

# SEAFARERS



# LOG

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

## Production Begins On 2nd Matson Ship

General Dynamics NASSCO recently conducted a ceremony marking the start of construction on Seafarers-contracted Matson Navigation's *Matsonia*, a combination container and roll-on/roll-off ship. The snapshot at right shows shipyard employees and dignitaries in San Diego preparing to cut the first piece of steel for the new vessel. The image below is an artist's rendering of the new Con-Ro ship. Page 3. (Images courtesy General Dynamics NASSCO).



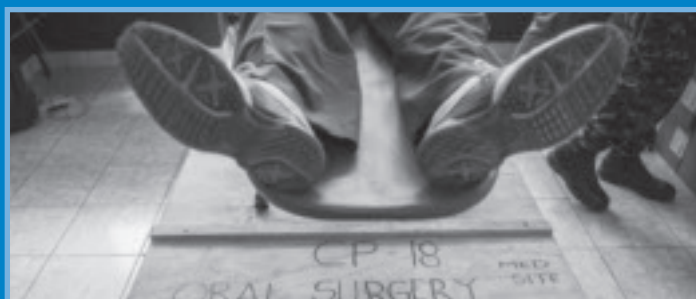
## Piney Point-Based Paul Hall Center Emphasizes Hands-On Instruction

Founded in 1967, the SIU-affiliated Paul Hall Center for Maritime Training and Education always has put a premium on practical instruction. Hands-on training is included in virtually every one of the school's 70-plus U.S. Coast Guard-approved courses. These recent snapshots show students in various classes at the Piney Point, Maryland school. For more information and photos, turn to pages 12-13. For updates on the school's college program and its new steward department curriculums, see the back page.



## Seafarers Support 'Continuing Promise'

The SIU-crewed *USNS Spearhead* is playing a key role in Continuing Promise 2018, a multinational humanitarian mission. In photo at right, U.S. Navy medical personnel embark on the expeditionary fast transport vessel in Mayport, Florida, in early March. The ship is crewed by members of the SIU Government Services Division. Page 8. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kayla Cosby) The photo below shows a patient waiting for a tooth removal in the oral surgery room of the medical unit at the Izabal Sports Complex during Continuing Promise 2018 in Puerto Barrios, Guatemala. (U.S. Navy photo by Mass Communication Specialist 2nd Brianna K. Green)



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# President's Report

## More Support for Jones Act

It's always encouraging to hear about support for our nation's freight cabotage law, so I was pleased to read several recent comments from maritime and national security leaders who attended a Navy League of the United States event in the nation's capital.

The gathering is an annual one known as the Sea-Air-Space Exposition. It's run by one of our industry's biggest backers, the Navy League, and it brings together key officials and executives from the U.S. defense industrial base, private-sector U.S. companies and the American military.



Michael Sacco

During a panel on April 11, subject-matter experts got together to discuss the importance of the Jones Act in ensuring sealift capacity, supporting a strong defense industrial base, and for maintaining homeland and economic security. Participants included Anthony Fisher, Deputy Associate Administrator for Commercial Sealift of the Maritime Administration; Michael Herbert, Chief of the Customs and Border Protection Jones Act Division of Enforcement; Rear Admiral John P. Nadeau, Assistant Commandant for Prevention Policy for the United States Coast Guard; and Matt Woodruff, Chairman of the American Maritime Partnership (AMP), a major coalition representing the domestic maritime industry.

(You may have previously read Jones Act-related comments from Herbert and Fisher, respectively, in our coverage of Maritime Trades Department meetings.)

Fisher asserted that the Jones Act was the essential component to ensuring that crucial supplies including food, water and medicine were quickly delivered to the Puerto Rico as soon as ports reopened after Hurricane Maria. As he put it, "The Jones Act did not hamper the response. The Jones Act made the response possible."

Herbert used a term that should hit home when it comes to securing the homeland: "We use the Jones Act as a virtual wall," he said. "Without the Jones Act in place, our inland waterways would be inundated with foreign-flagged vessels."

Rear Adm. Nadeau, answering a question about the consequences of a hypothetical repeal of the law, said, "The Coast Guard is responsible for the safety and stability of the marine transportation system, and [if you repeal the Jones Act] you just made our jobs a whole lot harder."

Recognizing the stringent requirements met by U.S. Merchant Mariners, Woodruff noted, "Our mariners are U.S. Citizens and are credentialed by the U.S. Coast Guard. They undergo extensive background checks. Our mariners are the neighborhood watch of the waterways of America."

Those weren't the only insightful comments from the Navy League event. During a different panel discussion earlier the same week, Rear Adm. (USN, Ret.) Mark Buzby, currently serving as Maritime Administrator, said, "Take away the Jones Act, you have taken away the majority of jobs for our U.S. mariners in peacetime, that we need in wartime. Getting rid of the Jones Act does not think through all of the ramifications it has on our war fighting ability – and to sustain the Navy and to sustain the Marine Corps. That is why our flag says in peace and war."

And on still another panel – one covering shipbuilding – Matt Paxton, President of the Shipbuilders Council of America, explained that the Jones Act's U.S.-build requirement ultimately helps ensure that our troops can depend on reliable deliveries of materiel so they can achieve their missions.

Some of you may wonder why we are involved in coalitions. Take another look at the list of people I just quoted. None of them are from a union, but they all understand the importance of the Jones Act and the work you do.

I'm sure you've noticed, but efforts to maintain support for the Jones Act do not end. Similarly, as we report elsewhere in this edition, no sooner had the SIU and many other pro-maritime allies helped secure full funding for the U.S. Maritime Security Program than we shifted our focus toward getting proper monies for it for the next fiscal year. It's the same thing with cargo preference – our work is constant, because that's what it takes to keep these laws and programs in place, and thereby maintain SIU members' jobs.

Election Day isn't all that far off, and as we get closer to November, it's important to continue supporting candidates who back our industry. America's national, economic and homeland security depend on the U.S. Merchant Marine and American-flag shipping.

# MSP, Other Maritime Programs Funded by Omnibus Spending Bill

As reported at last month's SIU membership meetings, the recently approved federal spending bill includes several important pro-maritime provisions.

The overall measure funds the federal government for the 2018 fiscal year, which began in October. Signed into law on March 23, the omnibus bill calls for \$1.3 trillion in expenditures. The legislation is 2,232 pages long.

A highlight of the package is full funding for the U.S. Maritime Security Program (MSP), something the SIU and its allies persistently pushed for. The president's budget request for the fiscal year recommended funding the program at \$214 million, a significant cut, but Congress rejected that recommendation. (Even though Congress approved a 10-year extension of the program through fiscal year 2025, legislators must approve its funding annually.)

The spending bill also contains funding of \$1.7 billion for the Food for Peace program, which allows U.S.-flag ships to take the

lead in delivering this important cargo to the impoverished world. Food for Peace helps feed starving Third World nations while providing critical support to U.S. shipping and American farmers. Since its enactment in 1954, it has been considered one of America's most successful foreign aid programs.

Additionally, the bill includes an extra \$341.4 million in the U.S. Army Corps of Engineers budget which is designated for harbor dredging and other operation and maintenance activities. The Corps will develop a work plan to nationally distribute these funds, with specific amounts to be announced in the near future.

Significantly, no Jones Act waivers or amendments were contained in the bill.

Meanwhile, to help ensure that the MSP receives the funding necessary to support the Department of Defense in 2019, 90 members of the House have sent a letter to the chairman of the Subcommittee on Transportation, Housing and Urban Development, and Re-

lated Agencies Mario Diaz-Balart (R-Florida) and to Congressman David Price (D-North Lundeberg), ranking member on the subcommittee.

"We are writing to request \$300,000,000 for MSP when you develop your FY 2019 appropriations bill," they wrote. "\$300,000,000 is the amount authorized by Congress for FY 2019 for the program.... Unfortunately, the administration only requested \$214,000,000 for FY 2019. This amount is well below the required amount to maintain a viable U.S.-flag commercial merchant fleet."

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

## Financial Committee Approves 2017 Records

A group of Seafarers has given a collective thumbs-up to the union's financial records for 2017.

Every year, in accordance with the union's constitution, a group of rank-and-file SIU members (elected by fellow Seafarers) reviews 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 examined the paperwork at SIU headquarters in Camp Springs, Maryland.

The committee found that the SIU's financial records for 2017 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 **Dan Marcus** (chairman), Bosun **Ali Alhamyari**, QMED **Riley Donahue**, Electrician **Michael Kelly**, Electrician **Archie Eldridge**, Bosun **Neftali Erasquin** and Recertified Steward **Exxl Ronquillo**. They were elected April 2 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.



Committee members (photo above) finish their work. Pictured from left to right in the posed photo below are (seated) QMED Riley Donahue, Electrician Archie Eldridge, Electrician Michael Kelly, Bosun Neftali Erasquin, Recertified Steward Exxl Ronquillo, (standing) Recertified Bosun Dan Marcus, Port Agent Pat Vandegriff, Secretary-Treasurer David Heindel and Bosun Ali Alhamyari.



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# USTRANSCOM Leader Backs Merchant Marine

## General McDew Underscores Need for U.S. Crews, Pro-Maritime Laws

The commanding officer of the U.S. Transportation Command (USTRANSCOM) once again has forcefully spoken out about the crucial need to maintain a strong U.S. Merchant Marine.

Gen. Darren McDew testified April 10 during a hearing of the Senate Armed Services Committee. He was the lone panelist for the session titled, "Posture of the United States Transportation Command."

A consistently outspoken advocate of the American maritime industry, McDew told the committee that the nation depends on strong, reliable, U.S.-flag sealift capability and U.S. crews. He described the need to maintain a modern American-flag fleet and emphasized concerns about the gradual reduction that has taken place with the shipboard manpower pool.

"When the United States goes to war, USTRANSCOM moves 90 percent of its cargo requirements with the strategic sealift fleet, which consists of government-owned ships augmented by the commercial U.S.-flagged fleet," McDew stated. "The ability to deploy a decisive force is foundational to the National Defense Strategy, as the size and lethality of the force is of little consequence if we are unable to project power in the pursuit of national objectives. Therefore, the readiness of the entire strategic sealift portfolio, both organic and commercial, remains the top priority for USTRANSCOM."

He continued, "USTRANSCOM's Navy component, Military Sealift Command (MSC), controls the organic strategic sealift ships that deliver logistics and humanitarian relief, move military equip-

ment, supply combat forces, and forward-position combat cargo around the world. MSC also assumes operational command of the Maritime Administration's (MARAD) Ready Reserve Force (RRF) ships during periods of activation. However, our organic sealift capabilities will degrade rapidly over the coming years if we fail to pursue a responsible recapitalization strategy.... USTRANSCOM is working with the Navy on a comprehensive recapitalization plan which includes acquiring used vessels, extending the service life of able vessels, and building new ships – all three of which are required to stabilize the fleet."

