotage law – and the hundreds of thousands of U.S. jobs that go with it – are nothing new, but neither is solid bipartisan support for the century-strong statute.

The latter point again came into focus March 13, in the form of a bipartisan letter sent by members of Congress to President Trump. U.S. Rep. Steven Palazzo (R-Mississippi) led a group of his House colleagues on the letter expressing strong opposition to temporarily waiving the Jones Act for the U.S. territory of Puerto Rico.

The Jones Act requires ships moving between domestic ports to be American-crewed, American-owned, American-built, and American-flagged. The act helps ensure thousands of shipboard and shipbuilding jobs aren't lost to unfair overseas competition, while protecting U.S. national defense interests. A new study by PricewaterhouseCoopers (released earlier this year) found that the Jones Act supports nearly 650,000 American jobs and contributes \$154 billion to the nation's economy annually.

Palazzo's office said the letter "follows a short-sighted Congressional proposal to permanently repeal the Jones Act."

"Protecting our national defense is a sworn responsibility of every member in our legislative body," the congressman said. "I believe that there are very few industries that are as important to the economic health and security of our nation as those who comprise our maritime industries. Understanding the potential ramifications associated with

waiving the Jones Act and allowing foreign imports of any sort could seriously harm our national security. From both an economic perspective and a national security perspective, we cannot sit idly by as uninformed individuals in Congress attempt to erode our American maritime industry."

The full text of the letter is as follows:

"We are writing in strong support of the Jones Act and to voice our opposition to waiving the Jones Act for Puerto Rico. The Jones Act has been the law of the land for nearly a century supporting our economy and protecting our national security. As Members of Congress that represent the maritime and shipbuilding industry, we are concerned that any consideration by your Administration for a long-term Jones Act waiver to provide liquefied natural gas (LNG) to Puerto Rico could severely damage our domestic maritime industry.

The Jones Act provides that ships moving between American ports are U.S.-crewed, U.S.-owned, U.S.-built, and U.S.-flagged. It sustains thousands of high-paying jobs and ensures the military has access to U.S. flagged ships for the delivery of vital military assets. Waiving the Jones Act would help foreign entities, harm our American maritime base, and risk our military readiness.

A waiver for Puerto Rico is unnecessary and in direct conflict with existing law. For the next four years, Puerto Rico's infrastructure lacks the capacity to receive large

scale LNG deliveries. Instead of a waiver, we should look toward recapitalizing an American-built LNG carrier fleet. This option is consistent with your "Buy American, Hire American" agenda.

Furthermore, the Jones Act may only be waived in the interests of national defense. Puerto Rico has no known national security justification for the waiver. Senior members of the military have consistently expressed the importance of the Jones Act to our national defense and sealift capacity. Vice Chairman of your Joint Chiefs of Staff, General (Paul) Selva has said, "I am an ardent supporter of the Jones Act," and that it "supports a viable shipbuilding industry."

"Thank you for your consideration of our perspective on the importance of the Jones Act. We look forward to working with you on this issue."

Signing the document were Palazzo and fellow Republicans Don Young (Alaska), Peter King (New York), Garret Graves (Louisiana), Duncan Hunter (California), Ralph Abraham (Louisiana), Clay Higgins (Louisiana), Michael Guest (Mississippi), David McKinley (West Virginia), Brian Fitzpatrick (Pennsylvania), Brian Babin (Texas), Tom Graves (Georgia), Lee Zeldin (New York), Mike Bost (Illinois) and Bradley Byrne (Alabama). Democrat signees were John Garamendi (California), Joe Courtney (Connecticut), Alan Lowenthal (California) and Donald Norcross (New Jersey).

## SIU Members Examine 2018 Files

# Financial Committee Approves Records

Seven Seafarers have signed off on the SIU's 2018 financial records.

As mandated by the union's constitution, a group of rank-and-file Seafarers (elected by fellow members) each year examines the organization's financial records for the previous calendar year. Most recently, this process happened in early April – first with the financial committee's election in Piney Point, Maryland, and then in the ensuing days when they reviewed the paperwork at SIU headquarters in Camp Springs, Maryland.

The committee found that the SIU's financial records for 2018 are in good order. Their report, filed with the secretary-treasurer's office, will be read in all ports and presented for approval at the union's May membership meetings.

Serving on the committee were

Recertified Bosun **Karl Mayhew** (chairman), QMED **Riley Donahue**, QMED **Donald Lumpkins**, QMED **Ann Mensch**, QMED **Timothy Pillsworth**, Recertified Steward **Exxl Ronquillo** and Recertified Steward **Glenn Williams**. They were elected April 8 at the monthly membership meeting at the Paul Hall Center for Maritime Training and Education.

The members handled their tasks in accordance with Article X, Section 14-c of the SIU Constitution, which lists the duties of the annual financial committee along with rules and procedures for electing the group.

In part, their report reads, "We, the committee, do hereby state that we have examined the procedure for controlling of the funds of the union and have found that the system of internal control is adequate to safeguard them properly.... We find that

the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The members reported that they met with representatives from the certified public accounting firm that periodically audits the union's books and records. Those representatives explained their procedures for checking the secretary-treasurer's financial report of the union's records, and they also further discussed the SIU's overall financial operation. SIU Secretary-Treasurer David Heindel also worked with the committee "and made himself and the records of his office available" to the group, according to the report.



Pictured from left to right in the photo at left are (seated) QMED Donald Lumpkins, Recertified Steward Glenn Williams, Recertified Steward Exxl Ronquillo, (standing) SIU Asst. VP Pat Vandegrift, QMED Riley Donahue, Recertified Bosun Karl Mayhew, SIU Secretary-Treasurer David Heindel, QMED Timothy Pillsworth and QMED Ann Mensch. In the other photo, committee members begin their work.





U.S. Rep. John Rutherford (foreground) reaffirms his backing of the maritime industry.



SIU VP Gulf Coast Dean Corgey (at podium) addresses the Jacksonville crowd.

# Sunshine State Celebrates Jones Act

## *Domestic Maritime Industry Creates 65,990 Jobs in Florida*

The SIU recently participated in a bipartisan celebration of the domestic maritime industry's hugely positive effects on Florida.

Members of both major political parties from around the state also joined the Florida Maritime Partnership (FMP) and the American Maritime Partnership (AMP) in Jacksonville and Tampa on March 22 to announce the 25 percent growth of domestic maritime industry jobs in Florida.

SIU Vice President Gulf Coast Dean Corgey was a featured speaker at the Jacksonville event, which took place next to the SIU-crewed, Crowley-owned *El Coqui*. Corgey shared a story about his grandfather's Navy ship being refueled by the U.S. Merchant Marine during World War II. "We have a merchant marine because of the Jones Act," Corgey said. "God bless America, God bless my grandfather, and God bless the Jones Act."

According to the findings of a new report conducted by PricewaterhouseCoopers on behalf of the Transportation Institute, Florida ranks second in the nation for the number of domestic maritime jobs, employing at least 65,990 individuals and generating more than \$3.73 billion in worker income. The industry produces \$14.6 billion annually for the Florida economy.

"The importance of the maritime industry to both Florida and the United States cannot be overstated. A robust maritime

industry means a strong economy, good jobs, and enhanced national security. I'm proud to support the work of the Florida and American Maritime Partnerships, and today's effort to highlight the industry's vital role to our nation," said U.S. Rep. Charlie Crist (D-Florida).

"The strength of Northeast Florida's domestic maritime industry helps position our region as the logistics hub on the eastern seaboard. Our vessel-operating companies, shipyards, and maritime professionals create thousands of jobs each year and propel our economy forward. In Congress, I am proud to support pro-maritime policy such as protecting the Jones Act and investing in our seaports," said U.S. Rep. John Rutherford (R-Florida).

"Ports play a vital role in Florida's economy and produce stable jobs for our workforce," said U.S. Rep. Al Lawson (D-Florida). "This recent study is evident that Jacksonville's maritime industry is essential to the state's overall economic growth. Our hard-working men and women who crew the vessels work in this critical sector to ensure our national security, stimulate trade and promote economic prosperity."

"This is good news for Florida and the greater Tampa Bay area and demonstrates the impact the maritime industry has on our economy," said U.S. Rep. Vern Buchanan (R-Florida). "With 15 deep-water ports, including Port Manatee, Florida has an in-



SIU VP Gulf Coast Dean Corgey (standing third from left) and Port Agent Ashley Nelson (standing second from right) pose with SIU members Recertified Bosun Abel Vazquez Torres, AB Victor Cortes, AB Christian Reyes Herencia, AB Manuel Rodriguez Maldonado, Recertified Steward Juan Vallejo Hernandez, Chief Cook Bryan Alvarez and SA La'Sonia Randolph.

credible opportunity to grow its maritime industry to help diversify our economy, create jobs and move goods and services."

"The impact of the domestic maritime industry in the state is undeniable – delivering over 65,000 jobs and generating nearly \$4 billion in income across Florida. The Jones Act ensures these jobs go to American workers, living and working in our communities. It is essential that we continue to uphold the law for these very real economic reasons," said Florida State Senate Minority Leader Audrey Gibson (D-Duval).

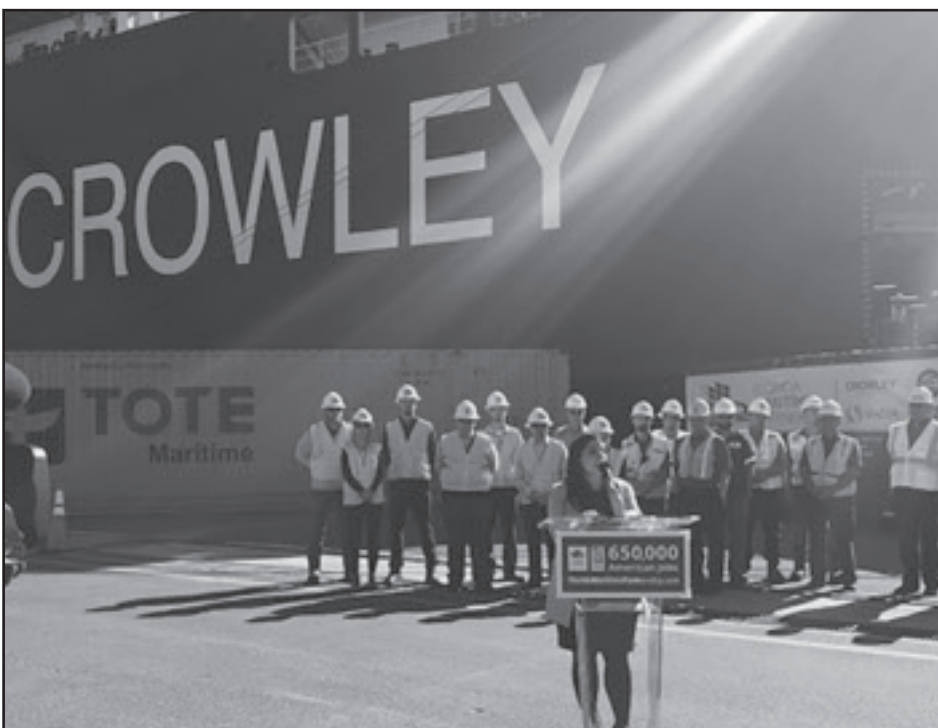
"Across Florida and the country, the hard-working men and women of the domestic maritime industry are delivering for a better tomorrow," said Florida State Rep. Jackie Toledo (R-Tampa). "With nearly 65,000 jobs, over \$14.6 billion in economic impact, and \$3.73 billion in worker income, the domestic maritime industry is vital in building and expanding Florida's thriving economy."

"The state of Florida is a leader in the domestic maritime industry," said James L. Henry, chairman and president of the Transportation Institute. "The findings in our most recent study demonstrate the strength and necessity of the Jones Act, which serves as the backbone of the American maritime industry, the U.S. industrial base, and job creation for the hard-working

men and women that crew the vessels delivering both in times of war and peace."

"Quite simply, the Jones Act is American security," said Matt Woodruff, president of the American Maritime Partnership, to which the SIU is affiliated. "In addition to the job creation benefits detailed in this study, our American mariners are relied on by defense leaders to project American force overseas in a national emergency. Alongside our waterfront workers, they are the eyes and ears of homeland security on our nation's coasts and waterways. Our American-controlled fleet provides economic security, ensuring that our nation's internal freight transportation system, including fuel deliveries from American refineries to Florida, is not subject to foreign interference. American maritime jobs, guaranteed by the Jones Act, make this possible."

Thanks to the Jones Act, the domestic maritime industry now employs approximately 650,000 Americans across all 50 states, creates \$41 billion in labor income for American workers and adds more than \$154.8 billion in annual economic output each year. Nationally, there are more than 40,000 American vessels – built in American shipyards, crewed by American mariners, and owned by American companies – that operate in U.S. waters daily.



The SIU-crewed *El Coqui* served as a backdrop at the Jacksonville gathering, as did containers from Seafarers-contracted TOTE Maritime.



# Matson Takes Delivery of Kaimana Hila

SIU-contracted Matson took delivery of the second of two Aloha Class container-ships, the *Kaimana Hila*, on March 28. The Jones Act vessel was built by union members at Philly Shipyard.