The general said that the aging fleet, coupled with a reduction in U.S.-flag vessels and a corresponding decrease of available mariners "threatens our ability to meet national security requirements." He added that if those trends continue, the U.S. could eventually be forced to rely on foreign-flag vessels for sustainment in a mission on the scale of Operation Desert Shield/Desert Storm.

McDew further pointed out that during Desert Storm, 13 foreign-flag ships that were hired to carry materiel to American troops "declined to enter the area of operations, while U.S.-flagged vessels provided steadfast support."

The general then spoke in support of the U.S. Maritime Security Program (MSP) and explained how the Jones Act and cargo preference laws "are intended to ensure a baseline of ongoing business to support our inter-coastal shipping capacity and maintain a market for U.S. industrial

shipyard infrastructure to build, repair, and overhaul U.S. vessels."

He described the U.S.-flag commercial fleet as "vital to the Joint Force's ability to accomplish its mission."

Moreover, the general pointed out that the MSP and its related Voluntary Intermodal Sealift Agreement (VISA) "has proven a cost-effective means to assure access to sealift capability, capacity, and worldwide networks.... The MSP provides an intermodal and logistics capability outside of the [Defense Department] portfolio that would be cost prohibitive to replicate. MSP assures access to 60 militarily useful vessels, the mariners who crew those ships, and commercial carriers' global networks and infrastructure. Without this program, DOD's asymmetric advantage in logistics would be put at significant risk as many of the vessels currently in the program would reflag under foreign flags and no longer participate in VISA. In this scenario, DOD would be forced to augment organic capacity with foreign-flagged vessels to deploy and sustain the Joint Force."

Turning to the area of manpower, McDew said USTRANSCOM is "concerned" about a decline in numbers. Further reduction would "put at risk our ability to surge forces overseas and sustain a protracted conflict with U.S. Mariners. Although the qualified mariner labor pool industry-wide is adequate to support a surge requirement today, a protracted need for mariners would stress the labor pool beyond acceptable risk."

He said the Defense Department and Transportation Department "must seek



Gen. Darren McDew  
Commander, USTRANSCOM

innovative ways to recruit and retain sufficient mariners to sustain sealift operations across the full spectrum of conflict. A healthy and viable U.S.-flagged fleet remains the foundation for a suitable U.S. Merchant Mariner pool."

## Construction Starts on Second Matson Con-Ro at NASSCO

Union shipyard workers in San Diego have started construction on a Jones Act vessel that eventually will feature SIU crew members.

General Dynamics NASSCO in early April began production of the second ship in a two-vessel order for Seafarers-contracted Matson Navigation Company. Construction of the *Matsonia* began with a ceremonial first cut of steel at NASSCO's San Diego shipyard, where the first ship in the series (*Lurline*) is 15 percent complete. Both ships will transport containers, automobiles and rolling stock between the West Coast of the United States and Hawaii.

The vessels are combination container and roll-on/roll-off ships, abbreviated as Con-Ro. They're being built to allow for future conversion to LNG propulsion. They will be 870 feet long, with beams of 114 feet and sailing speeds up to 23 knots. Both will be able to carry approximately 3,500 containers and up to 800 vehicles each.

"Matson's customers in the Hawaii trade rely on us for dependable delivery of their goods, and these new Kanaloa-class vessels designed specifically for serving Hawaii will ensure we meet the highest standards of efficiency and reliability," said Ron Forest, president of Matson.

"Designing and building these vessels brings pride to every member of our team," said Kevin Graney, president of General Dynamics NASSCO. "It's an honor to add the Kanaloa-class vessels to

NASSCO's decades-long history in Jones Act ship production."

Construction of the *Lurline* is scheduled to be complete in the fourth quarter of 2019. The *Matsonia* is scheduled for delivery in the second quarter of 2020.

In a news release announcing the recent ceremony, the shipyard noted, "NASSCO partnered with DSEC Co., Ltd., to provide Matson with state-of-the-art ship design and shipbuilding technologies. For more than a decade, this partnership has produced premium ships for five separate Jones Act owners."

In an earlier announcement, Matson noted the company "is calling these vessels the Kanaloa class in honor of the ocean deity revered in the native Hawaiian culture and will name each of the new vessels after predecessor ships from its 134-year history. The first vessel will be named *Lurline*, the sixth Matson vessel to carry that name, while the second vessel will be its fifth named *Matsonia*."

Matson further reported that the new vessels will have state-of-the-art green technology features, including a fuel-efficient hull design, environmentally safe double-hull fuel tanks, fresh water ballast systems and dual-fuel engines

The two Kanaloa-class ships will replace three diesel-powered vessels in active service, which will be moved to reserve status. Eventually, Matson will operate nine ships in its Hawaii service.



This artist's rendering shows the look of the new Con-Ro ships being built for Matson and General Dynamics NASSCO.

## Jacksonville Congressman Stands Up in Support for the Jones Act

First-term U.S. Rep. John Rutherford (R-Florida) stood up for the Jones Act during a March 15 hearing conducted by the House Homeland Security Committee. The hearing's main topic was "Preparedness, Response, and Rebuilding: Lessons from the 2017 Disasters."

During his time to question Federal Emergency Management Administrator Brock Long, the Jacksonville congressman said the Jones Act – the nation's freight cabotage law – did not stand in the way of relief coming to Puerto Rico after Hurricane Maria.

He recalled to the administrator news broadcasts containing false information "about the Jones Act and the cost of goods and services [in Puerto Rico]. And folks were actually improperly describing how the Jones Act even works, talking about – I heard an individual in Jacksonville on the news talking about the reason it costs so much is because foreign vessels have to sail into an American port, drop those goods off and then reload those goods onto an American-flagged ship and sail it down to San Juan. Wrong."

"Those foreign ships can sail directly into San Juan, and they do all the time," Rutherford added.

Later in the hearing, Rutherford challenged a written statement offered by Jose Melendez-Ortiz, vice chairman for the Committee on Federal and International Relations, and Status for the Commonwealth of Puerto Rico.

In the document presented to the committee, Melendez-Ortiz called for adjustments his organization believed are needed for emergency preparedness and recovery in the wake of future natural disasters.



U.S. Rep. John Rutherford  
(R-Florida)

Rutherford noted that first on the proposed list was waiving the Jones Act, something President Trump did for a 10-day period after Hurricane Maria.

"And fact of the matter is after waiving the Jones Act exactly one – one foreign vessel sailed from an American port into Puerto Rico," he told Melendez-Ortiz. "I take great pride in the fact that the American maritime industry, particularly our Jones Act vessels under TOTE and Crowley in Jacksonville are really – I look at them as the first responders for Puerto Rico," added the former three-term sheriff of Duval County, Florida.

"They have that built-in efficiency and effectiveness. And they had actually prepositioned goods at our port so that they could get them to San Juan more quickly," Rutherford remarked.

# Members Ink Great Lakes Dredge & Dock Contract

SIU crews have ratified a new five-year contract with Great Lakes Dredge & Dock. The agreement includes wage increases, maintains all benefits and covers approximately 120 Seafarers.

Negotiating on behalf of the union were SIU Vice President Contracts George Tricker, Assistant Vice President Archie Ware, Chief Engineer **Edward Mancke**, AB/Dratender **Charles Troutwine** and AB/Dratender **Billy Born**.

Tricker stated, "Even though the company is experiencing some tough times and restructuring its corporate model, our relationship moving forward remains positive, with new faces in place. I commend the rank-and-file members of our bargaining committee, whose professionalism and knowledge helped us secure the best possible contract at this time."

Ware noted that it took two bargaining sessions before the union and company reached a tentative pact. "It was a tough negotiation but all in all, I think it went well," he said.

The contract maintains medical coverage at the Core-Plus level, which is the top one available under the Seafarers Health and Benefits Plan. It also maintains Seafarers Pension Plan benefits and vacation pay.

Mancke, a Seafarer since 1991, called the contract "a decent agreement. I wouldn't have presented it (to other members) if I thought it wasn't fair. You can't please everybody all the time, but the majority of us understand the company needs a hand."

He said that maintaining all benefits and not losing any holidays were among the contract's highlights. Mancke added that against the backdrop of financial difficulties faced by the company, securing annual wage increases in the last four years of the pact seems "very fair."



Members of the negotiating committees are pictured at the conclusion of the most recent bargaining session. From left: GLDD VP Paul LaMourie, SIU delegates Billy Born, Charles Troutwine and Edward Mancke, GLDD Labor Relations Director Tony Zezovski, SIU VP George Tricker, GLDD Dredge Operations Manager George Strawn and SIU Asst. VP Archie Ware.

Similarly, Troutwine pointed out, "We didn't lose anything in this contract, and that was the main thing. I think it's a fair contract for everybody. The company has a restructuring plan and a rebuilding plan."

Troutwine had previously served on one other negotiating committee. He has sailed with Great Lakes Dredge and Dock for 20-plus years, and has been a Seafarer since 1988, when he completed the trainee pro-

gram at the union-affiliated school in Piney Point, Maryland. He said that although the most recent sets of negotiations were more contentious than in years past, "I'm happy with the wages, plus we kept our medical benefits and we kept our pension."

A Seafarer since 2002 and a Great Lakes Dredge and Dock mariner since 2005, Born said, "I think it's a fair contract on all sides. There were a lot of things brought to the table

that were unsettling at first, but in the end, we kept everything we had in prior contracts."

Great Lakes Dredge and Dock is the self-described "largest provider of dredging services in the United States and the only U.S. dredging company with significant international operations." Its areas of operation include New York; Miami; Jacksonville, Florida; Charleston, South Carolina; Savannah, Georgia, and more.

## Senior TOTE Executive Announces Retirement

Anthony Chiarello, president and CEO of SIU-contracted TOTE Inc., has announced he will retire this summer. Chiarello has nearly 39 years of exemplary service in the maritime industry in a number of leadership roles.

"As I look ahead to my sixty-third birthday later this year, it is time for me to spend more time with my family and loved ones. I am blessed with a large family and many beautiful grandchildren, and I look forward to adjusting the priorities in my life," noted Chiarello.

In a late-March news release, the company said that its "leadership team has a proven track record of success and will carry on the with the strong core values of safety, commitment and integrity that Chiarello instilled over the past eight years at the helm. The company's parent, Saltchuk, will make an announcement regarding Chiarello's

successor in due course."

"We thank Anthony for his many years at the helm of TOTE," said Mark Tabbutt, chairman of Saltchuk. "Anthony has had a distinguished maritime career and under his capable leadership, TOTE Maritime has grown to be one of the best shipping companies in the industry. Anthony leaves a team of highly talented leaders who are well equipped to contribute to TOTE's continued success. We wish Anthony much happiness in his retirement."

Chiarello started his career in stevedoring at ITO, now part of Ports America, in the Port of New York and soon relocated to Baltimore where he later served as deputy administrator of the Maryland Port Administration. He then spent 16 years with the Maersk organization in varying roles including president of Maersk Logistics USA.