*Kaimana Hila* is a Hawaiian transliteration for “Diamond Head,” the name of Hawaii’s iconic landmark crater near Waikiki Beach.

The new vessel is the sister ship to the *Daniel K. Inouye*, which was christened in June 2018 and went into service in November 2018. The two vessels, at 850 feet long and 50,794 DWT, are the largest container-ships ever built in a U.S. shipyard. Though bigger, the ships are also designed to accommodate future needs by being able to navigate safely into some of Hawaii’s smaller ports.

Steinar Nerbovik, Philly Shipyard president and CEO, stated, “Matson is a first-class customer and on behalf of all of the men and women of the shipyard, we thank them for their trust and confidence in us. By all measures, *Kaimana Hila* will be another wonderful addition to Matson’s fleet, servicing the containership trade between the U.S. West Coast and Hawaii.”

The two ships are the first of four new vessels that Matson will put into its Hawaii service during the next 18 months. *Kaimana Hila* is the 30th vessel built at Philly Shipyard in the company’s 20-year history. “This is a proud day for everyone at

Matson,” said Matt Cox, the company’s chairman and CEO, during a ceremony at the shipyard. “*Daniel K. Inouye* has performed well in its first four months of service, and we are excited to have *Kaimana Hila* joining it soon. These new vessels herald the beginning of a new era in our Hawaii service and will allow us to serve our customers better than ever for decades to come.”

U.S. Congresswoman Tulsi Gabbard (D-Hawaii) officially christened the vessel by breaking a ceremonial bottle of champagne against the ship’s navigation bridge superstructure on March 9. The ceremony was attended by approximately 70 representatives of Matson and PSI.

When the first vessel in the class was christened, Maritime Administrator Mark Buzby spoke at the ceremony, saying, “America has a proud maritime history, but it has never been just about ships and ports. To me it’s more about the American mariner; the men and women who have advanced the American way of life by serving at sea, and the men and women of the U.S. Merchant Marine. They are always among the first called to action to support and sustain our armed forces in national and international crises. Those same mariners will breathe life into this new ship and sail her confidently and competently for years to come.”

The new vessels incorporate a number of “green ship technology” features that



The union-built ship will carry an SIU crew. (Photo courtesy of Matson)

help protect the environment, including a more fuel-efficient hull design, dual-fuel engines that can be adapted to use liquefied natural gas (LNG), environmentally safe double-hull fuel tanks and fresh water ballast systems.

## Workmen Continue to Make Progress On Jones Act Containership in Texas

### *Pasha Hawaii’s LNG-Powered MV George III Navigates Through Crucial Main Engine Test*

Seafarers-contracted Pasha Hawaii on March 5 announced factory-acceptance testing of the main engine has been completed for the *MV George III*, the first of two liquefied natural gas (LNG)-fueled containerships being built in Brownsville, Texas.

The two Ohana Class vessels will join the company’s fleet in providing service between Hawaii and the mainland U.S. The Jones Act ships are scheduled for delivery in 2020.

According to Pasha, “Both the main and auxiliary engines for the *MV George III* were tested on LNG and diesel fuel, as the two new 774-foot containerships will operate fully on LNG from day one in service. Each vessel will carry 2,525 TEUs, with a sailing speed of 23 knots.”

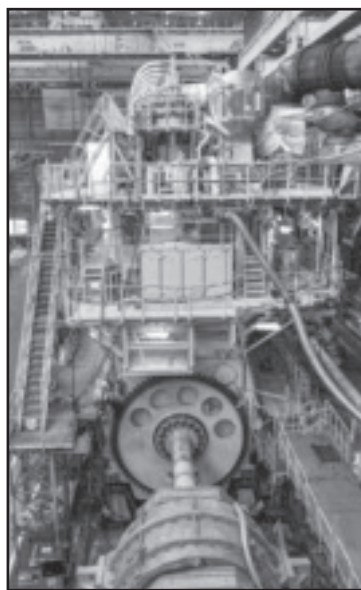
Pasha Hawaii, an independent

operating subsidiary of The Pasha Group, operates a fleet of six Jones Act-qualified vessels out of multiple port terminals.

The Jones Act guarantees that the transportation of merchandise between two U.S. points is carried out by vessels that are crewed, built, flagged and owned American. Supported by broad bipartisan majorities in Congress and top U.S. national security officials, the freight cabotage law promotes the maintenance of the nation’s vitally important maritime industrial base, ensuring that American jobs are not shipped overseas and that defense capabilities and readiness not outsourced to foreign nations.

One day before Pasha’s announcement, the Transportation Institute reported that the domestic maritime industry now em-

ploys almost 650,000 Americans across all 50 states and contributes \$154 billion to the nation’s economic growth annually. That data comes from an extensive study by PricewaterhouseCoopers.



The graphic directly above is an artist’s rendering of the new ship. The photo at right, above shows the dual-fueled main engine of the *MV George III* will meet Tier III emission standards. (Graphic and Photo courtesy Pasha Hawaii)

## Coast Guard Commandant: ‘The Jones Act is Important To the Security of the Nation’

The commanding officer of the U.S. Coast Guard recently left no doubt about his strong support of the nation’s freight cabotage law.

During a March 26 budget hearing conducted by the House Appropriations Homeland Security Subcommittee, U.S. Rep. Steven Palazzo (R-Mississippi) asked Coast Guard Commandant Adm. Karl Schultz: “The Jones Act, why is it important to our economic and national security?”

Schultz replied, “The Jones Act is important to the security of the nation, the merchant fleet here, and our ability to move military supplies and military out loads. Let’s say we had a large-theater war in the Pacific and that part of the world – that (The Jones Act) is important. I think economically, folks have invested in that. The Jones Act gets attacked that there’s cheaper ways to do business.”

“The Jones Act has been in place here for about 100 years, sir, and it serves a very important – continually important – service,” Schultz continued. “I think before there’s any meddling with the Jones Act, people should really step back and have an informed conversation about all the puts and takes and the impacts to national security.”

The Jones Act requires that cargo moving between domestic ports is carried aboard vessels that are crewed, built, flagged and owned American.

Last September, Seafarers’ Rights International (SRI), an independent center for mariner advocacy and research,

released a report titled “Cabotage Laws of the World.” The findings of their global cabotage study provided the first independent analysis of maritime cabotage laws since the early 1990s.

Based on extensive research involving 140 countries, the SRI report revealed



Adm. Karl Schultz  
Commandant  
U.S. Coast Guard

that 91 countries representing 80 percent of the world’s coastal United Nations Maritime States have cabotage laws restricting foreign maritime activity in their domestic coastal trades.

Merriam-Webster defines cabotage as “trade or transport in coastal waters or airspace or between two points within a country.”



# Allies Testify on Future of Maritime Industry

## USCG Commandant, Maritime Administrator, FMC Chair Support Mariners

During a recent hearing on “Federal Maritime Agencies: Ensuring a Safe, Secure, and Competitive Future,” the importance of the Jones Act and the U.S.-flag fleet remained at the forefront of the discussion.

Providing testimony to the Senate Committee on Commerce, Science, and Transportation Subcommittee on Security were Maritime Administration (MARAD) Administrator Mark Buzby, Coast Guard Commandant Admiral Karl Schultz and Federal Maritime Commission Chairman Michael Khouri. All three men provided a written testimony, then answered questions posed by the senators seated on the committee.

Buzby said in his written statement, “Congress recognized long ago that a U.S. Merchant Marine composed of the best-equipped, safest, and most suitable types of vessels, constructed in the United States, and crewed by trained and efficient citizen mariners is critical to national defense and robust domestic and foreign commerce. MARAD’s mission is to foster, promote, and develop our maritime

industry to meet the Nation’s economic and security needs.

“The U.S. Merchant Marine is a fundamental component of our national defense strategy. Our strategic sealift relies on a Government-owned fleet and assured access to commercially operated U.S.-flag vessels, and the intermodal networks that these vessel operators maintain, to transport equipment and supplies to deploy and sustain our military forces anywhere in the world. Critical to both Government-owned and commercial U.S.-flag vessels is an adequate supply of qualified U.S. mariners to crew them. Currently, we face readiness challenges because of aging Government-owned vessels, historically low numbers of U.S.-flag vessels operating in international trade, and ensuring we have a sufficient number of qualified U.S. mariners that would be needed in the event of a long-term national emergency,” he wrote.

Schultz also addressed the importance of mariners, saying, “Service readiness starts with our most valuable asset – our people. We must continue to recruit, train,

support, and retain a mission-ready total workforce that not only positions the Service to excel across the full spectrum of Coast Guard missions, but is representative of the diverse Nation we serve.... Adequate increases to depot maintenance funding, coupled with strategic human capital investments, are critical to addressing these readiness challenges.”

In a brief summary, Khouri explained the Federal Maritime Commission’s relationship with the shipping industry: “The FMC is an independent agency with specialized experience in the international ocean transportation industry. We administer a focused antitrust regulatory regime tailored to the particular factors affecting the ocean liner trade.... While the Federal Maritime Commission is not charged with a national security role in the same sense as the U.S. Coast Guard or the U.S. Maritime Administration, America’s economic security very much depends on a competitive and efficient ocean transportation system. That is the Commission’s mission.”

He also elaborated on cabotage laws,

saying, “What economists call the ‘invisible hand’ is not the only force that guides the global shipping industry. Many nations throughout the world go to great lengths to support national ocean transportation companies, including use of indirect subsidies and direct capital infusion to maintain the national company’s solvency.... For the moment, such links between governments and national carriers hold the potential to provide lower freight costs and greater service choices for imports and exports. Some economists argue that such foreign state support tends to distort otherwise competitive markets.”

In his testimony, Buzby also mentioned the state of the U.S.-flag fleet, saying, “As I stated earlier, the number of vessels in the U.S.-flag, oceangoing fleet has reached a low point. I am concerned that the current fleet size could impact our ability to quickly assemble an adequate number of qualified mariners with the proficiency to operate large ships (unlimited horsepower and unlimited tonnage)

*Continued on Page 7*

## Rep. Garamendi, Sen. Wicker Urge Support of American Maritime

Bipartisan backing of the U.S. maritime industry remains evident in the nation’s capital.

In one recent example, U.S. Rep. John Garamendi (D-California) and U.S. Sen. Roger Wicker (R-Mississippi) on March 26 sent a letter urging U.S. Trade Representative Robert Lighthizer, Commerce Secretary Wilbur Ross, and Treasury Secretary Steven Mnuchin to ensure that U.S.-flagged, U.S.-crewed vessels play a key role in the transportation of liquefied natural gas (LNG) exports to China.

Recent reports indicate that an agreement to end the retaliatory tariffs between the U.S. and China will include substantial commitments by the Chinese to purchase U.S. LNG exports. Wicker’s and Garamendi’s letter urges the administration to use this opportunity to create new jobs in America and reinvigorate the U.S.-flag international fleet.

“America is on pace to be the third-largest producer of LNG exports by 2020. If we don’t use these trade negotiations to require our LNG exports to ship

on U.S. vessels, the United States will continue exporting its LNG on foreign-flagged ships manned by foreign crews,” said Garamendi. “The U.S.-flag international fleet has declined 60 percent since 1991 to just 80 vessels. These negotiations give us the opportunity to reenergize American shipyards and rebuild our nation’s dwindling merchant fleet, which provides a vital economic stimulus and critical sealift capacity for our military. I look forward to establishing a dialogue with the administration on this matter, and I thank Senator Wicker for leading the effort in the Senate to grow the U.S.-flag fleet.”

“The United States should seize every opportunity to bolster our domestic maritime industry,” Wicker said. “As we pursue stronger trade agreements with China and other nations, I urge the administration to consider supporting the American merchant marine fleet by requiring liquid natural gas and crude oil exports be transported by U.S.-flagged and -crewed vessels.”



Senator Roger Wicker  
(R-Mississippi)



Congressman John Garamendi  
(D-California)

During the last Congress, Wicker and Garamendi introduced the Energizing American Shipbuilding Act. This legislation would guarantee that fixed percentages of all exported LNG and crude oil would travel on ships that are built, crewed and flagged American starting in 2025. If enacted, the proposal would grow the U.S.-flag fleet and support

thousands of new jobs for American mariners, shipyards, and the domestic maritime industry.

Wicker and Garamendi plan to reintroduce the bill this Congress.

*Editor’s note: The full letter is linked in a March 26 post in the Labor/Maritime News section of the SIU website.*

## Apostleship of the Sea Backs Jones Act, WWII Mariners

The Apostleship of the Sea of the United States (AOS-USA) recently passed separate resolutions supporting the Jones Act and active U.S. Merchant Mariners, plus U.S. Merchant Mariners of World War II.

During its annual conference last month in Dania, Florida, the organization emphasized that the Jones Act is vital to America. The AOS-USA also said it’s time to deliver on long-overdue recognition for the civilian mariners who were instrumental to Allied victory in the war.

In its statement titled “A Resolution in Support of the United States Merchant Marine & the Jones Act,” the organization noted:

“Whereas Catholic maritime ministry is called to focus on the needs of all seafarers, their families, and cadets.

“Whereas, United States Merchant mariners, their families and cadets are important members of our United States Catholic community.