Prior to joining TOTE, Chiarello was chief operating officer and executive vice president of NYK Logistics (Americas). He has always been very involved in education, having served on the board of visitors of the Business School at Northeastern University. He currently serves on the board of directors at the Center for Global Leadership at his alma mater, Villanova University. Chiarello is the recipient of many formal honors including the prestigious AOTOS award as well as being named a White House Champion of Change during the Obama presidency for his work involving liquefied natural gas (LNG) and the maritime industry.

In an address last year to the executive board of the AFL-CIO's Maritime Trades Department, Chiarello discussed the company's newest ships, safety efforts and consistently cooperative endeavors with its crews and their respective unions. Chiarello described TOTE's crews as "the best-trained mariners in the world," and he also thanked all concerned for the unified effort in response to the *El Faro* tragedy.



Anthony Chiarello

## Seafarer's Quick Actions Extinguish Shipboard Fire

Quick thinking and safety training recently paid off for a first-on-the-scene SIU member and his shipmates.

AB **Leo Onofrio** extinguished a small fire aboard the *M/V Patriot* on March 29 while the vessel was docked in Manzanillo, Panama. Other crew members quickly followed up to help ensure the fire indeed was out and the damage contained.

The *Patriot* is operated by TOTE Services for vessel owner American Roll-On/Roll-Off Carrier (ARC). A communication from an ARC executive credited Onofrio's "quick thinking and decisive action extinguishing the fire, (which) prevented a small fire from possibly spreading to other cargo." That same message indicated the problem began with an electric short in a recently loaded new vehicle.

Onofrio graduated from the apprentice program at the SIU-affiliated Paul Hall Center in 2012. He said the safety training he received at the Piney Point, Maryland-based school "absolutely" helped him during the *Patriot* incident.

"I followed the steps I learned from my training," he said.

Onofrio said he was walking on deck 13 "when I noticed a vehicle making a hissing sound, followed by a popping noise. The vehicle then began to smoke and ignited."

"I immediately notified the mate on watch about the fire and proceeded to approach the flaming vehicle with a fire extinguisher," he continued. "I utilized the extinguisher on the flames by spraying the hood of the vehicle and noticed fire coming from under the engine. I began to spray from below and through the wheel well to extinguish the fire. As soon as it was out, I began to back out of the space that had filled with smoke. The chief mate arrived followed by the fire team. I exited the space and got some much-needed fresh air."

Onofrio's main takeaway from the experience is that "anything can happen at any moment. We always have to be prepared," he noted.



AB Leo Onofrio

The Galloway, New Jersey, native also was quick to credit his fellow Seafarers and the AMO members aboard the *Patriot*. "My shipmates responded immediately and everyone worked together to assure the ship's safety," he concluded.

Chief Mate Pieter Sheridan stated, "Leo responded in an unparalleled act of focus and clarity. He immediately notified the Officer on Watch and attacked the car fire with a local fire extinguisher. I entered the space within two minutes of Leo's report and the cargo hold was already filling with smoke. I am confident without Leo's quick decision making, this fire could have been much worse. I think I speak for all onboard the *Patriot*—we are grateful for Leo's actions and training."

# Clergy Backs Bakery Workers' Crusade for New Pact

## Religious Leaders Urge Nabisco to Negotiate in Good Faith, Avoid Outsourcing

*Editor's note: This article is provided by the Press Associates Union News Service. The SIU and the Bakery Workers are affiliated through the AFL-CIO and through the Maritime Trades Department.*

Faith leaders from around the country are joining the "Bakery 600," the Bakery Workers' long-running campaign against Nabisco for shutting the Oreo cookie line at its South Side Chicago plant and moving the 600 jobs to Mexico almost two years ago.

In a recent letter, the leaders urged Dirk Van der Put, the new CEO of Mondelez International, Nabisco's parent firm, to negotiate in good faith and reach a new and fair contract with the BCTGM, which represents the 2,000 remaining unionized Nabisco workers at six plants in the U.S.

The letter came weeks after Mondelez held an unintentionally ironic "National Cookie Day" promotion in early March, and also after the firm's chief financial officer was quoted, in a report on the Chicago-to-Mexico move, as forecasting even more production of their top snack and cookie lines in the new Mexican plant, in the desert a mile outside Monterrey.

There, the Mexican workers toil behind a barbed wire fence, are bused to and from a residential compound and earn a dollar a day, Interfaith Worker Justice (IWJ) says in a recent report. Mondelez claims they're unionized, but IWJ reports the contract is with the "President Adolfo Ruiz Cortines National Union." That "sounds suspiciously like a company union," IWJ says.

The clergy's letter is the latest marker in the BCTGM campaign, which began even before Mondelez shut the Oreo cookie production line in Chicago, dumping 600 workers, many of whom had been employed at the plant for years.

"Based on the social teachings of our faith groups, we believe Mondelez has a moral responsibility to treat its workers with dignity and respect," the clergy said in their public letter, asking for further clerical support nationwide.

Instead, the clergy said, Mondelez demanded \$46 million in concessions from the Chicago Oreo workers, even though their production line was profitable. It would have been a 60 percent cut in wages and benefits. When the workers rejected that, Mondelez closed the line and sent their jobs to Monterrey, at a time when its

then-CEO was earning over \$20 million annually in pay and benefits.

"We call on Mondelez to negotiate a new contract with BCTGM that maintains health care benefits and a pension plan that would maintain retirement security for the workers. Furthermore, jobs should not be outsourced to Mexico as a way to evade the promises made by your company to workers in the U.S.," the letter concludes.

"The appeal for economic justice at Mondelez/Nabisco by faith leaders will send a powerful message ... as it addresses the need for business practices that affirm workers, families, and their communities. We call upon the company to recognize the social and economic welfare of people with as much importance as it does its drive for greater profits," the letter's signers told their clergy colleagues in seeking more support.

Ten faith leaders, including a rabbi, an imam and two who are also BCTGM members – Pastor Lamar Kennedy, a Local 364 member from Portland, Oregon, and Pastor Palmer Sweeney, a Local 358 retiree – signed the appeal to other clergy. Both pastors worked for Nabisco.



BCTGM Secretary-Treasurer Steve Bertelli addresses the Maritime Trades Department earlier this year.



### Burial at Sea Aboard the Perla Del Caribe

These photos were taken March 19 aboard the TOTE-operated *Perla Del Caribe* during a burial at sea for SIU pensioner Barry Carrano. During the solemn remembrance, vessel master Capt. Joseph Zayac read a short prayer, and one of Carrano's prior shipmates, AB Jose Canales, said a few words. A recertified bosun, Carrano sailed with the SIU from 1982 to 2017. He passed away earlier this year at age 66.



### SHBP Medical Department Finalizes Policy Governing Opioids, Other Meds

The Seafarers Health and Benefits Plan's (SHBP) medical department recently finalized a policy on prescription opioids and other medications that's aimed at helping SIU members remain eligible to ship.

As announced during the April membership meetings, the policy covers the use of prescription opioids, benzodiazepines, or sedative hypnotics aboard ship as they relate to a fitness-for-duty determination.

During the April membership meeting in Piney Point, Maryland, Seafarers Plans Administrator Maggie Bowen noted, "Essentially, the department's policy is consistent with new Department of Transportation (DOT) drug-testing regulations and aims to provide Seafarers with an extra layer of protection so they are not caught off-guard by a positive test. These new DOT regulations have been covered in prior membership meetings, in the January edition of the *Seafarers LOG*, and in multiple posts on the SIU website.

"Whereas the Coast Guard only would find out about such prescriptions either through a drug-test result or if a mariner presented a legally valid prescription to a medical review officer, the

SHBP medical department also may learn about them through a review of prescription records," she continued. "As you know, the Coast Guard's medical certificate determines fitness for certification, which can be less than the standards for fitness for duty. However, because the agency does not permit a mariner to ship if he or she is taking opioids – except in very rare circumstances when a waiver is issued – the SHBP medical department policy attempts to help prevent anyone from being declared unfit."

She concluded, "Put simply, if you've got a valid prescription for an opioid, you'll need to work with your doctor to identify a different drug that does not make you medically unqualified or unfit for duty. And again, the root of this change is the new DOT regulations that took effect at the start of this year."

The policy should not affect members of the SIU Government Services Division, because the Military Sealift Command medical department does not issue waivers for any opioids.

SIU members may direct questions to the SHBP medical department at (301) 994-0010.

### Upgrades Resume on Puerto Rico Hall



Following a months-long delay caused by Hurricane Maria, refurbishment operations have resumed at the SIU's soon-to-be new hall in San Juan, Puerto Rico (above). The facility is located at 659 Hillside Street. It previously had been used as an office building. Significant progress was being made at press time; updates will be provided at membership meetings and in upcoming *LOG* issues.

# SIU Helps Ensure Success of 'Sail-In'

## Annual Event Promotes U.S. Maritime Industry on Capitol Hill



The SIU made another strong showing at a yearly event that has become a staple of the American maritime industry.

On March 20, the ninth annual Maritime Congressional Sail-In saw a record 115 individuals – including officials and representatives from the SIU, other unions, U.S.-flag operators and other organizations – visit 169 Congressional members and their staffs in order to discuss the importance of the Maritime Security Program (MSP), the Jones Act and other programs that are critical to the U.S. Merchant Marine.

Representing the SIU were Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Assistant Vice Presidents Nick Celona and Bryan Powell, Legislative Director Brian Schoeneman, Port Agents Joe Baselice, Todd Brdak, John Hoskins, Mark von Siegel, Pat Vandegrift and Chris Westbrook, and Patrolman Ray Henderson.

The SIU contingent was joined by representatives from every major seafaring union, the Navy League of the United States, various Jones Act companies and organizations, state maritime academies and other allies of the U.S.-flag fleet. Together, these individuals sat down with members of both the House and the Senate – on both sides of the aisle – and explained how the MSP works in conjunction with programs such as Food for Peace and Food for Progress to help maintain the Ameri-

can merchant fleet, the merchant mariner pool and national security.

As was explained by the maritime industry representative's during the Sail-In, the MSP and its 60-ship fleet of U.S.-flag vessels provides the Department of Defense with militarily useful tonnage, the global intermodal and logistics systems of trusted private shipping companies, and access to the invaluable U.S. civilian mariner pool. All of these benefits come at a fraction of the price it would take to fund them outright.

Sail-In groups pointed out that the MSP has proven its military value since the program's inception in 1996. For example, since 2009, U.S.-flag commercial vessels and their civilian crews have carried more than 90 percent of the cargo needed to support U.S. military operations and rebuilding programs in Afghanistan and Iraq, and vessels enrolled in the MSP carried 99 percent of those cargoes.

Thankfully, the MSP has been fully funded at the recommended \$300 million level through Fiscal Year 2018, as part of the newly enacted federal budget.

After the visits, U.S. Rep. John Garamendi (D-California) addressed participants at a nearby reception. The congressman reiterated his ongoing, unwavering support of the U.S. Merchant Marine and American-flag shipping.



From left to right: Legal Counsel Steve Wines; SIU Executive Vice President Augustin Tellez; Senator Ed Markey's (D-Massachusetts) Legislative Assistant Daniel Greene; and TOTE Maritime's Vice President of Marine Operations Jeff Dixon



From left to right: American Maritime Officers Service's Legislative Consultant Brenda Otterson; AMO President Paul Doell; Congressman Brian Mast (R-Florida); AMO Member Captain Kevin Stith; and SIU Port Agent Todd Brdak



From left to right: SIU Port Agent Todd Brdak; AMO President Paul Doell; Congressman Tom Suozzi (D-New York); AMO Member Captain Kevin Stith; American Maritime Officers Service's Legislative Consultant Brenda Otterson; and Liberty Global Logistics LLC President Robert Wellner



From left to right: IBU Regional Director Robert Estrada; MM&P Vice President, Pacific Ports Lars Turner; SUP President Gunnar Lundberg; Delegate Eleanor Holmes Norton (D-District of Columbia); SIU Assistant Vice President Nick Celona; and Jeff Pavlek from the Transportation Trades Department



From left to right: Maritime Lawyer R. Christian Johnsen; Intermarine President and CEO Will Terrill; Congressman Joaquin Castro's (D-Texas) Legal Assistant Sid Ravishankar; SIU Patrolman Ray Henderson; and AMO member Steve Urwiller



From left to right: APL Senior Director, Government Trade Lars Magnusson; Congressman Ralph Abraham (R-Louisiana); Maersk Line, Limited General Manager, Communications and Marketing Amy Hauser; Maersk Line, Limited Vice President of U.S. Government Affairs Jay Bonitt; AMO National Vice President Mike Murphy; and SIU Port Agent Pat Vandegrift



From left to right: SIU Vice President Contracts George Tricker; Congressman Bradley Byrne's Legislative Assistant Hannah Strub; Transportation Institute Vice President, Government Relations Andrew Strosahl; and Maine Maritime Academy President Dr. William Brennan

From left to right: Liberty Maritime's Vice President of Operations William Campbell; John Flynn of Squire Patton Boggs; Council of American Master Mariners' National President Jeff Cowan; SIU Port Agent John Hoskins; Senator Maggie Hassan's (D- New Hampshire) Legislative Assistant Jackson Cosko; and AMO's National Assistant Vice President Christian Spain



From left to right: SIU Assistant Vice President Bryan Powell; K&L Gates' Government Affairs Counselor James Sartucci; Senator Christopher Murphy's (D-Connecticut) Legislative Assistant Emily Smith; MM&P Vice President Tom Bell; and Lake Carriers' Association Director of Environmental and Regulatory Affairs Tom Rayburn

From left to right: AMO Member Captain Kristen Mangold; SIU Legislative Director Brian Schoeneman; Congressman Bob Gibbs (R-Ohio); APL's Director of Humanitarian Aid Ladia Jakubec; and SIU Port Agent Joe Baselice



From left to right: AMO National Vice President Mike Murphy; Maersk Line, Limited General Manager, Communications and Marketing Amy Hauser; Maersk Line, Limited Vice President of U.S. Government Affairs Jay Bonitt; Congressman Paul Cook (R-California); SIU Port Agent Pat Vandergriff; and APL Senior Director, Government Trade Lars Magnusson

From left to right: Legal Consultant Sebastian O'Kelly; SIU Port Agent Mark von Siegel; Congressman Jason Smith's (R-Missouri) Legislative Assistant Hilary Pinegar; APL Business Analysis and Marketing Manager Hyo Jin Lee; and SUNY Maritime Executive Director of External Affairs Mary Muecke



From left to right: SIU Port Agent Chris Westbrook; Crowley Logistics Director of Transportation Operations Colfield Hilburn; Congressman Clay Higgins (R-Louisiana); Dredging Contractors of America President William Doyle; AMO Member Andrew Nelson; and K&L Gates' Government Affairs Counselor Darrell Connor

From left to right: AMO National Vice President Mike Murphy; Maersk Line, Limited General Manager, Communications and Marketing Amy Hauser; Congressman Adam Smith (D-Washington); Maersk Line, Limited Vice President of U.S. Government Affairs Jay Bonitt; SIU Port Agent Pat Vandergriff; and APL Senior Director, Government Trade Lars Magnusson

# SIU Members Support Continuing Promise 2018

Once again, SIU Government Services members answered the call and are supporting one of the U.S. Navy's annual humanitarian training missions: Continuing Promise 2018.

Continuing Promise is a U.S. Southern Command training mission, first introduced in 2007. The purpose of Continuing Promise, according to the U.S. Navy, "... is to conduct civil-military operations including humanitarian civil assistance, medical, dental, veterinary, and disaster response with partner nations and to show U.S. support and commitment to Central America, South America and the Caribbean."

On April 5, the Military Sealift Command's Seafarers-crewed expeditionary fast transport vessel *USNS Spearhead* arrived in Puerto Barrios, Guatemala, for the second stop in the mission. While the vessel is in Guatemala, the team of Army and Navy service members will provide medical, dental, environmental and veterinary care, which will include preventive treatments, optometry screenings, and women's health services. Civil military operations, including humanitarian assistance and disaster relief, will also be a part of the mission.

"This is the eighth time that Continuing Promise has visited Guatemala," said Capt. Angel Cruz, the designated commander, Task Force 48 for the Continuing Promise mission. "We are here to show our commitment to a great ally and friend, the Guatemalan people. Together, working alongside government, military and non-governmental organizations, we hope to reach as many people as possible."

The first stop of Continuing Promise 2018, in Honduras, saw a record 7,000 patients treated, with more than 40 surgeries performed. Additionally,



Citizens of Puerto Cortes, Honduras, wait to be seen by medical personnel at the Franklin D. Roosevelt School during Continuing Promise 2018. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kayla Cosby)

multiple trainings occurred between the Honduran general surgeons, gynecologists and anesthesiologists and the Continuing Promise surgical team at the Dr. Mario Catarino Rivas North-Western National Hospital. The subject matter expert exchanges included observing

surgical procedures in the operating rooms and the clinical pre-operative areas.

"Many lives were changed during our time here in Honduras," said Cruz. "The impact goes both ways, as my life and the lives of my Sailors and Soldiers

have changed for the better. We hope these friendships will continue to grow and bear much fruit that will benefit both our countries."

Continuing Promise 2018 is scheduled to be completed in May, with the mission's final stop in Columbia.



## Spotlight on Mariner Health

### Not Blowing Smoke: Quitting is Worthwhile

Smoking is the biggest cause of preventable deaths in the United States. It accounts for more than 438,000 deaths each year, according to government data. One in two smokers will die from smoking-related diseases.

Secondhand smoke also is a serious health hazard for non-smokers, especially children.

Smoking can cause numerous complications for your body. When you smoke, the poisonous chemicals released from the tar in cigarettes enters your bloodstream and makes your blood thicker, increases clot formation, increases your blood pressure and heart rate, narrows your arteries, and reduces the amount of circulating oxygen to your organs.

Smoking increases the risk of coronary artery disease, heart attacks, strokes, peripheral vascular disease, and cerebrovascular disease.

Carbon monoxide from the smoke and nicotine both put a strain on the heart by making it beat faster. Smoking doubles the risk of having a heart attack and doubles the risk of dying from coronary heart disease compared to a nonsmoker.

If you quit smoking for a year, your risk is reduced by half. After stopping for 15 years, your risk is the same as a non-smoker.

Smoking can also increase the chances of getting stomach cancer or ulcers. Smoking weakens the muscles of the lower part of the esophagus and allows acid to run back up into that area. This is called reflux.

Smoking is a significant risk factor for developing kidney cancer. The poisonous chemicals inhaled go through the entire body and especially the kidneys.

Smoking reduces the amount of oxygen that gets to your skin. As a result, the skin can age more quickly and look grey and dull. Smoking pre-

turely ages the skin between 10 to 20 years and makes you more likely to get facial wrinkling.

Smoking can cause your bones to become weak and brittle. Women need to be especially careful of this due to the potential development of osteoporosis.

Moreover, smoking has many undesirable side effects on the brain. A smoker is 50 percent more likely to have a stroke than someone who does not smoke.

Smoking can increase your risk of developing a brain aneurysm. This is a bulge in a blood vessel caused by a weakness in the blood vessel wall. This can rupture at any time and cause a condition called, subarachnoid hemorrhage.

If you stop smoking, within two years your risk of stroke is reduced by half.

Predictably, the lungs are adversely affected by smoke. Smoking can cause coughing, colds, wheezing, asthma and numerous other symptoms and conditions. It can cause fatal diseases such as pneumonias, emphysema, and lung cancer. Smoking causes 84 percent of deaths from chronic obstructive pulmonary disease (COPD), a progressive and debilitating condition. People with COPD have difficulties breathing, primarily due to the narrowing of their airways and the destruction of lung tissue.

Smoking can cause bad breath, stained teeth, gum disease, mouth and oral cancers. More than 93 percent of oropharyngeal cancers are caused by smoking.

Remember there are more than 5,000 chemical components found in cigarette smoke and many of them are harmful to the human body. Being aware of the side effects of smoking may help you quit and bring your body back to that of a non-smoker in time.

### Healthful Recipe

#### Seafood Stir Fry

**Servings: 25**

- 6 ¼ pounds shrimp, 30/36 count, drained
- 2 ½ pounds scallops, sea scallops med., drained
- 2 2/3 tablespoons olive oil
- 1 quart carrot, julienned 1-2" hotel pan full
- 1 quart onion, julienned 1-2" hotel pan full
- 1 quart celery, julienned 1-2" hotel pan full
- 2 2/3 cups cabbage, diced 1-2" ½ hotel pan full
- 1 1/3 tablespoons garlic pepper seasoning
- 2 2/3 tablespoons garlic, minced fine

**Sauce**

- 2 ½ cups pineapple juice
- 3 2/3 tablespoons oyster sauce
- 3 2/3 tablespoons honey
- 1 1/3 tablespoons granulated garlic

■ Sauté and season the shrimp and scallops with the garlic pepper seasoning in small batches. Cook until just done and set aside.

■ Mix together all the sauce ingredients in a large stock pot or

kettle. Bring to a boil then turn heat off and set aside.

■ Sauté the vegetables a few minutes but leave them crisp. Cook in batches and set aside.

■ Add the seafood to the vegetables. Mix together and add the sauce. Mix together well.

■ Pan the stir fry in 2" hotel pans. Make sure to cook the stir fry in batches to order as needed. Garnish with chopped green onions.

**Nutrition Information** - Per Serving (excluding unknown items): 225 Calories; 4g Fat (15.7% calories from fat); 32g Protein; 14g Carbohydrates; 2g Dietary Fiber; 188mg Cholesterol; 419ms Sodium. Exchanges: 0 Grain (Starch); 4 ½ Lean Meat; 1 Vegetable; 0 Fruit; 0 Other Carbs.