“Whereas the Jones Act is the law which requires that any cargo transported between two points in the U.S. by water move on American vessels crewed by American workers.

“Whereas, the Jones Act helps support nearly 650,000 jobs across America,

“Whereas, the Jones Act provides important national, homeland, and economic security benefits.

“Be it resolved that the Apostleship of the Sea of the United States of America at its 18th Annual National Conference, joining together with The American Maritime Partnership, The Navy League, The Transportation Institute, United States

maritime unions, and maritime shipping companies, expresses its continued support of the Jones Act.”

The AOS-USA was no less compelling in its support of World War II merchant crews. That statement read in part:

“Whereas Catholic maritime ministry is called to bring pastoral care to retired merchant mariners.

“Whereas United States Merchant Marine Veterans from World War II are members of our community of maritime.

“Whereas the World War II Merchant Mariner Veteran played a critical role in victory over Fascism.

“Whereas unlike other veterans of the Greatest Generation, these veterans never received the wartime benefits that President Franklin Roosevelt promised for their service and sacrifice.

“Whereas H.R. 154 would complete the long-overdue promise and properly recognize Merchant Mariner World War II service. The legislation would provide a one-time lump sum of \$25,000 to each of surviving WWII Merchant Marines.

“Whereas H.R. 550 would present the

Congressional Gold Medal to World War II United States Merchant Marine veterans, and would be an appropriate way to shed further light on the service of the merchant mariners in World War II and the instrumental role they played in winning that war.

“Whereas many of these veterans are now well into their 90s, and fewer than five thousand World War II United States Merchant Mariners still are living.

“Be it resolved that the Apostleship of the Sea of the United States of America, at its 18th Annual Conference in Dania, Florida, calls on Congress to pass of H.R. 154 & H.R. 550, and endorses the efforts of the American Merchant Marine Veterans to gain these long-delayed benefits for these veterans.”

The AOS-USA is self-described as “the professional association of Catholic Maritime Ministers, Cruise Ship Priests, Mariners and all those who support the ministry to the People of the Sea.

AOS-USA provides mutual support, continuing education, and intercommunication for Catholic Maritime Ministers.”



# Paul Hall Center Apprentice Recalls Oval Office Experience

Corey Daniel Reseburg's first trip to the nation's capital will be tough to top.

An apprentice at the SIU-affiliated Paul Hall Center for Maritime Training and Education, Reseburg on March 4 participated in an Oval Office ceremony where President Trump signed an executive order aimed at facilitating military veterans' entry to the U.S. maritime industry.

A U.S. Army veteran, Reseburg was one of 18 people standing behind the president as he signed the order. Attendees also included Transportation Secretary Elaine L. Chao, Labor Secretary Alexander Acosta, Maritime Administrator Mark Buzby, Deputy Maritime Administrator Richard Balzano, and other mariners.

Reseburg, 32, appreciated the experience but wasn't overwhelmed by it.

"I'd never been to D.C. before," he recalled. "Just to be able to go the Oval Office and meet the president was quite the opportunity. Standing there in the office, there's a lot of history. I felt honored, and it felt like the president was happy to sign the order and support veterans coming into the industry."

Reseburg said that although his time at the White House was "short and sweet, probably 15 to 20 minutes," he got to meet "quite a few people." That list included Chao, a longtime friend of the SIU and supporter of American maritime.

"I got to speak with her, which was pretty cool," Reseburg noted. "I also got to meet Admiral Buzby and got to see some colleagues from the Great Lakes."

Asked about his nerves, the Jacksonville, Florida, native replied, "I was a little nervous to speak to everybody and meet them for the first time, but not really very much. Being with a group of people, it wasn't so bad."

He said Trump handed out markers



Paul Hall Center Apprentice Corey Daniel Reseburg (second from right in photo above) joined other White House attendees for an impromptu news conference after the executive order's signing. In photo below, Reseburg is pictured on the campus in Piney Point, Maryland.

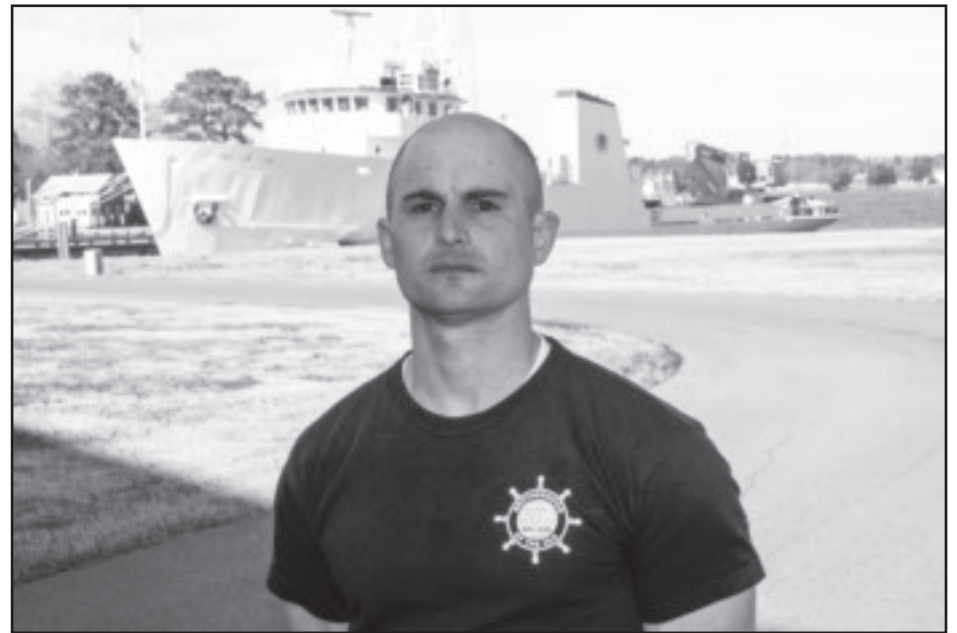
from his desk that he uses to sign bills, and Buzby got a signed copy of the executive order (one supported by the SIU).

As for his post-Army career choice, Reseburg is optimistic. He separated from the service in 2008 and then "had been working dead-end jobs for a while," Reseburg said. "I met a guy and asked him what he did for a living. He gave me the number to the SIU and the rest is history."

The connection wasn't purely luck, though. Reseburg said that, living in a port city, "I had always had an interest" in the maritime industry. "I guess living in Jacksonville, seeing those big ships, I wondered, how do I get there?"

His training at the school in Piney Point, Maryland, is "moving right along," he said.

He's unsure which department he'll choose but is "leaning engine."



## Spotlight on Mariner Health

### People With Sickle Cell Disease Inherit Condition from Parents

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

Sickle cell disease is a group of genetic blood disorders that are manifested when an individual inherits two abnormal copies of the hemoglobin gene, one from each parent. This gene occurs in chromosome 11.

The most common type of Sickle cell disease is called, Sickle Cell Anemia. It results in an abnormality in the oxygen-carrying protein hemoglobin which is found in the red blood cell. Under certain incidences, this irregularity leads to a rigid, sickle-like shape in the cells.

Under normal circumstances, red blood cells are flexible, round in shape and move easily through the blood vessels. In the case of sickle cell anemia, however, red blood cells become rigid, sticky and are shaped like a sickle or a half moon. These irregular-shaped cells can get stuck in the small blood vessels, and thereby slow down blood flow and oxygen to vital organs.

Symptoms associated with sickle cell disease usually are seen during the infancy stages of an individual's development, around five to six months of age. A number of health problems can arise during this period including pain, sickle cell crisis, anemia, edema of the hands and feet, bacterial infections, delayed growth, vision problems, acute chest syndrome, pulmonary hypertension and organ damage. A stroke is also possible.

With respect to timing, sickle cell attacks can happen during periods when infected indi-

viduals are experiencing high levels of stress; are in environments with frequent temperature changes; or are experiencing dehydration. High altitudes are also regarded as triggering mechanisms. Once a sickle cell crisis has surfaced, it could last from five to seven days. Most individuals are hospitalized at this stage.

People having only one copy of the previously cited abnormal gene usually don't have any of the symptoms mentioned above. These individuals are said to have Sickle Cell Trait and are referred to as carriers. You must have both abnormal copies of the gene to have Sickle Cell Disease.

Currently, there is no cure for this disease and, as a consequence, the more than 4.4 million people who have the disease must rely on preventative measures and treatment for relief. An estimated 43 million have the sickle cell trait.

The care of people with Sickle Cell Disease normally will consist of the prevention of infections with vaccines, antibiotics, high fluid intake, folic acid, and pain medications. Other treatments may include blood transfusions and medications such as hydroxyurea.

Sickle Cell Disease diagnosis is done by a blood test. Those who carry the sickle cell trait should see a genetic counselor before trying to have children. It is advised that both partners be tested.

It's always good practice to do the following: eat a healthy diet, stay hydrated by drinking plenty of fluids, take medications as directed, avoid stress as much as possible, and see your doctor at the first signs of a problem.

### Healthful Recipe

#### Baked Chili Lime Rockfish

*Servings: 25*

#### Ingredients

6 2/3 pounds rockfish fillets  
 Marinade recipe:  
 2/3 cup lime juice  
 2/3 cup lemon juice  
 2/3 cup water  
 1/3 cup olive oil  
 1/2 cup cilantro, chopped  
 2 2/3 tablespoons garlic clove, minced fine  
 2 2/3 tablespoons chili powder, ground  
 1 tablespoon paprika  
 1 tablespoon granulated garlic  
 1 tablespoon kosher salt  
 1 teaspoon white pepper, ground  
 Fresh parsley, chopped  
 Lime cut into twists

#### Preparation

Place all of the marinade ingredients into a large bowl or container and whisk together to combine. Marinate the fish for at least 3 hr prior to cooking. Discard used marinade. Grill the fish on an oiled grill or flat top grill, on med-high heat 3-5 minutes on each side until done. Place in 2" hotel pans. (Fish can also be par-cooked on grill then finished in the oven)



Cover and serve. Garnish with chopped parsley and lime or lemon twists.

#### Nutrition Information

Per Serving (excluding unknown items): 150 Calories; 5g fat (30.3% calories from fat); 23g protein; 3g carbohydrate; trace dietary fiber; 42 mg cholesterol; 308 mg sodium. Exchanges: 0 grain (starch); 3 lean meat; 0 vegetable; 0 fruit; 1/2 fat.

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





SIU President Michael Sacco (right) addresses the audience. (Photo by Howard Hill)

# Marine Society Honors SIU President

## Group Lauds Sacco's Career Achievements

A prestigious maritime organization recently saluted the outstanding career of the SIU's top official.

SIU President Michael Sacco on April 8 received a Lifetime Achievement Award from the Marine Society of the City of New York for his years of dedication to the U.S. Merchant Marine. Marine Society President Capt. Tim Ferrie described Sacco's accomplishments as "second to none."

The yearly event took place in New York City.

In part, the award itself cited Sacco's "distinguished service in the field of labor relations representing merchant mariners, industrial and government workers over a 50-year career.... Michael Sacco is a tireless supporter of Seafarers and their families, advocating for improved medical, education and retirement benefits.... Michael has given selflessly to benefit the merchant mariner through the years, quietly and without fanfare, as becomes a seafarer."

The framed certificate also noted some of the numerous gains that have occurred both within the SIU and at its affiliated school in Piney Point, Maryland, thanks to Sacco's leadership.

Capt. Robert Johnston, retired Overseas Shipholding Group executive, introduced Sacco and pointed out they have known each other for nearly 40 years.

"Mike has led the SIU to new heights in jobs and benefit plans and is the unquestioned heavyweight of maritime labor," Johnston said. "Mike works and fights hard for his sailors – for their jobs, their working conditions, their benefits, their pensions. Don't ever get in the way of Mike fighting for his sailors."

Addressing the crowd of more than 200, Sacco stated, "My hat is off both to the Marine Society of New York and to Snug Harbor, which I know is a separate but closely aligned organization. Snug Harbor in particular has done so much great work

to help retired mariners, including a lot of our old NMU retirees. And the Marine Society has helped people throughout our industry, largely through providing educational opportunities.

"In that way, my union has a lot in common with you," he continued. "We put a premium on training and education, because nothing is more important to the rank-and-file member. I'm sure the crew of the *Green Lake* would tell you that they couldn't have saved those people without their safety training, much of it provided by union-affiliated schools. In fact, I'm proud to point out that every single SIU member on that ship when the rescue took place has trained at our school in Maryland." (Editor's note: The SIU-crewed *Green Lake* also was honored by the Marine Society for a rescue its crew executed Dec. 31, 2018, as reported in the February LOG.)

He added, "I'm proud to have spent my life in this industry. The U.S. Merchant Marine is vital to America's national, economic and homeland security. Who wouldn't be excited to be part of it? And I'm grateful to have found a home with the SIU many years ago. Our union has been a source of good, family-wage jobs almost since our founding in 1938. We deliver the goods for our country, for our troops when needed, and for our own members."

Sacco concluded, "You've given me a lifetime achievement award – and my lifetime of experience tells me that we've still got many great days ahead in the American maritime industry. I can see it in the new members joining the SIU. I can see it in the new vessels being built in union yards across the country. We have tremendous potential for growth in the international trade, and we've got solid, bipartisan support on the domestic side as well. Our future is bright as long as we're willing to work for it. And I can tell you for sure, the SIU is willing to work for it."