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





Photo Courtesy Walter P. Reuter Library, Wayne State University, Detroit, Michigan



SIU President Michael Sacco, who also serves as president of the MTD, reflects on the Memphis sanitation workers strike while studying a 1968 photo showing MTD solidarity in the fight.

Demonstrators from St. Louis express solidarity with Memphis Local 1733 sanitation workers during the April 8, 1968 memorial march for Martin Luther King.

# SIU, MTD Backed Historic Strike in 1968

## Organizations Participate in 2018 Rally for Workers' Rights

Many Seafarers probably know that the late Dr. Martin Luther King Jr. was assassinated April 4, 1968 while supporting striking sanitation workers in Memphis, Tennessee. What they perhaps don't know, however, is that the AFL-CIO and a number of its affiliated unions and departments – including the SIU and the Maritime Trades Department – not only backed the sanitation workers' walkout, they also supported their cause financially and joined them on the picket lines as well.

According to Michael Honey, author of "Going Down Jericho Road" (published 2007) about the 1968 Memphis Sanitation Workers strike, the SIU was among the first unions to show solidarity by sending a weekly donation in support of the strikers.

SIU President Michael Sacco, who also serves as president of the MTD, verified Honey's account, noting: "Paul Hall (who headed the SIU and MTD in 1968) was a big supporter of the strikers. The MTD and the Seafarers (Union) committed a lot of resources to help those workers."

Some 50 years following King's death and the strike's culmination, the same spirit of solidarity and support for their respective goals continues. MTD Executive Secretary-Treasurer Daniel Duncan, who also is a dues-paying member of the SIU, on April 4, 2018 participated in the Memphis, Tennessee I AM Rally for Justice. This event was part of a weeklong commemoration of the 50th anniversary of the strike and the assassination of Dr. King.

"The three days in Memphis were energizing," said Duncan. "No matter where you were in Memphis, you saw buttons, shirts, billboards and even buses noting the 50th anniversary of the 'I AM A MAN' struggle.

"It was a moment of reflection and remembrance, as well



The crowd gathers in anticipation of the start of the April 4, 2018 I AM Rally for Justice in Memphis, Tennessee.



MTD Executive Secretary-Treasurer Daniel Duncan, a dues-paying member of the SIU, poses while undergoing training to be a marshal at the I AM Rally for Justice in Memphis, Tennessee.

as a time to look ahead to see what goals of Dr. King and the sanitation workers still must be addressed," he continued. "The spirit surrounding the march on Wednesday was contagious. Folks were celebrating past achievements while calling out for stronger worker rights."

MTD affiliate AFSCME and the Church of God in Christ organized the week's events. They received a wealth of assistance from hundreds of officers and rank-and-file members from other labor organizations. "Union members worked with support groups like the NAACP and religious organizations to make sure the 10,000 marchers on April 4 were safe as well as understanding why it was necessary for all of us to gather under the 'I AM 2018' banner," Duncan said.

"Having grown up in Tennessee, I was honored to represent the Seafarers and the Maritime Trades Department at this commemoration," he concluded.

The original strike, which began in February 1968, followed years of segregation, unfair working conditions, and a history of poor race and labor relations in the city. The spark that set off the strike was the deaths of two sanitation workers, Robert Walker and Echol Cole, who were crushed by a garbage compactor while seeking shelter from a rain storm. Striking workers carried signs with the iconic statement, "I AM A MAN," which became a rallying cry for their plea for recognition of their human dignity.

The city government would not recognize the union they created, AFSCME Local 1733. Picket lines and daily marches continued for several months, gaining national attention when King joined them. He was killed in Memphis during a trip to support the workers. Shortly after King's assassination, the city of Memphis recognized AFSCME Local 1733 as the sanitation workers' union representative.

In reaction to Dr. King's death, labor leaders from across the nation, including AFL-CIO President George Meany and SIU President Paul Hall, joined government officials and leading figures from all areas of American life in grief and shock.

From Washington, Meany issued a statement that "the murder of Dr. Martin Luther King is an American tragedy.

He was killed while aiding striking members of an AFL-CIO union in their struggle for human dignity.

"That is how Dr. King spent his entire life at the side of the most oppressed in this nation," the federation president declared. "He died in that struggle and all who cherish human dignity mourn tonight."

Hall, on behalf of the SIU, sent the following telegram to the Reverend Ralph D. Abernathy, Dr. King's successor as head of the Southern Christian Leadership Conference:

"Americans everywhere join you on this day in mourning the tragic loss in Memphis of a great leader in the struggle for human rights and dignity. The death of Dr. Martin Luther King symbolizes the urgency to continue his life's work and we wish to assure you of our continued support and dedication in this vital struggle. Please convey to Mrs. King, to her family and to all of your associates our sympathy and sorrow on the loss and untimely passing of this great American."

Thomas Gleason, head of the International Longshoremen's Association (ILA), said of the fallen civil rights icon, "He was a man of peace and dignity, completely dedicated to God and the brotherhood of man. It is fitting and proper, then, that we devote this time to pray that the principles that guided this great, great man continue to guide others in the movement for brotherhood to which he devoted his energies."

The night before his assassination, King gave his famous "I have been to the mountaintop" speech where he also said, "We've got to give ourselves to this struggle until the end. Nothing would be more tragic than to stop at this point in Memphis. We've got to see it through."

For two days following his death – April 5 and 6, 1968 – longshoremen and others at ports across the county shut down work in honor of King. This included passenger ships and boats carrying supplies to soldiers in Vietnam. Unions for the workers had been integrated for years, with up to 50 percent of their membership non-white, and the presidents for the National Maritime Union (which merged with the SIU in 2001) and the ILA issued statements calling for the shutdown.



**CONGRESSMAN VISITS OAKLAND HALL** – Pro-maritime U.S. Rep. Eric Swalwell (D-California) (standing, eighth from right) stopped by the SIU hall in Oakland, California, in late March and spoke with Seafarers, officials and staff. He reiterated his support of the U.S. Merchant Marine.

## *At Sea and Ashore with the SIU*



**A-BOOK IN OAKLAND** – Congratulations to ACU Edison Inuman (left) on receiving his A-seniority book. He's pictured at the SIU hall in Oakland, California, with Patrolman Adrian Fraccarolli. Brother Inuman most recently sailed aboard Matson's *Maui*.



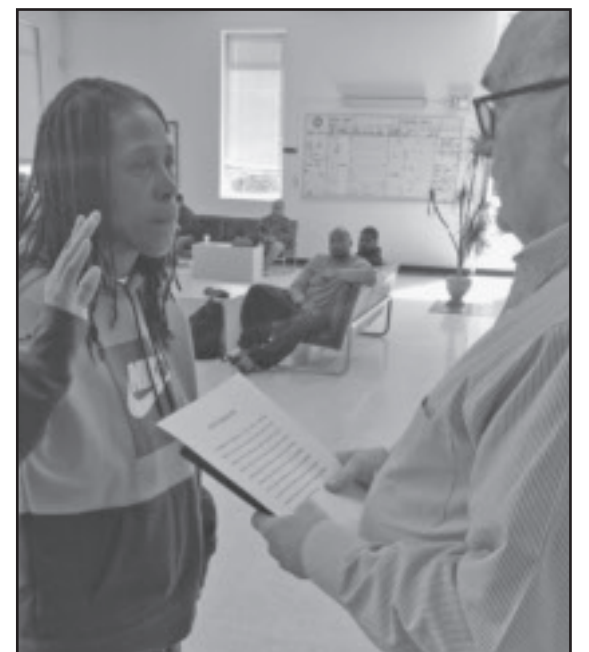
**ABOARD MAHIMAH** – Pictured aboard the Matson ship on the West Coast in late March are Chief Steward Michael Curtis (left) ACU Walter Harris.



**WELCOME ASHORE IN JERSEY** – Congratulations and welcome ashore to Recertified Bosun Konstantinos Prokovas (right), pictured at the Jersey City hall with Patrolman Ray Henderson. Brother Prokovas first sailed with the SIU in 1992, aboard the *Global Link*. He is shown picking up his first pension check.



**SURPRISE REUNION** – A couple of Seafarers were happy to bump into each other outside the Houston hall before the March membership meeting. Some 18 years ago, Fr. Sinclair Oubre (right), through his work with both the Apostleship of the Sea and the Port Arthur (Texas) International Seafarers Center, actively promoted the maritime industry to youth in St. Mary's Parish. Edmund Livings (left) took his words to heart and joined the SIU; he's still a member, sailing as an AB. Livings also stopped at Fr. Oubre's office to show him his documents and thank him for his mentorship.



**A-BOOK IN NORFOLK** – AB Aretta Jones (left) is sworn in for her A-seniority book at the hall in Norfolk, Virginia. Pictured at right is Port Agent Georg Kenny.



**FULL BOOKS IN FLORIDA** – Two Seafarers recently picked up their respective full membership books at the hall in Fort Lauderdale, Florida. They are AB Mark Bolin (left in photo at left) and AB Ryan Morton (left in photo at right). Both members are pictured with SIU Asst. VP Kris Hopkins.

**FULL BOOK IN PHILLY** – Port Agent Joe Baselice (right) administers the oath to Seafarer David Hain-Mendez during the April membership meeting. Hain-Mendez got his full union book.

**ABOARD MATSONIA** – Pictured from left aboard the Matson vessel are ACU Jose Ayon-Ayon, Patrolman Adrian Fraccarolli, vessel master Capt. Michael Knull, Port Agent Nick Marrone II and Chief Cook Lito Acosta. The photo was taken April 4 on the West Coast.

## At Sea and Ashore with the SIU



**HONORING NMU CHARTER MEMBER** – Charles A. Mills (second from right, with family members) recently was honored with a lifetime achievement award at the American Merchant Marine Veterans (AMMV) national convention in St. Louis. Mills was a charter member of the National Maritime Union (NMU, which merged into the SIU in 2001), signing on his first ship (*SS Carlton*) in 1937; he attended the first NMU convention in the same timeframe. Mills sailed throughout WWII, then embarked on a four-decade career as an NMU official. He retired in the late 1980s but continued to advocate for the U.S. Merchant Marine and especially his fellow WWII U.S. Merchant Marine veterans. Mills was part of an AMMV-based team that visited Congress in 2015 and 2017. At 97-years of age, Mills shows no signs of slowing down. (Thanks to AMMV National President Chris Edyvean for the photo and information.)