Marine Society President Capt. Tim Ferrie (right) congratulates SIU President Michael Sacco.

## Jones Act, U.S.-Flag Fleet Receive Strong Backing During Senate Hearing

Continued from Page 5

needed for surge and sustainment sealift operations during a mobilization that lasts more than six months. We may be short of the number of mariners needed to meet crewing requirements beyond those first six months. While, historically, the men and women of the U.S. Merchant Marine have voluntarily shipped out in times of need, and even extended their time at sea beyond normal tours when called upon to do so, it is important to note that commercial mariners are under no legal obligation to do so.

"MARAD is conducting a survey of mariners to as-

certain with more certainty their potential availability and willingness to 'answer the call.' The results will help clarify the size of the pool of qualified mariners upon which our Nation could potentially rely in times of need," he said.

When asked by Subcommittee Chairman Dan Sullivan (R-Alaska) about the prevalence of cabotage laws around the world, Buzby replied, "Over 98 countries that have their version of cabotage law, similar to the Jones Act.... A recent study revealed that. There are so many aspects where the Jones Act impacts our both economic security and national security. I would offer just one and that is that the operators of our Jones Act fleet that ply the waters every single day of this nation, inland waters, coastal waters, they are invested in our country. They are our countrymen. They know what normal looks like. They know when something doesn't look quite right and it's out of sorts. They will say something if they see something. You cannot say that about a foreign operator in our waters. They have no equity. They have no reason to want to report. Our

people ply those waters every day. They make their living there. They are members of our community. If they see something, they will say something. That is a bona fide layer of our national security."

Khuri followed up on the administrator's points: "I grew up in the U.S.-flag fleet inland, as the admiral knows. I had the opportunity after law school to work in this precise area, worked on trying to put together cabotage trades and trying to remember France, Germany, Venezuela, throughout the river system, Indonesia, and last, one of the most interesting, to move coal on the Grand Canal in China. And so, I have some hands-on experience in dealing with those cabotage rules with various countries as you mentioned, and they're tough. They are not receptive to foreigners coming into their area. And so I agree with everything Admiral Buzby said.... I never have understood just the simplest fundamental point that with the thousands of miles of U.S. coastline and all the business that we have here, why would we unilaterally disarm ourselves to all of these other countries. That never made any sense to me."





**MEMBERS WELCOME HQ OFFICIALS** – Pictured recently at the New Orleans hall are (photo above, from left) SIU Secretary-Treasurer David Heindel, SA Abraham Pena, SIU President Michael Sacco, SA James St. Amand, Recertified Bosun Stanley Daranda, QMED Grant Simonson, AB Aurelio Ortiz, AB Arthur Price and AB Harold Christopher.

## *At Sea and Ashore with the SIU*



**CELEBRATING SAFETY** – Recertified Bosun Oliver Balico (standing third from left) recently earned a monthly safety award from Maersk Line, Limited aboard the *Safmarine Kuramo*. He received it in front of the whole crew and was commended for continuous contributions and long-standing commitment to safety.



**HAPPY REUNION** – AB James Osei Bonsu (left) recently reconnected with his brother, Charles (right), in Bremerhaven, Germany, while the Seafarer was working aboard the *Charleston Express* (Marine Personnel and Provisioning). They hadn't seen each other in 20 years. Charles lives in Hanover, roughly a two-hour drive from where the vessel docked.



**ABOARD ISLA BELLA** – Pictured on the TOTE Maritime vessel in Puerto Rico are ABs Victor Velez-Perez, Ricky Rivera-Martinez, and John Diaz-Hernandez, all Puerto Rico natives and residents of the island.



**ABOARD ATB LIBERTY** – Aboard the Crowley vessel in Texas City, Texas, are (from left) SIU Patrolman J.B. Niday, Capt. Kenny Graybill, Chief Mate Caleb Buckley, AB/Utility Filmore Solomon and AB/Cook Robert Leslie.



# At Sea and Ashore with the SIU



**MILESTONES IN HAWAII** – AB Rolando Pangan (right in photo at left, with administrative assistant Shu-reen Yatchmenoff) recently received his A-seniority book at the Honolulu hall, while SA Shana Zeidenberg (left in photo at right, with Safety Director Amber Akana) picked up her full B-book.

**LICENSE EARNED** – Former Seafarer Carlos Sanchez displays his newly earned chief engineer's license aboard the Crowley tanker *Magnolia State*.



**SLNC GOODWILL CREW** – Seafarers and officers are pictured in front of the Chesapeake Crewing vessel at Keppel Shipyard in Singapore. The SIU crew includes Bosun Wilson Trayvilla, AB Wallace William, AB Celso Gutierrez, AB Mario Loria, STOW Tommy Benton, Oiler Phil Leger, Oiler Mason McGowan, Steward/Baker Janelle Harper, ACU Nicoll Rodriguez, SA Fahd Saleh, Apprentice Samuel Reyes and Apprentice Robert Mason.

**ABOARD CAPE HORN** – Pictured aboard the Matson-operated vessel in San Francisco are (photo at left, from left) Chief Steward Ali Munsar and SIU Port Agent Nick Marrone II.



**FULL BOOKS IN HOUSTON** – Receiving their respective full books at the hiring hall are AB Juan Bermudez (left in photo at left, with Patrolman J.B. Niday) and AB Simon Valerio (center in photo at right, with VP Gulf Coast Dean Corgey, right, and Asst. VP Mike Russo).

**WELCOME ASHORE IN JAX** – Picking up their respective first pension checks at the hiring hall are Chief Mate Conrado Abinuman (left in photo at left) and AB Jared Blavat (right in photo at right). Each is pictured with Safety Director Joseph Koncul.



**WELCOME ASHORE IN OAKLAND** – Electrician Kashmir Dhillon (left) picks up his first pension check at the hall in Oakland, California. Congratulating him on retirement is Asst. VP Nick Celona.

**PROMOTING MARITIME IN JERSEY** – Pictured at a recent fundraiser are (from left) NY Waterway Chairman Armand Pohan, SIU VP Atlantic Coast Joseph Soresi, U.S. Rep. Bill Pascrell (D-New Jersey), Port Agent Mark von Siegel and Patrolman Ray Henderson.

**FULL BOOK IN PINEY** – AB Will Jordan (right) receives his full membership book in Piney Point, Maryland. He's pictured with Port Agent Victor Nunez.





**NATIONAL GLORY SAFETY MILESTONE** – The vessel recently celebrated seven years without a lost-time injury. The ship carries an SIU crew and AMO officers. It sails between Houston and Puerto Rico for National Shipping and is managed by Crowley Global Ship Management. Standing from left are Chief Cook Claudia Mauricio-Brice, Electrician Oswald Bermeo, AB Jose Bermudez, Recertified Bosun Robert Natividad, Oiler Abraham Moreira-Mejia, OS Nassor James and OS Stalyn Mena Avila. Kneeling from left are AB Paul Dooley, AB Gerardo Arroyo, Oiler Francisco Martinez and Recertified Steward Lionel Packnett.



**ABOARD MAERSK KENTUCKY** – Thanks to vessel master Capt. Bill Imken for this snapshot of Seafarers during the last full day aboard the ship, which recently completed its final voyage. (The vessel is being replaced by a newer one, the *Safmarine Mafadi*, which will sail under the Stars and Stripes.) Pictured from left are GUDE Gil Lawrence, SA Rodrigo Cother, Bosun George Steube, AB Greinar Rio, QMED Antonio Watson, AB Thyron Dy, AB Walter Ott, Steward/Baker Jerome Jordan, QEE Monroe Monseur, Chief Cook Ricardo Arauz Rochez, AB William Kovacs and AB Timothy Heil.



**SPAD SUPPORT** – SIU boatmen continue signing up for SPAD, the union's voluntary political action fund. This photo was taken March 20 in Freeport, Texas, aboard the G&H tug *Zeus*. Pictured from left are SIU Patrolman J.B. Niday, Chief Engineer Shawn Atkinson, Capt. Jarrad Williams, Oiler Michael Diggs and SIU Safety Director Kevin Sykes. The members had just signed up for SPAD check-off.



**ARTISTIC SEND-OFF** – Recertified Steward Christina Mateer (right in photo at left) received a unique gift from a friend's daughter shortly before returning to work aboard the *Maersk Ohio* in late March. The daughter, Ava (left), "thinks my job is really cool," Mateer reports. With that in mind, Ava drew a likeness of the vessel and presented it to Mateer.



**MARINERS HONORED** – Recertified Bosun Greg Jackson was pleasantly surprised to see the U.S. Merchant Marine included in the City of Semmes (Alabama) Honor Park. Greg sent these photos (at left and above) from his recent stop there. More info on the park is available at: <https://cityofsemmesal.gov/our-community/honor-park/>



# Snapshots from Puerto Rico



**CONGRESSMEN, MAYOR DISCUSS CABOTAGE** – Gathering for a photo after a hearing in San Juan that included discussions about FEMA and the Jones Act are (from left) SIU Port Agent Amancio Crespo, U.S. Rep. Al Green (D-Texas), U.S. Rep. Jesus Garcia (D-Illinois), San Juan Mayor Carmen Yulin Cruz and U.S. Rep. Bennie Thompson (D-Mississippi), who chairs the House Homeland Security Committee.



**CONGRESSMAN ATTENDS ENERGY SUMMIT** – U.S. Rep. Ted Yoho (R-Florida) (second from right) toured Puerto Rico Electric Power Authority facilities as part of a recent discussion concerning new energy sources for the island. He's pictured with (from left) TOTE Services VP Ben Christian, SIU Port Agent Amancio Crespo and TOTE Maritime VP Eduardo Pagan.



**TALKING JONES ACT WITH SENATOR** – SIU Port Agent Amancio Crespo (right) meets with the Hon. Angel Chayanne Martinez, a member of the Puerto Rico Senate, to discuss the numerous ways the Jones Act benefits the territory and its citizens.



**MEETING WITH MAYOR** – Jose Sanchez (right), mayor of Manati, is a longtime backer of the maritime industry. He met recently with SIU Port Agent Amancio Crespo (left) to discuss the latest developments pertaining to the Jones Act, including how the law helps provide good jobs for Puerto Rico residents.



**MARITIME COMMUNITY MEETS WITH SENATOR** – U.S. maritime advocates on April 8 conducted a meeting with the Hon. Nelson V. Cruz Santiago (second from left), a member of the Puerto Rico Senate. They discussed the vital role the Jones Act has played in the territory's economy. Pictured with him (from left) are SIU Port Agent Amancio Crespo, TOTE Maritime VP Eduardo Pagan, Jose Nazario and A. Rivera of Crowley, Teamsters Local 901 President Carlos J. Marrero and Josue Montijo of the Puerto Rico AFL-CIO.



**RECRUITING TRAIL** – Seafarers helped promote the union and its affiliated school in Piney Point, Maryland, during a mid-March job fair in Carolina. Pictured from left are Recertified Steward Ismael Garayua, Chief Cook Christian Borroto and Chief Cook Jacob Parrilla.



**A-BOOK AWARDED** – AB Julio Perez (left) receives his A-seniority book at the hall. He's pictured with Port Agent Amancio Crespo.



**FAMILIES WELCOME** – One of the improvements cited by Seafarers regarding the new hiring hall is its family-friendly location. Third Asst. Engineer Jose R. Encarnacion (right) brought his wife, Moraima (left) and their daughter, Leah, to the building in early April.



**ENTHUSIASTIC DONATION** – AB Leroy Sierra displays a dramatic photo of a sailboat that he donated to the new hiring hall in San Juan.





# SIU-Backed Final Rule Boosts Mariner Access

A years-long effort strongly assisted by the SIU has resulted in new regulations aimed at benefiting mariners.

The U.S. Coast Guard on April 1 issued a final rule titled “Seafarers’ Access to Maritime Facilities.” Published in the Federal Register, the rule requires “each owner or operator of a maritime facility regulated by the Coast Guard to implement a system providing seafarers, pilots, and representatives of seamen’s welfare and labor organizations access between vessels moored at the facility and the facility gate, in a timely manner and at no cost to the seafarer or other individuals. These access procedures must be documented in the Facility Security Plan for each facility, and approved by the local Captain of the Port. This final rule, which implements a congressional mandate, ensures that no facility owner or operator denies or makes it impractical for seafarers or other individuals to transit through the facility.”

Compliance is required by June 1, 2020 (the rule’s “effective date” is May 1, 2019).

Organizations and individuals from many sectors of the industry teamed up to push for this regulation.

When the rule initially was proposed, SIU Secretary-Treasurer David Heindel testified on behalf of both the union and the International Transport Workers’ Federation (where he chairs the Seafarers’ Section) during a U.S. Department of Transportation public meeting in early 2015. At that time, Heindel said that shore leave and terminal access aren’t just matters of convenience – they’re crucial to maritime safety and the general wellbeing of mariners. They should also be consid-

ered part of the cost of doing business as a maritime terminal, he stated.