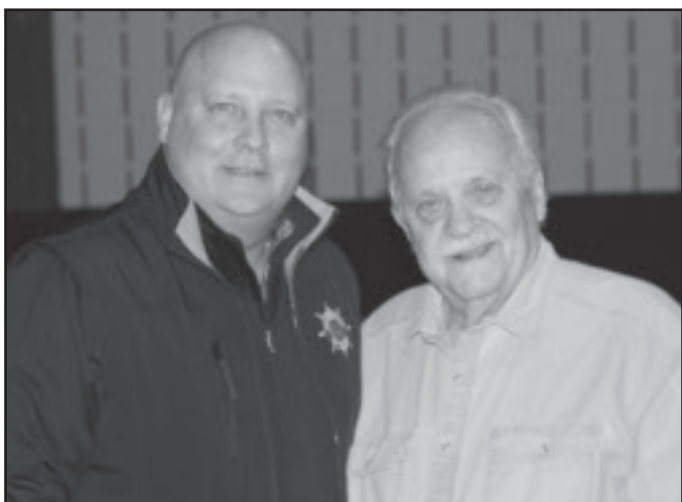
**SAINT PATRICK'S DAY SPIRIT** – Chief Cook Sharray Turner (left) and Chief Steward Ingrid Ortiz embraced the holiday mood during a recent voyage aboard the TOTE-operated *Integrity*. Green pancakes, green (but safe) burgers and green cake were all on the menu. (For the full-color effect, look up this snapshot on the *Seafarers LOG* Facebook page.)



**DISCUSSING CABOTAGE IN FLORIDA** – During the April membership meeting at the hall in Jacksonville, Florida, Safety Director Joseph Koncul (standing) explains the importance of the Jones Act and how SIU-crewed Jones Act ships led the way with hurricane relief cargoes for Puerto Rico. Partially visible at left is Port Agent Ashley Nelson. Patrolman Adam Bucalo is at right.



**HOSTING STUDENTS IN HOUSTON** – The SIU in early April welcomed students and teachers from Hallettsville High School to the union hall during a multi-stop, labor-oriented field trip. SIU Safety Director Kevin Sykes (standing at right in photo at left) explains the apprenticeship program available at the union-affiliated Paul Hall Center. Students and teachers are also pictured in photo at right.



**FORMER SEAFARER VISITS PINEY POINT** – The SIU-affiliated Paul Hall Center hosted author David Madden for a multifaceted visit in early April. Madden (pictured at right in photo at left, with Paul Hall Center Acting VP Tom Orzechowski, and also pictured near the center in the photo at right, with apprentices) sailed with the SIU from 1951-53. He remains an avid reader of the *Seafarers LOG* and a supporter of both the U.S. Merchant Marine and the labor movement. An accomplished author, Madden, 84, signed copies of his new book and also read an excerpt to students in the auditorium. For more information about the book and Madden's wide-ranging background, visit [www.davidmadden.net](http://www.davidmadden.net) (the book was reviewed in the March 2018 issue of the *LOG*).



# Hands-On Training Remains Vital, Prevalent in Piney Point

## SIU-Affiliated Paul Hall Center Emphasizes Practical Coursework

For experienced mariners and entry-level students alike, a state-of-the-art vocational school in southern Maryland serves as a gateway to rewarding careers.

The SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, opened as a bare-bones facility in 1967. It has enjoyed more than a half-century of steady growth and has developed into a cutting-edge school with wide-ranging curriculums.

One thing that hasn't changed from the start is the center's emphasis on practical training. Hands-on instruction is featured in virtually every one of the school's 73

U.S. Coast Guard-approved courses. Many classes are department-specific (deck, engine, or steward), while numerous others provide comprehensive safety training for the entire crew. Similarly, the Paul Hall Center offers entry-level instruction for those just embarking on their respective maritime careers, plus upgrading coursework for experienced Seafarers.

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

few miles from the main base.

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

The photos on these two pages show a small sample of practical coursework in Piney Point, plus the campus itself. Complete information about the school is available in the Paul Hall Center section of the SIU website: [www.seafarers.org](http://www.seafarers.org).



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# Homeport Course Completion Uploads

The National Maritime Center issued the following news item on March 30. It's also available on both the NMC and SIU websites.

It has come to the attention of the National Maritime Center (NMC) that training provider course completion data uploaded using the Homeport application may not be processing properly. The cause is under investigation. While we await resolution, mariners and training providers are encouraged to do the following:

■ Training providers should provide all graduating students with a course completion certificate.

■ Training providers using the data upload feature are encouraged to contact the NMC Customer Service Center 48 to 72 hours after uploading data and request a spot check of the data submitted. Providers will need to supply the mariner reference numbers and last names of one or two graduates per class, and the call center agent will check the computer record to see if the data has populated.

■ Mariners are encouraged to provide copies of their training certificates with their applications.

■ Mariners who receive a request for documentation of course completion from the NMC should either fax their course completion certificate to the NMC using the number on the letter or, if they do not have a certificate, contact their training provider for assistance in obtaining documentation.

We apologize for any inconvenience this may cause mariners and training providers, and we will make every effort to remedy the situation as quickly as possible. The NMC will provide further updates as they become available.

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

## May & June 2018 Membership Meetings

Piney Point.....	Monday: May 7, June 4
Algonac.....	Friday: May 11, June 8
Baltimore.....	Thursday: May 10, June 7
Guam.....	Thursday: May 24, June 21
Honolulu.....	Friday: May 18, June 15
Houston.....	Monday: May 14, June 11
Jacksonville.....	Thursday: May 10, June 7
Joliet.....	Thursday: May 17, June 14
Mobile.....	Wednesday: May 16, June 13
New Orleans.....	Tuesday: May 15, June 12
Jersey City.....	Tuesday: May 8, June 5
Norfolk.....	Thursday: May 10, June 7
Oakland.....	Thursday: May 17, June 14
Philadelphia.....	Wednesday: May 9, June 6
Port Everglades.....	Thursday: May 17, June 14
San Juan.....	Thursday: May 10, June 7
St. Louis.....	Friday: May 18, June 15
Tacoma.....	Friday: May 25, June 22
Wilmington.....	Monday: May 21, June 18

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

### ATTENTION SEAFARERS

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# Dispatchers' Report for Deep Sea

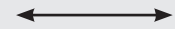
March 16, 2018 - April 15, 2018

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
<b>Deck Department</b>										
Algonac	8	5	2	27	8	2	8	19	14	3
Anchorage	1	2	1	0	2	1	2	5	2	1
Baltimore	2	6	0	4	2	0	2	8	6	1
Fort Lauderdale	15	7	4	14	5	4	8	27	14	10
Guam	3	1	0	2	2	0	0	4	1	0
Harvey	12	2	4	6	1	1	1	21	4	12
Honolulu	11	8	1	3	2	1	2	18	11	1
Houston	45	9	12	40	11	9	22	77	22	31
Jacksonville	38	14	8	24	12	5	14	63	26	19
Jersey City	36	13	5	29	7	1	18	68	17	8
Joliet	2	5	0	6	1	0	0	2	7	1
Mobile	10	2	3	5	1	0	1	21	6	12
Norfolk	26	17	8	15	9	5	6	41	32	14
Oakland	19	10	3	8	3	0	6	30	11	4
Philadelphia	4	3	1	2	3	0	3	5	7	1
Piney Point	2	2	1	2	3	1	1	3	3	0
Puerto Rico	7	3	1	4	0	0	2	11	10	1
Tacoma	29	10	6	17	3	0	9	49	17	9
St. Louis	4	2	2	2	1	2	0	4	1	1
Wilmington	17	10	8	25	5	5	13	44	16	14
<b>TOTALS</b>	<b>291</b>	<b>131</b>	<b>70</b>	<b>235</b>	<b>81</b>	<b>37</b>	<b>118</b>	<b>520</b>	<b>227</b>	<b>143</b>
<b>Engine Department</b>										
Algonac	0	2	2	4	4	1	1	0	2	1
Anchorage	0	0	0	2	0	0	0	0	0	0
Baltimore	0	4	0	1	1	0	1	3	3	1
Fort Lauderdale	7	3	2	6	2	1	2	18	4	4
Guam	1	0	1	1	0	0	0	1	0	1
Harvey	3	2	1	2	1	2	1	4	3	0
Honolulu	3	6	0	2	3	0	4	14	6	0
Houston	10	6	3	5	7	1	8	27	11	5
Jacksonville	24	11	3	11	7	2	4	30	22	5
Jersey City	12	6	1	7	4	1	5	21	13	3
Joliet	2	1	0	2	2	0	0	4	2	0
Mobile	5	2	4	3	2	0	1	9	3	4
Norfolk	12	10	6	9	8	2	4	22	19	10
Oakland	5	6	3	1	2	0	1	13	8	4
Philadelphia	0	0	0	0	1	0	0	1	1	0
Piney Point	0	4	0	1	2	0	0	0	4	1
Puerto Rico	4	3	0	0	0	0	0	9	4	1
Tacoma	12	2	1	9	1	0	3	31	6	4
St. Louis	0	0	1	0	1	1	2	5	0	0
Wilmington	9	13	5	8	7	3	5	16	23	3
<b>TOTALS</b>	<b>109</b>	<b>81</b>	<b>33</b>	<b>74</b>	<b>55</b>	<b>14</b>	<b>42</b>	<b>228</b>	<b>134</b>	<b>47</b>
<b>Steward Department</b>										
Algonac	1	0	0	1	0	0	0	3	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	1	1	0	1	1	0	0
Fort Lauderdale	9	2	1	13	5	0	5	22	3	1
Guam	0	1	0	1	0	0	0	2	1	0
Harvey	10	1	0	2	0	1	0	9	1	1
Honolulu	10	0	1	9	0	1	1	20	2	0
Houston	11	4	1	10	2	1	3	41	9	4
Jacksonville	23	6	2	9	6	0	5	34	13	3
Jersey City	9	2	0	8	3	0	5	17	4	1
Joliet	1	0	0	0	0	0	0	1	1	0
Mobile	6	4	0	2	1	0	2	6	3	1
Norfolk	9	6	1	10	5	2	6	22	11	2
Oakland	17	4	2	9	0	0	2	25	8	2
Philadelphia	2	0	0	1	0	0	1	2	0	1
Piney Point	6	2	0	3	0	0	0	8	3	0
Puerto Rico	2	5	2	1	3	0	0	3	8	2
Tacoma	14	1	2	10	1	2	7	23	2	3
St. Louis	4	0	0	1	0	0	0	4	1	0
Wilmington	19	6	1	12	3	0	5	41	9	2
<b>TOTALS</b>	<b>154</b>	<b>44</b>	<b>13</b>	<b>103</b>	<b>30</b>	<b>7</b>	<b>43</b>	<b>284</b>	<b>81</b>	<b>23</b>
<b>Entry Department</b>										
Algonac	2	6	7	0	7	6	1	3	13	23
Anchorage	1	0	3	0	0	1	0	1	0	7
Baltimore	0	2	0	0	0	2	0	0	1	0
Fort Lauderdale	0	5	4	0	1	3	1	0	10	7
Guam	0	1	0	0	2	1	0	0	1	0
Harvey	0	0	3	0	0	2	0	0	0	5
Honolulu	1	5	4	1	2	5	0	1	12	6
Houston	0	8	14	1	11	6	4	7	14	41
Jacksonville	3	16	30	4	8	13	0	4	33	77
Jersey City	1	14	12	3	5	0	1	4	24	27
Joliet	0	0	0	0	0	1	0	0	0	1
Mobile	1	0	1	0	0	0	0	2	1	2
Norfolk	1	18	27	0	4	6	2	3	22	61
Oakland	0	10	14	1	6	3	0	2	20	27
Philadelphia	0	1	0	0	1	0	0	0	2	0
Piney Point	0	1	2	0	0	1	2	0	1	4
Puerto Rico	0	0	1	1	0	0	0	1	1	2
Tacoma	1	8	8	3	4	6	1	7	21	21
St. Louis	0	0	1	0	0	0	0	0	0	1
Wilmington	2	6	15	1	8	15	1	11	25	40
<b>TOTALS</b>	<b>13</b>	<b>101</b>	<b>146</b>	<b>15</b>	<b>59</b>	<b>71</b>	<b>13</b>	<b>46</b>	<b>201</b>	<b>352</b>
<b>GRAND TOTAL:</b>	<b>567</b>	<b>357</b>	<b>262</b>	<b>427</b>	<b>225</b>	<b>129</b>	<b>216</b>	<b>1,078</b>	<b>643</b>	<b>565</b>