Additionally, Heindel thanked the agency for proposing the rule, and said it is imperative that if any additional costs arise for making it easier for mariners to go ashore, those costs must not be passed on to seafarers, either directly or indirectly. He noted that although that sentiment is consistent with the proposal’s stated intent, unions and other mariner advocates were on guard to make sure that’s how it is implemented.

“The concern we have on the labor side and also with the ministry side is that the seafarers have access to shore in a timely manner and at no cost to the seafarer,” Heindel stated. “We think the terminal operators have a responsibility here. They have an obligation to make sure people have access through their terminals.”

Heindel said foreign mariners in particular have “a very, very tough time getting ashore at a lot of different terminals,” and that a balance can be reached between proper security measures and reasonable treatment of seafarers.

The SIU also submitted formal comments soon after the meeting.

Meanwhile, the Coast Guard noted in the final rule, “Another benefit ... is that it will conform to international conventions, which in turn benefits seafarers.... We believe this is a benefit to seafarers because if the U.S. does not adhere to these international conventions and denies shore leave to these individuals, other countries may engage in an act of reciprocity and deny shore leave to U.S. seafarers abroad.”

According to the agency, 2,469 port

facilities governed by the Maritime Transportation Security Act of 2002 will update their respective facility security plans, while an additional 420 MTSA-regulated facilities will update both their respective plans and “facility operations.”

The Coast Guard described some of the benefits of the final rule as enhancing “the safety, health, and welfare of seafarers, and the overall quality of life by allowing seafarers access to fundamental human services.”

The last page of the rule spells out different considerations and options pertaining to mariner access. That page includes the following:

**C. Timely access.** The facility owner or operator must provide the access described in this section without unreasonable delay, subject to review by the Captain of the Port (COTP). The facility owner or operator must consider the following when establishing timely access without unreasonable delay:

- Length of time the vessel is in port.
- Distance of egress/ingress between the vessel and facility gate.
- The vessel watch schedules.
- The facility’s safety and security procedures as required by law.
- Any other factors specific to the vessel or facility that could affect access to and from the vessel.

**D. Access methods.** The facility owner or operator must ensure that the access described in this section is provided through one or more of the following methods:

- (1) Regularly scheduled escort between the vessel and the facility gate that conforms to the vessel’s watch schedule as

agreed upon between the vessel and facility.

(2) An on-call escort between the vessel and the facility gate.

(3) Arrangements with taxi services or other transportation services, ensuring that any costs for providing the access described in this section, above the service’s standard fees charged to any customer, are not charged to the individual to whom such access is provided. If a facility provides arrangements with taxi services or other transportation services as the only method for providing the access described in this section, the facility is responsible to pay any fees for transit within the facility.

(4) Arrangements with seafarers’ welfare organizations to facilitate the access described in this section.

(5) Monitored pedestrian access routes between the vessel and facility gate.

A method, other than those in paragraphs (d)(1) through (5) of this section, approved by the COTP.

If an access method relies on a third party, a back-up access method that will be used if the third party is unable to or does not provide the required access in any instance. An owner or operator must ensure that the access required in paragraph (a) of this section is actually provided in all instances.

(e) *No cost to individuals.* The facility owner or operator must provide the access described in this section at no cost to the individual to whom such access is provided.

The complete rule is linked on the SIU website, in the news archive (look under April 2019).

## Airlines Dub Luggage With Non-Removable Battery a ‘Big No-No’

People who own high-tech “smart luggage” and wish to travel with it aboard aircraft potentially could encounter problems.

According to several sources, three airlines (American, Delta and Alaska) in early 2018 announced that passengers owning smart luggage with a non-removable battery built into it would not be able to take the baggage onto the aircraft. United and Southwest Airlines joined the three inaugural carriers in the ban shortly thereafter.

“Customers who travel with a smart bag must be able to remove the battery in case the bag has to be checked at any point in the customer’s journey,” according to a statement issued by American Airlines. “If the battery cannot be removed, the bag will not be allowed.”

The policy change applies to checked as well as carry-on bags that require lithium batteries to power features such as a USB charging station and a location tracker. The policy’s origin is the result of safety concerns surrounding lithium batteries.

Lithium metal and lithium ion/polymer batteries are susceptible to emitting smoke, catching fire and even exploding. Between March 1991 and May 2017, the Federal Aviation Administration (FAA) documented 160 incidents involving lithium batteries that were being transported as cargo or baggage. The agency already prohibits passengers from checking spare lithium batteries used for personal electronic devices and portable rechargers, as well as several lithium-powered items such as e-cigarettes and vape pens.

The FAA permits the items inside the cabin. For information on flying with hazardous materials, see the FAA’s Pack Safe guidelines at [www.faa.gov/hazmat/packagesafe/](http://www.faa.gov/hazmat/packagesafe/)



Students participate in the new course at the union-affiliated school in southern Maryland.

## New Course Joins Piney Point Lineup School Rolls Out MSC Ship Reaction Force Class

A new addition to the course schedule at the SIU-affiliated Paul Hall Center for Maritime Training and Education is designed for those serving on government vessels. The MSC Ship Reaction Force class is a hands-on training course, and draws from the knowledge and expertise of Military Sealift Command and other military advisors.

Acting Vice President of the Paul Hall Center Tom Orzechowski said, “Approved by the agency, this course is the latest in continuing improvements and additions to the curriculum here at the school. We’re confident that the skills learned in this course will prove invaluable to SIU mariners out at sea.”

“This course provides tailored training and techniques for Military Sealift Command civilian personnel who may serve as a member of the security reaction team,” said instructor Wayne Johnson Jr. “To be enrolled in this class, students are required to have successfully completed Basic Watch Stander, Advanced Watch Stander, hold a current small arms qualification for 9mm pistol and/or M500 12-gauge shotgun.”

“I enjoyed the hands-on training,” said STOS **Eric Reich**. “The simulations teach you how to actually react and respond to an emergency. They did great!”

Johnson Jr. described the course: “Students will learn to respond, move, and

communicate tactfully and efficiently as a member of the vessel’s security reaction team. Classroom and practical exercises include, but are not limited to: non-verbal communication, tactical movements, room clearing, target acquisition, threat recognition, tactical response, hostage situations, bomb searches, and simulated force on force exercises.

“Unfortunately, piracy is an issue in our industry,” he added. “What better way to thwart it than to have a better understanding of how to respond? This type of training is focused on the protection of one’s self, fellow crew members and the ship, which in my opinion is invaluable.”





U.S. Ambassador to Timor-Leste Kathleen M. Fitzpatrick speaks with Capt. Randy Van Rossum, Pacific Partnership 2019 mission commander, during a tour of the CIVMAR-crewed *USNS Fall River* following the ship's arrival at the Port of Dili, Timor Leste. (U.S. Navy photo by Mass Communication Specialist 1st Class Nathan Carpenter)

The CIVMAR-crewed expeditionary fast transport ship *USNS Fall River* arrives at the Port of Kuching for Pacific Partnership 2019. (Photo courtesy Petty Officer 2nd Class Nicholas Burgains)

## SIU CIVMARS Support Pacific Partnership 2019

SIU Government Services Division members once again are answering the call, sailing aboard the Military Sealift Command expeditionary fast transport ships (EPF) *USNS Brunswick* and *USNS Fall River* in support of this year's ongoing Operation Pacific Partnership. The annual multinational exercise began March 4; both CIVMAR-crewed ships will host the operation's commanders at various times.

According to the Navy, "Pacific Partnership, now in its 14th iteration, is the largest annual multinational humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific. Each year, the mission team works collectively with host and partner nations to enhance regional interoperability and disaster response capabilities, increase stability and security in the region, and foster new and enduring friendships across the Indo-Pacific."

"Pacific Partnership brings nations together to prepare in calm to respond in crisis," Capt. Randy Van Rossum, the commander for Pacific Partnership 2019 and commodore of Destroyer Squadron 1, said in a statement. "Our mission team, made up of servicemembers and volunteers from around the world, reflects this enduring commitment to the region."

This year's mission began with stops in the Republic of the Marshall Islands and the Philippines, Malaysia, the Federated States of Micronesia, Timor-Leste, Vietnam and Thailand.

"The impact of disaster emergencies transcends borders and requires comprehensive preparation and coordination among nations for an effective disaster response," said Capt. Rossum during the Kuching, Malaysia, mission stop. "I am confident that the planning and hard work we've invested thus far will show in our successful collaborative efforts for a long-lasting impact here in Kuching."

"Pacific Partnership is about building trust and sharing knowledge," said Rear Adm. Joey Tynch, commander, Task Force 73, the executive agent for Pacific Partnership 2019. "This mission shows that the U.S., our partners and hosts are working together to making this region better prepared for disaster response."

Experts in the fields of engineering, medicine and disaster response partner with each host nation to conduct civic-action projects, community health exchanges, medical symposiums, and disaster response training activities. The U.S., partner nation military members, and non-governmental organization volunteers are scheduled to take part in a variety of events including first aid training, preventive medicine training, various health care conferences, engineering projects, disaster response seminars, and community outreach engagements with the goal of improving the overall humanitarian and disaster preparedness in the region.

"Malaysia and the United States have a comprehensive partnership, which is building every day on the things that we

can do together to make the region safer and to enable our people in a more effective regional crisis response," said U.S. Embassy Malaysia Deputy Chief of Mission Dean Thompson.

Pacific Partnership began in response to one of the world's most catastrophic natural disasters, the December 2004 tsunami that devastated parts of South and Southeast Asia. The mission has evolved over the years from emphasis on direct care to

an operation focused on enhancing partnerships through host nation subject matter expert and civil-military exchanges.

Working at the invitation of each host nation, Pacific Partnership is joined by partner nations that include Australia, Canada, Japan, Malaysia, Peru, the Philippines, South Korea, Thailand, and the United Kingdom to strengthen disaster response preparedness around the Indo-Pacific region.



U.S. Navy Sailors conducting small boat operations approach the CIVMAR-crewed *USNS Brunswick* during Pacific Partnership 2019. (U.S. Navy photo by Mass Communication Specialist 1st Class Tyrell K. Morris)

### Aboard *Seabulk ATB*

These photos were taken last month in Port Everglades, Florida, aboard (and near) the *Sea Power*, an articulated tug-barge that was instrumental in delivering fuel to Puerto Rico in the aftermath of Hurricane Maria.



AB Doug Crawford



Chief Cook Roxanne Fike, SIU Asst. VP Kris Hopkins







# Free College

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**UNIONPLUS**

5/19





Upgraders hone their culinary techniques at the Paul Hall Center.

## Notice/Reminder

### Culinary 2.0 Training Still Available at Paul Hall Center

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 remember that those already sail-

ing 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.

## May & June Membership Meetings

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

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

# Dispatchers' Report for Deep Sea

March 14, 2019 - April 15, 2019

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
<b>Deck Department</b>										
Algonac	15	8	2	33	7	1	5	17	9	2
Anchorage	5	1	3	1	1	2	1	4	1	5
Baltimore	1	1	0	4	1	0	2	2	1	2
Fort Lauderdale	22	17	6	18	6	2	12	31	21	4
Guam	6	2	0	5	1	1	0	3	1	0
Harvey	9	3	2	7	2	3	3	13	6	7
Honolulu	2	4	1	8	7	0	5	17	9	1
Houston	52	22	7	40	11	7	24	98	36	20
Jacksonville	39	22	3	28	14	4	19	67	39	6
Jersey City	36	9	6	33	8	5	20	65	18	6
Joliet	5	2	3	5	2	2	0	4	3	2
Mobile	9	2	3	9	5	2	2	12	7	3
Norfolk	22	19	8	11	8	7	9	25	27	12
Oakland	14	4	2	13	4	2	5	20	9	5
Philadelphia	2	3	3	2	1	3	0	2	6	1
Piney Point	5	4	0	2	3	0	2	5	4	0
Puerto Rico	6	7	1	6	1	1	2	9	7	4
Tacoma	34	8	2	17	7	1	11	52	16	10
St. Louis	2	2	3	6	0	1	1	4	4	4
Wilmington	29	16	6	27	8	4	16	59	26	14
<b>TOTALS</b>	<b>325</b>	<b>156</b>	<b>61</b>	<b>275</b>	<b>97</b>	<b>48</b>	<b>139</b>	<b>509</b>	<b>250</b>	<b>108</b>
<b>Engine Department</b>										
Algonac	3	0	1	3	2	1	0	1	1	0
Anchorage	1	0	0	0	0	0	0	1	1	0
Baltimore	5	1	0	1	2	0	0	6	2	0
Fort Lauderdale	11	5	1	8	8	1	6	14	9	1
Guam	0	1	0	0	1	1	0	0	0	0
Harvey	4	3	0	2	2	1	2	5	4	0
Honolulu	10	3	1	5	2	1	3	20	3	1
Houston	11	7	2	8	4	2	7	20	16	5
Jacksonville	25	13	1	9	12	0	6	32	29	2
Jersey City	14	7	1	11	3	1	4	17	11	1
Joliet	1	0	0	1	0	0	0	2	1	2
Mobile	1	2	2	2	0	0	0	9	7	2
Norfolk	13	13	7	6	7	8	7	21	21	6
Oakland	9	3	2	2	3	2	1	13	6	2
Philadelphia	2	5	0	1	2	0	0	7	5	0
Piney Point	1	3	1	2	3	0	0	3	3	1
Puerto Rico	2	1	0	3	1	0	3	7	3	0
Tacoma	12	2	3	10	2	2	2	25	9	4
St. Louis	0	4	1	0	1	0	0	3	4	1
Wilmington	11	4	2	9	4	0	5	20	22	3
<b>TOTALS</b>	<b>136</b>	<b>77</b>	<b>25</b>	<b>83</b>	<b>59</b>	<b>20</b>	<b>46</b>	<b>226</b>	<b>157</b>	<b>31</b>
<b>Steward Department</b>										
Algonac	3	2	0	2	2	0	1	9	1	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	1	2	0	0	0	0	0	3	2	0
Fort Lauderdale	13	4	0	4	2	1	3	25	10	0
Guam	1	1	0	0	0	0	0	3	1	0
Harvey	7	2	1	2	3	0	2	8	1	2
Honolulu	10	0	0	8	2	0	4	13	5	0
Houston	17	6	3	13	3	2	7	28	10	3
Jacksonville	18	14	1	14	8	3	8	29	21	2
Jersey City	16	4	2	12	2	0	5	17	4	2
Joliet	0	0	1	1	1	0	0	1	1	1
Mobile	4	1	0	1	4	0	1	5	0	0
Norfolk	16	6	1	13	7	0	8	26	17	1
Oakland	17	8	0	10	5	1	4	25	9	1
Philadelphia	4	0	0	4	0	0	3	2	0	1
Piney Point	1	4	3	5	3	3	2	2	3	1
Puerto Rico	5	7	0	2	5	0	1	5	8	0
Tacoma	10	3	2	13	3	2	7	17	1	3
St. Louis	2	0	0	1	0	0	0	4	1	1
Wilmington	20	13	1	12	7	0	11	36	15	2
<b>TOTALS</b>	<b>165</b>	<b>77</b>	<b>15</b>	<b>117</b>	<b>57</b>	<b>12</b>	<b>67</b>	<b>259</b>	<b>110</b>	<b>20</b>
<b>Entry Department</b>										
Algonac	1	5	14	0	4	4	5	3	13	15
Anchorage	0	4	1	0	2	1	0	0	3	2
Baltimore	1	0	1	1	0	0	0	0	0	4
Fort Lauderdale	1	7	5	0	1	1	2	2	8	4
Guam	0	2	2	0	2	1	0	0	3	2
Harvey	0	1	3	0	1	1	2	0	0	3
Honolulu	1	3	3	1	6	3	1	2	6	4
Houston	5	15	13	0	9	8	6	9	20	19
Jacksonville	1	19	16	0	18	16	6	3	43	56
Jersey City	0	17	14	1	9	6	3	3	30	22
Joliet	0	0	2	0	0	2	0	0	1	1
Mobile	0	0	1	0	0	0	0	1	1	3
Norfolk	0	19	21	0	10	14	5	0	29	38
Oakland	3	8	9	0	5	8	3	5	14	15
Philadelphia	1	5	0	0	3	1	0	1	1	0
Piney Point	1	0	4	0	0	0	1	0	1	4
Puerto Rico	1	0	1	0	0	0	1	1	0	1
Tacoma	7	12	11	1	5	3	3	9	18	19
St. Louis	0	0	0	0	0	1	1	0	0	1
Wilmington	6	22	9	2	11	8	6	9	35	32
<b>TOTALS</b>	<b>29</b>	<b>139</b>	<b>130</b>	<b>6</b>	<b>86</b>	<b>78</b>	<b>45</b>	<b>48</b>	<b>226</b>	<b>245</b>
<b>GRAND TOTAL:</b>	<b>655</b>	<b>449</b>	<b>231</b>	<b>481</b>	<b>299</b>	<b>158</b>	<b>297</b>	<b>1,042</b>	<b>743</b>	<b>404</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*

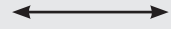
**Dean Corgy, Vice President Gulf Coast**

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

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

**Kate Hunt,**

*Vice President Government Services*



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(810) 794-4988

### ANCHORAGE

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### BALTIMORE

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

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Cliffline Office Ctr. Bldg., Suite 103B  
422 West O'Brien Dr., Hagatna, Guam 96910  
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606 Kalihi St., Honolulu, HI 96819  
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5100 Belfort Rd., Jacksonville, FL 32256  
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104 Broadway, Jersey City, NJ 07306  
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(251) 478-0916

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### NORFOLK

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### OAKLAND

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

### PHILADELPHIA

2604 S. 4 St., Philadelphia, PA 19148  
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### 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  
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### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

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

### Question: What was your favorite port and why?



**Stanley Daranda**  
*Recertified Bosun*

West coast of Africa. I was on a run for all the African ports. I got to try to figure out what the world was all about. I lucked out – right place, right time. I learned about African culture.



**Grant Simonson**  
*QMED*

I had fun in Singapore – great city, very clean. It is a whole bunch of little communities, so clean and safe. Lots of great experiences – pretty awesome.



**Harold Christopher**  
*AB*

I'm in my first year and only sailed along the East Coast. I like warm places, and if I could ship to Africa, that would be perfect.



**Shawn D. Jefferson**  
*Storekeeper*

Greece and Dubai. Spain was beautiful. The Mediterranean countries with the warm weather are nice.



**Aurelio Ortiz**  
*AB*

I like to learn. Africa, because it is something different over there than here.



**Adolfo Figueroa**  
*AB*

Got to be New Orleans. Very friendly here. And I live here.

## Pic From The Past



This photo originally was published in the May 1977 LOG. It features SIU boatmen aboard the G&H Towing tug *Tarpon* in Houston. From left are Oiler Harold Moore, Deckhand Tony McDuffy, Deckhand Ervin Jeffery, Capt. Harris "Toots" Morgan and Chief Engineer Fred Hickman. (There's also an unidentified member in the background, mostly obscured.)

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

### ROBERT BORRO

Brother Robert Borro, 65, joined the SIU in 2001, initially sailing on the *Patriot*. He was a member of the deck department and upgraded on several occasions at the Paul Hall Center. Brother Borro most recently sailed on the *Endurance*. He makes his home in Barstow, California.

### DONALD BOUSSON

Brother Donald Bousson, 65, signed on with the union in 1977. A deck department member, he first sailed aboard the *Overseas Aleutian*. Brother Bousson upgraded at the Piney Point school on multiple occasions and concluded his career on the *Leader*. He calls Merritt Island, Florida, home.



### FAROOK ESSA

Brother Farook Essa, 70, began his career with the SIU in 1973 when he shipped on the *Transuper*. He sailed in all three departments and upgraded often at the Piney Point school. Brother Essa's last vessel was the *American Pride*. He resides in Houston.

### MARIO FERNANDEZ

Brother Mario Fernandez, 69, joined the union in 2001. His first vessel was the *Atlantic* and he was a member of the steward department. Brother Fernandez last sailed on the *Overseas Houston*. He lives in Miami.



### JOHN JARADAT

Brother John Jaradat, 65, joined the union in 2001 during the SIU/NMU merger. A deck department member, he first sailed aboard the *Maersk Maryland*. Brother Jaradat upgraded his skills at the Paul Hall Center within his first year. He last shipped on the *Buffalo* and settled in Brooklyn, New York.

### NATHANIEL LAMB

Brother Nathaniel Lamb, 61, became an SIU member in 1977 when he sailed on Waterman's *A Middleton*. He shipped in all three departments and upgraded on numerous occasions at the Paul Hall Center. Brother Lamb's final vessel was the *Green Ridge*. He is a resident of Jacksonville, Florida.

### RICHARD LEE

Brother Richard Lee, 70, signed on with the Seafarers in 1998, initially sailing aboard the *USNS Henson*. Shipping in both the deck and steward depart-



ments, he upgraded often at the Paul Hall Center. Brother Lee concluded his career on the *Overseas Cascade* and resides in Aventura, Florida.

### MICHAEL LOCKHART

Brother Michael Lockhart, 67, joined the union in 1999 when he sailed on the *Global Mariner*. The deck department member upgraded on multiple occasions at the maritime training center located in Piney Point, Maryland. Brother Lockhart most recently sailed on the *Pride of America*. He calls Southfield, Michigan, home.



### BOGUSLAW MIKULA

Brother Boguslaw Mikula, 65, began sailing with the SIU in 2005. He was a deck department member and initially shipped on the *Energy Enterprise*. Brother Mikula's last vessel was the *Maersk Idaho*. He is a resident of Phoenix.

### MICHAEL PERRY

Brother Michael Perry, 58, joined the SIU in 1977 when he shipped on the *Columbia*. Brother Perry upgraded on numerous occasions at the Paul Hall Center and was a member of the deck department. He last sailed on the *Yorktown Express*, and settled in Port Orange, Florida.



### RODNEY ROBERSON

Brother Rodney Roberson, 59, donned the SIU colors in 1989, initially sailing on the *USNS Assurance*. He shipped in the deck department and upgraded often at the Piney Point school. Brother Roberson's last ship was the *American Pride*. He makes his home in Claymont, Delaware.



### CHARLES RUMBLE

Brother Charles Rumble, 65, embarked on his career with the union in 2006 when he shipped on the *Philadelphia Express*. He upgraded on several occasions at the Paul Hall Center and sailed in the steward department. Brother Rumble's last vessel was the *Maersk Pittsburgh*. He resides in Portsmouth, Virginia.

### GILL SICKLES

Brother Gill Sickles, 71, signed on with the Seafarers in 2005, initially sailing aboard the *Noble Star*. The deck department member upgraded on multiple occa-



sions at the maritime training center located in Piney Point, Maryland. Brother Sickles most recently sailed on the *Cape Mohican*. He calls Anchorage, Alaska, home.

### SAMUEL UYATEDE

Brother Samuel Uyatede, 69, joined the union in 2002. His first vessel was the *Developer*; his last, the *Houston*. A deck department member, Brother Uyatede upgraded at the Paul Hall Center on numerous occasions. He is a resident of Houston.



### EDDIE WASHINGTON

Brother Eddie Washington, 68, began sailing with the SIU in 1968, initially aboard the *Steel Architect*. In 1981, the deck department member enhanced his skills by upgrading at the union-affiliated Piney Point school. Brother Washington last sailed on the *Falcon Champion*. He lives in Mobile, Alabama.



## GREAT LAKES

### EDWARD CARLSON

Brother Edward Carlson, 65, donned the SIU colors in 1989 when he worked for Luedtke Engineering. An engine department member, he upgraded often at the Paul Hall Center. Brother Carlson continued his employment with the same company for the majority of his career. He is a resident of Bear Lake, Michigan.



### RICHARD LALONDE

Brother Richard Lalonde, 65, began sailing with the SIU in 1974. He was a steward department member, first sailing with Inland Lakes Management. Brother Lalonde concluded his career on the *Alpena* and resides in Alpena, Michigan.



## INLAND

### CONRADO ABINUMAN

Brother Conrado Abinuman, 72, joined the SIU in 2003. He was a deck department member and upgraded on numerous occasions at the Piney Point school. Brother Abinuman worked for Crowley Towing and



Transportation for the duration of his career. He lives in Jacksonville, Florida.

### RICHARD ANDERSON

Brother Richard Anderson, 62, signed on with the Seafarers in 1997, initially working for Crowley Towing and Transportation. Shipping in the deck department, he was employed with the same company for his entire career. He calls Pensacola, Florida, home.



### BRIAN BOWMAN

Brother Brian Bowman, 65, joined the SIU in 1991 when he worked for Piney Point Transportation. He upgraded on several occasions at the Piney Point school and was a deck department member. Brother Bowman last sailed with Penn Maritime. He resides in Jennings, Louisiana.

### JOHN COYLE

Brother John Coyle, 63, donned the SIU colors in 1978, initially sailing aboard the *Columbia*. He was a member of the deck department and upgraded at the Piney Point school in 1980. Brother Coyle last worked for OSG Ship Management. He resides in Audubon, New Jersey.

### WILLIAM HARVELL

Brother William Harvell, 67, joined the union in 1989, first working with Interstate Oil. He upgraded often at the Paul Hall Center and was a deck department member. Brother Harvell most recently sailed aboard the *Courage* and settled in Mollusk, Virginia.



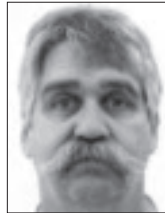
### ANTHONY HUGHES

Brother Anthony Hughes, 62, became an SIU member in 1977 when he worked for Meyle Towing. He sailed in both the deck and steward departments and last worked for Taylor Marine. Brother Hughes resides in Marmora, New Jersey.



### TIMOTHY HURST

Brother Timothy Hurst, 62, began his career with the union in 1989, initially working for OSG Ship Management. He sailed in the deck department and upgraded his skills on numerous occasions at the Paul Hall Center. Brother Hurst most recently sailed on the *Honor*. He lives in Athens, Tennessee.



### DAVID JORDEN

Brother David Jordan, 62, signed on with the Seafarers in 1977 when he worked for Crescent Towing and Salvage. The deck department member upgraded in 1980 at the maritime training center located in Piney Point, Maryland. Brother Jordan continued working for the same company for his entire career. He calls Hammond, Louisiana, home.