## Seafarers International Union Directory

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*Vice President Government Services*



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

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

### HONOLULU

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

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

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

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

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10 East Clinton St., Joliet, IL 60432  
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 (251) 478-0916

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 (504) 328-7545

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 (757) 622-1892

### OAKLAND

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

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

1057 Fernandez Juncos Stop 16 1/2  
 Santurce, PR 00907-4601  
 (787) 721-4033

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

This month's question was answered by SIU members at the union hall in Jersey City, New Jersey.

**Question: What would you want the general public to know about the U.S. Merchant Marine, and why do you think the American maritime industry is important?**



**James Joyce**  
*Recertified Bosun*

I'd like the public to know that there still is a U.S.-flag merchant marine. When I tell people what I do for a living, they don't even realize there is one. Secondly, I'd explain that 90 percent of all cargo worldwide is moved on ships. That's always been a point of interest to people when I do engage them in a conversation about what the merchant marine does – the commercial end of it. The general public is extremely misinformed about the merchant marine.



**Roy Payne**  
*AB*

The merchant marine is really important to the safety and security of the United States – for example, supporting our troops or taking relief supplies to Puerto Rico. I try to spread the word wherever I go, and I try to get people involved in the industry. I've been in it all my life, and we need people to continue this U.S. Merchant Marine system.



**Eduardo Barlas**  
*AB*

We support the military and we deliver for the military. That's very, very important. They can call us and we'll answer. We cannot rely on foreign-flag ships; we really need our own availability and readiness. I also encourage people to get into the industry. It's not for everybody, but it's in my blood. Once you're in, it's hard to leave.



**ATM Reza**  
*AB*

I would tell them about the freedom in the industry. This job has flexibility, freedom and we travel all over the world and see a bunch of countries. The money is good. I chose this career in 1989 and started on a foreign-flag ship. I came to this country and joined the SIU in 2004. Financially, it's a very good job. I enjoy it, especially the travelling. It means a lot to me.



**Alex Amarra**  
*QMED*

I don't think a lot of people know about it. When someone asks you what you do for a living and you tell them, they say, "What's that?" They think you're in the military. I want them to know what we do and how important the job is to the nation. It helps the economy and helps with national security, too. We deliver the goods in times of peace and war. We help our military.

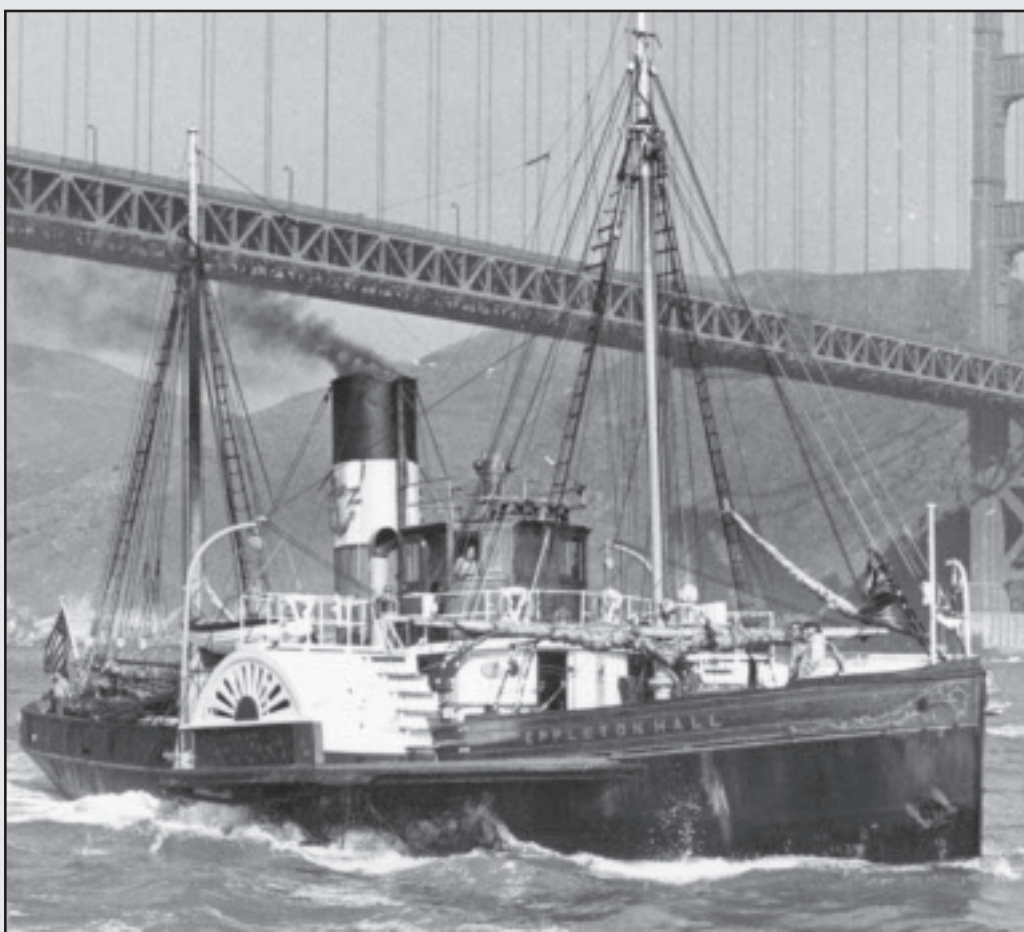


**Arkady Bichevsky**  
*QEE*

I do try to explain the industry to people, and the advantages of this kind of career. I started sailing a long time ago, 1977. I sailed on flag-of-convenience ships, and that work is not safe. There's much more safety for American workers.... I try to bring people to our union. I've stuck around because the money is good, and I can decide how long I stay ashore. Most important, it's my profession.

## Pic From The Past

This photo originally ran in the May 1970 edition of the *LOG*, with a short article headlined "Last of the Sidewheelers." Today, the boat is preserved at the San Francisco Maritime National Historical Park. The full text of the 1970 piece: "An epic 9,000-mile journey ended last month when a 56-year-old sidewheeler tugboat paddled under the Golden Gate to dock at her new home here. The restored tugboat, the *Eppleton Hall*, is thought to be the last of her kind. She completed a voyage from Newcastle, England, to a berth at the San Francisco Maritime Museum. During the six-month journey that took the 10-man crew to Africa, across the Atlantic and through the Panama Canal at a top speed of 5 knots, the 105-foot tugboat was battered by three Atlantic storms. The vessel was discovered on a mudflat on the Tyne River by Scott Newhall, executive editor of the *San Francisco Chronicle* and founding director of the Maritime Museum. She was burned out and scheduled for destruction. Newhall bought the sidewheeler and restored her at a cost of \$150,000, including conversion of the original coal-burning engines to diesel and replacement of woodwork."



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

### VLADIMIR BABENKO

Brother Vladimir Babenko, 67, joined the SIU in 1996 and first sailed aboard the *Lawrence Gianella*. A member of the engine department, he upgraded on multiple occasions at the union-affiliated Piney Point school. Brother Babenko last sailed on the *Horizon Tacoma*. He lives in Wauna, Washington.

### DAVID BODAH

Brother David Bodah, 65, signed on with the union in 1999, initially sailing aboard the *Shahmaz Bay*. He worked in the engine department and upgraded on several occasions at the Paul Hall Center. Brother Bodah last sailed on the *Alliance St. Louis*. He resides in Sparks, Nevada.



### KIM BUCHMAN

Brother Kim Buchman, 72, began his career with the Seafarers in 2012 when he sailed on the *USNS Invincible*. He was a deck department member and last sailed aboard the *American Phoenix*. Brother Buchman calls Oroville, Washington, home.

### JAIME CAYONTE

Brother Jaime Cayonte, 71, joined the union in 1993, initially sailing aboard the *Sea Wolf*. He was a steward department member and upgraded at the Paul Hall Center in 2002. Brother Cayonte last sailed aboard the *Golden State* and resides in Jacksonville, Florida.



### ANDREW DONALDSON

Brother Andrew Donaldson, 71, signed on with the union in 2001. The deck department member's first SIU ship was the *Seabulk Challenge*. Brother Donaldson upgraded his skills in 2001 at the Piney Point school. He last sailed on the *Horizon Anchorage* and settled in Federal Way, Washington.

### GERALD GADBOIS

Brother Gerald Gadbois, 65, began his career with the SIU in 1974, when he sailed aboard a Hudson Waterways vessel. He was a deck department member and upgraded at the Paul Hall Center in 1983. Brother Gadbois most recently sailed on the *OMI Williamette*. He makes his home in Fairplay, Colorado.



### PRESCILLANO GAMBOA

Brother Prescillano Gamboa, 70, joined the SIU in 2001, first sailing aboard the *Patriot*. The steward department member upgraded often at the maritime training center in Piney Point. Brother Gamboa most recently shipped aboard the *Green Bay* and settled in Orlando, Florida.



### RAPHAEL JAMES

Brother Raphael James, 72, donned the SIU colors in 2002, initially shipping on the *CP Liberator*. The deck department member upgraded his skills at the union-affiliated Piney Point school in 2007. Brother James last shipped on the *Safmarine Ngami*. He calls Brooklyn, New York, home.

### ROBERT JOHNSON

Brother Robert Johnson, 65, signed on with the SIU in 1978. He first worked aboard the *Delta Venezuela* and was a member of the engine department. He upgraded his skills often at the Piney Point school and last sailed aboard the *Achiever*. Brother Johnson resides in Houston.

### JAMES KEITH

Brother James Keith, 65, joined the SIU in 1978 and first sailed aboard the *Overseas Ohio*. A deck department member, he upgraded on multiple occasions at the maritime training center in Piney Point. Brother Keith most recently sailed on the *USNS Bellatrix* and makes his home in New Orleans.