### RANDY LEDET

Brother Randy Ledet, 62, joined the union in 1976 when he worked for Crescent Towing and Salvage. He upgraded at the Paul Hall Center the following year and shipped in the deck department. Brother Ledet remained with the same company for the duration of his career. He calls Covington, Louisiana, home.



### JAMES MCCLURE

Brother James McClure, 66, became an SIU member in 1989 when he sailed on the *Manhattan Island*. Brother McClure was a deck department member. He concluded his career working for Alabama Pilot Inc. and lives in Dauphin Island, Alabama.



### JOSEPH RAVARY

Brother Joseph Ravary, 62, began his career with the Seafarers in 1976, first sailing with Inland Tugs. A member of the deck department, he upgraded his skills in 1976 at the union-affiliated Piney Point school. Brother Ravary concluded his career working with OLS Transport. He is a resident of Erie, Michigan.



### PAUL RIGGS

Brother Paul Riggs, 69, donned the SIU colors in 2005. He first was employed with Penn Maritime and upgraded on several occasions at the Paul Hall Center. A member of the deck department, Brother Riggs remained with the same company for the duration of his career. He lives in Brenham, Texas.



### JAMES STEWART

Brother James Stewart, 64, joined the union in 1976 when he worked for G&H Towing. He shipped in the deck department and upgraded at the Paul Hall Center in 1995. Brother Stewart remained with the same company for his entire career. He lives in Ingleside, Texas.



# Final Departures



## DEEP SEA

### RUBEN ACEVEDO

Brother Ruben Acevedo, 95, passed away December 21. He began his career with the SIU in 1979, initially sailing aboard the *Santa Maria*. Brother Acevedo shipped in the steward department and sailed last aboard the *Defender*. He resided in Torrance, California.

### DAVID BECKER

Pensioner David Becker, 70, died March 3. He signed on with the SIU in 1992, initially sailing on the *USNS Vindicator*. Brother Becker was an engine department member and concluded his career on the *Pathfinder*. He retired in 2014 and settled in North Point, Alabama.

### ARMANDO BUSTAMANTE

Pensioner Armando Bustamante, 81, passed away January 31. He became an SIU member in 1990, first sailing aboard the *Independence*. Brother Bustamante primarily sailed in the steward department. His last vessel was the *Maersk Arizona*. He went on pension in 2003 and lived in San Leandro, California.



### MICHAEL CASANUEVA

Pensioner Michael Casanueva, 94, died April 3. He signed on with the SIU in 1951 when he shipped aboard the *Alcoa Ranger*. Sailing in the deck department, Brother Casanueva concluded his career on the *Wil-lamette*. He became a pensioner in 1981 and was a resident of Pelzer, South Carolina.



### STEPHEN CASTLE

Pensioner Stephen Castle, 70, passed away March 29. He started his career with the Seafarers in 1967, initially shipping aboard the *Inger*. Brother Castle was a deck department member and last sailed on the *Horizon Tacoma*. He retired in 2010 and resided in Suquamish, Washington.



### JOHN COLEMAN

Pensioner John Coleman, 69, died February 3. He joined the union in 1967 when he shipped on the *Neva West*. Brother Coleman was a member of the engine department, and last sailed aboard the *Cape Hudson*. He became a

pensioner in 2016 and lived in Berkeley, California.

### JOSAN CONSTANTIN

Pensioner Josan Constantin, 66, passed away February 3. He began shipping with the Seafarers in 2001 during the SIU/NMU merger. The deck department member's first SIU vessel was the *USNS Heezen*. Brother Constantin last shipped aboard the *Maersk Kensington* before going on pension in 2018. He resided in Ridgewood, New York.

### DAVID DUNKLIN

Brother David Dunklin, 65, died December 16. He started his SIU career in 1977, initially shipping aboard the *Overseas Natalie*. An engine department member, Brother Dunklin last sailed on the *Shughart*. He was a resident of Metairie, Louisiana.

### MICHAEL DUNN

Pensioner Michael Dunn, 65, passed away March 12. He joined the union in 1973, when he shipped aboard the *Overseas Aleutian*. Brother Dunn sailed in the deck department. His last vessel was the *Liberty Spirit* before his retirement in 2007. Brother Dunn called San Francisco home.

### RALPH GOSNELL

Brother Ralph Gosnell, 62, died November 10. He donned the SIU colors in 1982, initially sailing aboard the *LNG Taurus*. An engine department member, Brother Gosnell last shipped aboard the *Cape Wrath*. He lived in Westminster, Maryland.

### JUSTO GONZALEZ

Pensioner Justo Gonzalez, 89, passed away March 29. He began shipping with the SIU in 1963 when he sailed on the *Petrochem*. Brother Gonzalez primarily sailed in the engine department. He last shipped on the *Overseas Harriette* before retiring in 1998. Brother Gonzalez was a resident of Blythewood, South Carolina.



### KARL HERMANSEN

Pensioner Karl Hermansen, 81, died February 5. He embarked on his SIU career in 1966 when he shipped on the *Steel Apprentice*. Brother Hermansen was a deck department member. He last sailed on the *Beaver State* before becoming a pensioner in 2002. Brother Hermansen lived in Norway.

### IDOWU JONATHAN

Brother Idowu Jonathan, 60, passed away February 9. He

joined the SIU in 1992, first sailing on the *USNS Denebola*. Brother Jonathan sailed in the deck department. He most recently shipped on the *Santorini* and resided in Houston.

### JAMES MASTROKALOS

Pensioner James Mastrokalos, 84, died February 1. He signed on with the SIU in 1961 when he shipped on the *Arizpa*. Brother Mastrokalos was a deck department member and also worked on shore gangs. He became a pensioner in 1990 and settled in Jackson, New Jersey.

### LINWOOD PRICE

Pensioner Linwood Price, 84, passed away March 8. He joined the union in 1954, first work-



ing for Sprogue Steamship. Brother Price shipped in all three departments and concluded his career aboard the *Sam Houston*. He began collecting his pension in 1994 and made his home in Elizabeth City, North Carolina.

### WAYNE SHINDLER

Pensioner Wayne Shindler, 81, died March 3. He became a member of the union in 2001 when he sailed on the *USNS Dahl*. Brother Shindler shipped in the steward department and concluded his career on the *USNS Watkins*. He became a pensioner in 2013 and resided in Albany, Oregon.

### JOE SMOLER

Pensioner Joe Smoler, 68, passed away February 1. He started his career with the SIU in 1991, first sailing on the *Sealift Antarctic*. Brother Smoler was a deck department member and last sailed on the *Prentiss Brown*. He retired in 2015 and lived in North Las Vegas, Nevada.



### PAUL STUBBLEFIELD

Pensioner Paul Stubblefield, 83, died March 11. He signed on with the Seafarers in 1968 when he worked on the *Bradford Island*. Sailing in the steward department, Brother Stubblefield concluded his career aboard the *Liberty Spirit*. He retired in 2000 and made his home in Jacksonville, Florida.



### PAUL TITUS

Pensioner Paul Titus, 60, passed

away March 22.

Upon joining the SIU in 1981, his first vessel was the *Cove Engineer*. Brother Titus shipped in the engine department and concluded his career on the *Maersk Chicago*. He became a pensioner in 2015 and called Delmar, Maryland, home.



### FEDERICO VIDAL

Brother Federico Vidal, 80, died January 28. The steward department member began shipping with the SIU in 1978 when he sailed on the *Santa Mariana*. Brother Vidal's last vessel was the *President Kennedy*. He resided in Walnut Creek, California.

### EDWARD WINNE

Pensioner Edward Winne, 79, passed away March 3. He embarked on his SIU career in 1979, initially sailing on the *Santa Mercedes*. A member of the steward department, Brother Winne last sailed aboard the *Maersk Arkansas*. He went on pension in 2006 and made his home in New York City.



## GREAT LAKES

### TERRANCE PYRLIK

Pensioner Terrance Pyrlík, 70, died January 31. He joined the SIU in 1990 and first shipped on the *Presque Isle*. Brother Pyrlík was a deck department member and last sailed aboard the *Sam Laud*. He went on pension in 2013 and settled in Brookston, Minnesota.

## INLAND

### ANDRES BRITO

Pensioner Andres Brito, 77, passed away February 6. He started shipping with the Seafarers in 1980 when he worked for Crowley Towing & Transportation. Brother Brito was a steward department member and last shipped on the *USNS Denebola*. He retired in 2011 and resided in Jacksonville, Florida.

### EDWIN CARTER

Pensioner Edwin Carter, 90, died March 6. He signed on with the SIU in 1962, initially working for Gulf Atlantic Transport. A deck department member, Brother Carter sailed last with Mariner Towing. He became a pensioner in 1992 and lived in Moyock, North Carolina.

### WILLIAM DOUGHERTY

Pensioner William Dougherty,

79, passed away March 3. He became an SIU member in 1996 and sailed in the deck department. Brother Dougherty was employed with Crowley until his retirement in 2003. He was a resident of Glenolden, Pennsylvania.

### JOHN MICKLOS

Pensioner John Micklos, 64, died January 29. He began his career with the Seafarers in 1977 when he shipped on the *Long Lines*. Brother Micklos primarily worked in the deck department, sailing last with Allied Transportation. He retired in 2016 and made his home in Beverly Hills, Florida.

### PAUL ROACH

Pensioner Paul Roach, 86, passed away February 15. He signed on with the union in 1988, first working for Energy Ammonia Transportation. Brother Roach sailed in the deck department, most recently with Crescent Towing and Salvage. He retired in 2004 and called Mobile, Alabama, home.

### GERALD STONE

Pensioner Gerald Stone, 67, died March 9. He joined the SIU in 1990 when he worked for OLS Transport. A deck department member, Brother Stone was employed with the same company for the duration of his career. He started collecting his pension in 2013 and lived in South Fulton, Tennessee.

## NMU

### DONALD TYLER

Pensioner Donald Tyler, 78, passed away February 2. He was an NMU member before the 2001 SIU/NMU merger. Brother Tyler was an engine department member and sailed last aboard the *Liberator*. He began collecting his pension in 2004 and was a resident of North Port, Florida.

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
Arana, Alejandro	94	01/28/2019
Banks, Carlos	100	02/06/2019
Beckles, Aubrey	87	03/05/2019
Carrasquillo, Pedro	92	02/07/2019
Chavis, Sylvester	101	03/21/2019
Cristello, Nicholas	96	03/26/2019
Dones, Jose	93	03/17/2019
Feurtado, Clord	87	03/10/2019
Hinds, Sandy	80	03/10/2019
Jackson, George	85	01/20/2019
Manifold, Robert	80	03/08/2019
Martinez, Ruben	96	03/17/2019
McCoy, James	94	03/06/2019
Moreira, Julian	92	02/07/2019
Stalf, Johann	83	11/09/2018





# 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.

**OVERSEAS NEW YORK** (Overseas Ship Management), January 17 – Chairman **David Graves**, Secretary **Thomas Smith**, Educational Director **Kenneth Spivey**. Crew discussed upcoming arrival in Tampa. Educational director urged members to stay up to date on documents and upgrade at the Paul Hall Center. No beefs or disputed OT reported. Members seek verification regarding vacation accrual for 60-day rotation as well as information on union benefits. Crew requests a patrolman at first available time and requests a new refrigerator.

**JEAN ANNE** (Pasha), January 31 – Chairman **Thomas Johnson**, Secretary **Ismael Garayua**, Educational Director **Joseph Letang**, Engine Delegate **Servando Canales**. Ship sailing smoothly. Secretary noted government shutdown and reminded members to keep documents and Piney Point classes up to date. No beefs or disputed OT reported. Chairman discussed new union hall in Puerto Rico and new SIU-contracted vessels. He encouraged members to support Jones Act and went over the president's report from *Seafarers LOG*. Members request increasing pension benefits while decreasing time needed in order to retire.

**HORIZON SPIRIT** (Sunrise Operations), February 3 – Chairman **Sanjay Gupta**, Secretary **Rene Guity**, Educational Director **David Watkins**. Chairman advised crew to stay safe. Educational director reminded crew that union halls are closed

on Saturdays and recommended members upgrade at Piney Point. No beefs or disputed OT reported. Next port: Honolulu.

**LIBERTY EAGLE** (Liberty Maritime), February 4 – Chairman **Albert Konning**, Secretary **Gerald Joseph**, Deck Delegate **Washington Williams**, Steward Delegate **Santiago Amaya**. Members reviewed old business including Wi-Fi access, monthly pay vouchers and requests for new washer and dryer. Educational director reiterated importance of keeping shipping documents current. No beefs or disputed OT reported. Crew discussed benefits relating to both maternity leave and pension.

**OVERSEAS MARTINEZ** (Overseas Ship Management), February 12 – Chairman **Anton Sulic**, Secretary **Marlon Battad**, Educational Director **Anthony Hulsey**, Deck Delegate **Michael Ross**, Engine Delegate **Alfredo Nieto**, Steward Delegate **Mauricio Castro**. Crew waiting for new pillows, new DVDs and Wi-Fi access on board. Chairman reminded members to leave clean rooms for oncoming crew and to stay current on all paperwork. Secretary asked crew to put all linen in appropriate white bags for departing crew members and that all galley plates and cups be returned. Chairman encouraged crew to attend upgrading courses at the Piney Point school. No beefs or disputed OT reported. Members went over reimbursement policy for steel-toe boots and discussed resolutions for pension benefits. Crew requested new furniture for lounge

and new TVs for staterooms. Vote of thanks given to steward department for job well done during long voyage overseas. Next Port: Texas City, Texas.

**WEST VIRGINIA** (Intrepid Personnel and Provisioning), February 27 – Chairman **John Cedeno**, Secretary **Wilma Jackson**, Educational Director **Scott Fuller**, Deck Delegate **Christopher Dickens**, Steward Delegate **Amelia La Beur**. Crew reviewed announcements including 10-year charter of Jones Act tanker *Oregon Voyager*. Ship to be renamed to *Overseas Key West*. Also discussed new Crowley and Matson ships entering SIU fleet. They noted the union has launched a revamped, mobile-friendly member portal as part of overall website redesign. Secretary reminded members to keep rooms clean for oncoming crew. Educational director urged members to check all documents and credentials. He recommended upgrading at the maritime training center in Piney Point. No beefs or disputed OT reported. Due to interior wear and tear, microwave removed from crew mess. Members requested new refrigerator and freezer appliances, new pillows/pillow cases as well as hypoallergenic covers. Crew requested a match to 401K as well as an increase to vacation time. Steward department was thanked for positive attitudes during meal hours. Next Port: Garyville, Louisiana.

**ALASKAN NAVIGATOR** (Alaska Tanker Company), February 27 – Chairman **Adel Ahmed**, Secretary **Marcelo**

**Param**, Educational Director **Leland Peterson**, Steward Delegate **Bob Tuilaepa**. Chairman encouraged crew to keep documents up to date. He directed members to the SIU website for benefit information. Chairman reminded crew to keep rooms clean and to pay dues on time. Secretary recommended members upgrade at Piney Point and renew documents ahead of their expiration dates. No beefs or disputed OT reported. Members would like an increase to vacation time while decreasing working time needed to accrue. Next Port: Valdez, Alaska.

**EL COQUI** (Crowley), March 3 – Chairman **Abel Vazquez-Torres**, Secretary **Juan Vallejo Hernandez**, Educational Director **Rodney Passapera-Barbosa**, Deck Delegate **Kemer Rojas**, Engine Delegate **Christian Rosado**, Steward Delegate **Bryan Alvarez**. Crew discussed vacation benefits and upgrading. Chairman reiterated importance of safety and thanked steward department for job well done. Secretary commended SIU executive board for their work on Capitol Hill. He praised Port Agent Amancio Crespo and SIU Executive Vice President Augustin Tellez for their help in educating Puerto Rico residents and politicians about the Jones Act. Educational director urged members to keep documents current and to upgrade at the Piney Point school. No beefs or disputed OT reported.

**ALLIANCE FAIRFAX** (Maersk Line, Limited), March 6 – Chairman **Victor Eligio**, Secre-

tary **Robert Seim**, Educational Director **Paul Pagano**, Deck Delegate **Milan Taigan**, Engine Delegate **Medardo Valerio**, Steward Delegate **Elida Miguel**. Chairman reported a safe and well-working ship and announced payoff. Educational director reminded crew to keep documents in good standing. No beefs or disputed OT reported. Vote of thanks to all three departments for good teamwork. Next port: Houston.

**AMERICAN PHONEIX** (Phoenix Crew Management), March 8 – Chairman **Juan Ruiz Manaiza**, Secretary **Norman Jackson**, Deck Delegate **Edward Gavagan**, Engine Delegate **Latiffe Brooks**. Ship arrived in port Monday. No beefs or disputed OT reported. Crew was advised to check out union's revamped website. As per contract, members aboard vessel should be paid room sanitation.

**AMERICAN PRIDE** (Intrepid Personnel and Provisioning) March 11 – Chairman **Felsher Beasley**, Secretary **Cynora Hunter**, Educational Director **Daniel Chisum-Coffey**, Deck Delegate **Mario Baja**, Engine Delegate **Marcus Brown**. Chairman reviewed shipping rules and commended crew for job well done. Educational director reminded members to attend upgrading courses at the Paul Hall Center. No beefs or disputed OT reported. Crew discussed new tonnage and Jones Act. Members expressed interests in increasing B-book tour to two years.

## 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 #846**  
 – Graduated January 25 (photo at left, in alphabetical order): Dominick Bach, Keegan Brown, Campbell Busbey, Evan Dize, Kevin Johnson Jr., Juwan Jones, Sophia Lewis, Paul Mena, Emir Omar Quinones Torres, Osmar Luis Ramos, Anthony Simpkins and Joseph Vaccarino.

## 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.*



**Welding** – Graduated November 16 (left in photo above): Isaac Nugen. Chris Raley, his instructor, is at right



**BAPO** – Graduated December 14 (above, in alphabetical order): Clark Quimada Castrodos, Christian Fredrick, Helen Zenaida Martinez, Nicholas Sampson, Brian Wiley and Denard Williams. (Note: Not all are pictured.)



**Celestial Navigation** – Graduated December 21 (above, in alphabetical order): Glenn Valera Agustin, Robert Bryson III, Shoal Nervo, Harry Schrefer III and Gavin Scott. Brian Moore, their instructor, is at the far left.



**BAPO** – Graduated December 14 (above, in alphabetical order): Phase III Apprentices Dominique Archibald, Timothy Jones, Wayne Linnette IV, Marcus Lopez, Joshua Mann, Nelito Ronie Monteiro, Brandon Reed, Hyuk-Joong Kim Seeman, Harry Whitney IV and Kevin Willis. (Note: Not all are pictured.)



**UA to FOWT** – Graduated November 16 (above, in alphabetical order): Rahsaan Alexander, Alberto Luis Alvarez-Gonzalez, Dion Cheeseborough, Francois Emmanuel Doucet III, Christopher Hinton, Sherman Kennon Jr., Cody Klekar, Justin Krainis, Tommy McGahe, Dillon Nelson, Philip Pete, Tyler Summersill and Camonte Terrell. Class instructor John Wiegman III is at the far left. (Note: Not all are pictured.)



**Government Vessels** – Graduated December 7 (above, in alphabetical order): Ritche Asumbrado Acuman, Secundino Abel Arzu, Steven Blair, Francis Brown, Roger Chrappa, Shardaysha Giles, Nassor Naeem James, Ty Lewis, Paul Newman, Bernardo Perez, Courtney Turner, Justin Enrique Valencia Rodriguez, Juan Jose Vallejo Hernandez, Oscar Jan Vencer, Raul Cabrera Ventanilla and Brian Wilder.



# Paul Hall Center Classes



**RFPNW** – Graduated December 14 (above, in alphabetical order): Phase III Apprentices Patrick Anderson Jr., Bradley Bagwell, Thomas Burch, James Douglas, Darren Elder, Mitchell Laskowsky, Christian Miguel Mercado Nunez, David Franz Pelczmann, Mykel Potter, Cole Vose and Seamus Woods.

**Basic Training (Basic Firefighting Upgrader)** – Graduated December 7 (above) : Yolanda Williams.



**RFPNW** – Graduated December 14: Eduardo Jaculan Jorge (above, left) and Javaris Wright.

**Advanced Refer Container Maintenance** – Graduated December 14 (above, in alphabetical order): Elliot Duncan, Julio Gomez, Michael Gray, David Kelch, Mahare Kidane, Ann Mensch and Guiomar Rancel. Class instructor Mike Fay is third from the left.



**Tankship Familiarization LG** – Graduated December 14 (above, in alphabetical order): Arles Ballestero, Jeffrey Pacaldo Berame, Steven Blair, Rigoberto Boggeano Herrera, Randolph Cash Jr., Derrick Clark, Gregory Eady, Manolito Gener Garcia, Rene Fernando Guity, Nassor Naeem James, Dominique Johnson, Mohamad Mahmoud Kammoun, James Martin Jr., Bashir Mohamed Nasser, Michael Papaioannou, Juan Jose Vallejo Hernandez, Oscar Jan Vencer and Edvaldo Cantao Viana.

**Basic Training (Basic Firefighting Upgraders)** – Graduated November 9 (above, in alphabetical order): Jason Beckford, Matthew Brown, Carlos Omar Diaz-Torres, Robert Joyce, Ali Saleh Naser, Phillip Spencer Nichols, Erwin Renon, William Sullivan Jr., Clyde Sundberg and Denard Williams. (Note: Not all are pictured.)



**SUA (Galley Operations)** – Graduated December 14 (above, in alphabetical order): Ronald Antonio Allamby, Nathan Brailsford, Daniel Cage, Jasmine Donahue, Paul Erickson Jr., Ronda Jackson, Gil Serrano and Lekesha Stevenson.

**Chief Cook 2.0** – Graduated December 7 (above, in alphabetical order): Charles Atkins, Todd Curry, Jordan Harris and Algie Mayfield Jr.



# Paul Hall Center Classes



**Advanced Galley Ops** – Graduated December 7 (above, in alphabetical order): Jatniel Cesar Aguilera Santiago, Jason Beckford, Reno Ibanez Duque, Gregory McNiel, Lonnie Myers Jr. and Ian Schluder.

**Galley Ops** – Graduated December 14 (above): Phase III Apprentices Erjay Dimalanta Velasco (left) and Brian Kluth Jr.



**Certified Chief Cook Module 2** – Graduated November 16 (above): Gregory Watts (left) and Mohamed Ahmed Nour.

**Chief Steward 2.0** – Graduated November 9 (above, in alphabetical order): Gerald Archie, Toni Johnson, Frank Acoba Ramones, Dennis Skretta and Leanne Smith.



**Galley Ops** – Graduated December 14 (above): Destany Howard (left) and Ama1do Paulito Estimada Angeles.

**Chief Steward 2.0** – Graduated December 14 (above, in alphabetical order): Alexander Banky III, Michael Carello, Leola Johnson and Esper Jordan.



**Chief Steward 2.0** – Graduated November 30 (above, in alphabetical order): Rene Fernando Guity, Johnnie McGill Jr., Erwin Renon and Juan Jose Vallejo Hernandez.

**Certified Chief Cook (Module 4)** – Graduated December 14: Duane Washington.



# SEAFARERS LOG

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

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



The photo at left shows the NOAA ship *Gordon Gunter* underway at sea. (Photo by Jennifer Gatzke) Aboard the vessel (photo above, from left) are Bosun Jerome Taylor, AB Angie Ullman, Fisherman Warren Brown, Junior Engineer Wynzavian Parker and Wiper Ty Ballance.

## With NOAA Crews in Mississippi

Members of the SIU Government Services Division who sail aboard National Oceanic and Atmospheric Administration (NOAA) vessels consistently meet the challenge of living up to the agency's lofty goals.

So said SIU Safety Director/Government Services Division Representative Sam Spain following recent visits to several NOAA vessels in their home port of Pascagoula, Mississippi. SIU Port Agent Jimmy White (based in Mobile, Alabama) also helped service the ships; the meetings included reviews of a new, five-year agreement covering the crews.

According to the NOAA website, the agency, "enriches life through science. Our reach goes from the surface of the

sun to the depths of the ocean floor as we work to keep the public informed of the changing environment around them. From daily weather forecasts, severe storm warnings, and climate monitoring to fisheries management, coastal restoration and supporting marine commerce, NOAA's products and services support economic vitality and affect more than one-third of America's gross domestic product. NOAA's dedicated scientists use cutting-edge research and high-tech instrumentation to provide citizens, planners, emergency managers and other decision makers with reliable information they need when they need it."

SIU NOAA crews do their part, said Spain, who cited three of the vessels

serviced in Pascagoula. Mariners from the *Oregon II* (one of the vessels serviced in Pascagoula) assist in operations related to conducting various fisheries, plankton and marine mammal surveys in the Gulf of Mexico, Atlantic Ocean and Caribbean Sea. Crews from the *Gordon Gunter*, operating in those same areas, help monitor the "health and abundance of fisheries resources and marine mam-

mals," according to the agency. And, NOAA crews also ably operate the *Pisces*, described by the agency as a "state-of-the-art, acoustically quiet fisheries survey vessel ... built for a wide range of living marine resource surveys and ecosystem projects. The ship focuses primarily on U.S. waters from the Gulf of Mexico, Caribbean, and South Atlantic to North Carolina."



Aboard the *Pisces* (standing, from left in photo above) are Fisherman Christopher Rowly, Second Cook Dana Reid, GVA Austin Patti, (seated) GVA Michael Fountain, Junior Engineer Travis Martin, Chief Bosun James Walker and Charles Knott. In photo below, the *Pisces* is shown dockside in Pascagoula, Mississippi.



The *Oregon II* (photo above) is pictured at sunset (NOAA photo). Pictured aboard the vessel in photo below are (back row, from left) SIU Safety Director/Government Services Division Representative Sam Spain, Skilled Fisherman Charles Godwin, AB John Kent, Junior Engineer James McDade, (front) Wiper O.C. Hill, Lead Fisherman Chris Nichols and Fisherman Christopher Rawley.