### ERNESTO LOMBOY

Brother Ernesto Lomboy, 69, joined the SIU in 2003, initially sailing aboard a Matson vessel. He worked in the deck department and in 2006 upgraded at the maritime training center in Piney Point. Brother Lomboy most recently sailed on the *Pacific Collector*. He lives in Pearl City, Hawaii.

### JASPER MCGIRT

Brother Jasper McGirt, 67, donned the SIU colors in 1999 when he worked for Crowley Towing and Transportation. He was an engine department member and upgraded in 2000 at the Paul Hall Center. Brother McGirt most recently worked aboard the *USNS VADM K.R. Wheeler*. He lives in San Diego.



### KONSTANTINOS PROKOVAS

Brother Konstantinos Prokovas, 65, joined the SIU in 1992, initially working aboard the *Global Link*. He sailed in the deck department and upgraded his skills on multiple occasions at the Piney Point school. Brother Prokovas last sailed on the *Maersk Pittsburgh* before settling in Brooklyn, New York.



### ROBERT SCRIVENS

Brother Robert Scrivens, 60, signed on with the union in 1976, when he worked aboard the *Eagle Traveler*. An engine department member, he upgraded often at the maritime training center in Piney Point. Brother Scrivens last sailed aboard the *USNS Curtiss* and lives in Mohave Valley, Arizona.



### DIMARKO SHOULDERS

Brother Dimarko Shoulders, 56, became an SIU member in 1991, when he sailed aboard an AMSEA ship. A member of the engine department, he upgraded often at the union-affiliated Paul Hall Center. Brother Shoulders most recently sailed on the *Charger*. He resides in Mansfield, Ohio.



### MARUF SYARIFUDIN

Brother Maruf Syarifudin, 70, signed on with the SIU in 2003. He first shipped on the *Black Eagle* and was a deck department member. Brother Syarifudin last sailed on the *Maersk Pittsburgh*. He calls Elmhurst, New York, home.



### WINSTON THOMPSON

Brother Winston Thompson, 58, donned the SIU colors in 1993, initially working aboard the *Long Lines*. He sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Thompson most recently sailed on the *Overseas Chinook* and settled in Houston.



## GREAT LAKES

### DAVID ANDREWS

Brother David Andrews, 53, started shipping with the SIU in 1994. He initially sailed on the *J.A.W. Iglehart* and worked as an engine department member. Brother Andrews upgraded at the

Paul Hall Center on multiple occasions before last working aboard the *John Boland*. He makes his home in Lexington, Michigan.

## INLAND

### CRAIG BURMEISTER

Brother Craig Burmeister, 62, signed on with the union in 1980. He first worked for Dixie Carriers and was a member of the deck department. Brother Burmeister upgraded his skills on several occasions at the maritime training center in Piney Point. He most recently worked for Crowley Towing and Transportation, and resides in Dover, Florida.

### FELIX JOHNFINN

Brother Felix Johnfinn, 65, joined the SIU in 2000, when he sailed aboard the *USNS Prevail*. The engine department member upgraded his skills at the union-affiliated Paul Hall Center in 2006. Brother Johnfinn last worked for G&H Towing and makes his home in Houston.



### JOSEPH MERAVY

Brother Joseph Meravy, 62, donned the SIU colors in 1990, initially working for McAllister of Virginia. A member of the deck department, Brother Meravy upgraded often at the Piney Point school. He last sailed with Allied Towing and lives in Pasadena, Texas.



### COSMO MEZZINA

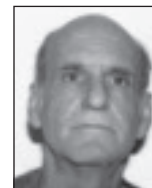
Brother Cosmo Mezzina, 70, signed on with the union in 2002, when he sailed aboard the *George Washington*. The deck department member enhanced his skills in 2003 when he upgraded at the Paul Hall Center. Brother Mezzina last worked for Port Imperial Ferry and resides in Hoboken, New Jersey.

### NICHOLAS PICCINICH

Brother Nicholas Piccinich, 62, signed on with the union in 1989, initially working with Crowley. A member of the deck department, Brother Piccinich remained with the same company for the duration of his career. He makes his home in Mount Laurel, New Jersey.

### JAMES ROGERS

Brother James Rogers, 70, started shipping with the SIU in 2007, when he worked for Harley Marine. He was a deck department member and worked for the same company for the duration of



his career. Brother Rogers lives in Louisville, Kentucky.

### ELIZER SAINTVIL

Brother Elizer Saintvil, 65, joined the SIU in 2000, when he shipped on the *Eric G. Gibson*. He upgraded on multiple occasions at the SIU-affiliated maritime training center in Maryland and was a member of the steward department. Brother Saintvil last sailed on the *Liberty Island* before settling in Port Charlotte, Florida.



### MARK SCHULTZ

Brother Mark Schultz, 65, donned the SIU colors in 1989, initially working for Red Circle Transportation. The deck department member enhanced his skills on multiple occasions when he upgraded at the union-affiliated Paul Hall Center. Brother Schultz most recently sailed with Allied Transportation. He resides in Chula Vista, California.

### TIMOTHY THOMAS

Brother Timothy Thomas, 65, became an SIU member in 1971. Initially working in the deep-sea division, he first sailed aboard the *Houston*. Brother Thomas upgraded at the union-affiliated Piney Point school in 1985. A member of the deck department, he last worked for Hvide Marine before settling in East Nassau, New York.



### MARK TILLY

Brother Mark Tilly, 57, joined the union in 1994, when he worked for Allied Towing. He sailed in the deck department and upgraded often at the maritime training center in Piney Point. Brother Tilly last worked aboard the *Legacy* and calls Dunedin, Florida, home.



### WILLIAM WHITE

Brother William White, 65, joined the SIU in 1989, and first sailed with Allied Towing. After remaining with the same company for the duration of his career, he settled in Venice, Florida.



### RORY WIX

Brother Rory Wix, 61, signed on with the union in 1979, when he worked for G&H Towing. A deck department member, he upgraded on multiple occasions in Piney Point. Brother Wix remained with the same company for the duration of his career and resides in Aransas Pass, Texas.



# Final Departures



## DEEP SEA

### JOACHIM BUETZER

Pensioner Joachim Buetzer, 76, passed away January 15. He joined the union in 1995 and first sailed on the *SS Independence*. Brother Buetzer was a member of the steward department and last worked aboard the *LNG Gemini*. He retired in 2007 and settled in Lahaina, Hawaii.



### HAYWOOD BUTLER

Pensioner Haywood Butler, 92, died April 6. He joined the union in 1965 when he shipped aboard the *Eagle Voyager*. An engine department member, he last worked aboard the *Overseas Washington*. Brother Butler retired in 1991 and lived in Orlando, Florida.



### JUAN CASTILLO

Pensioner Juan Castillo, 68, passed away February 2. He signed on with the SIU in 1970, initially sailing on the *Andrew Jackson*. Working in the deck department, Brother Castillo last sailed on the *Seabulk Arctic*. He became a pensioner in 2009 and was a resident of Houston.



### ANTONIO COLON RIOS

Pensioner Antonio Colon Rios, 61, died March 15. He signed on with the union in 1982 and first sailed on the *Del Sol*. Brother Colon Rios was a steward department member. He last sailed on the *Prestige New York*. He retired in 2007 and lived in Carolina, Puerto Rico.

### WILLIAM FARMER

Pensioner William Farmer, 78, passed away March 31. He became a member of the SIU in 1997 and first sailed on the *USNS Able*. A member of the steward department, Brother Farmer last sailed on the *Observation Island*. He became a pensioner in 2006 and called Charleston, South Carolina, home.

### EDWARD HIEL

Pensioner Edward Hiel, 79, died April 10. He signed on with the union in 1969, first sailing on the *Reiss Brothers* in the Great Lakes division. The steward department member later worked in the deep sea division, last sailing on the



*USNS Sisler*. Brother Hiel retired in 2000 and resided in Punta Gorda, Florida.

### JAMES KEEVAN

Pensioner James Keevan, 69, passed away February 16. He joined the union in 1991 and first shipped aboard the *USNS Chauvenet*. Brother Keevan sailed in the deck department and last shipped aboard the *Maersk Georgia*. He became a pensioner in 2013 and called Grand Haven, Michigan, home.



### IBARRA MANGAYA

Pensioner Ibarra Mangaya, 65, passed away February 26. He signed on with the SIU in 1996, first sailing aboard the *USNS Altair*. Brother Mangaya worked in the engine department and last sailed on the *Jack Lummus*. He retired in 2018 and settled in Virginia Beach, Virginia.



### ALEJANDRO MARTINEZ

Pensioner Alejandro Martinez, 77, died March 2. He joined the SIU in 1968, initially sailing aboard the *Trans Huron*. A member of the engine department, Brother Martinez most recently sailed on the *Overseas Harriet*. He began collecting his pension in 2005 and made his home in Houston.



### JOHN MCNELLAGE

Pensioner John McNellage, 91, passed away March 13. He joined the union in 1951 and first sailed aboard the *Alcoa Polaris*. The deck department member's last vessel was the *Overseas Alaska* before his retirement in 1985. Brother McNellage lived in Mobile, Alabama.



### MOSLEH MOSLEH

Brother Mosleh Mosleh, 63, died March 9. He signed on with the union in 1980, initially sailing on the *Panama*. He was a steward department member and last shipped on the *Integrity*. Brother Mosleh was a resident of Syracuse, New York.

### ANTONIO OCTAVIANO

Pensioner Antonio Octaviano, 66, died February 24. He became an SIU member in 2003, initially sailing on the *Paul Buck*. Born in



the Philippines, Brother Octaviano worked in the engine department. He most recently shipped aboard the *Resolve*, and retired in 2018. He made his home in Daly City, California.

### EARNEST OXENDINE

Pensioner Earnest Oxendine, 81, died March 20. He joined the union in 1966 and first shipped on the *Bienville*. The deck department member last sailed on the *Global Mariner*. Brother Oxendine became a pensioner in 2001 and resided in Pembroke, North Carolina.

### STANLEY PARTYKA

Pensioner Stanley Partyka, 88, passed away March 16. He joined the union in 1951. Brother Partyka sailed in the deck department. He retired in 1986 and resided in Chicago.



### BELTRAN PINO

Pensioner Beltran Pino, 96, passed away March 15. He joined the SIU in 1943 and first sailed aboard the *Pan Atlantic*. Brother Pino was a deck department member. His last ship was the *Robert E. Lee*. He began collecting his pension in 1977 and made his home in Honolulu.



### JOHN SHANK

Brother John Shank, 55, died March 7. He signed on with the union in 2003 and first sailed on the *Overseas Joyce*. A member of the deck department, Brother Shank last worked aboard the *Liberty Promise*. He called Fort Lauderdale, Florida, home.

### JAMES SOUCI

Pensioner James Souci, 73, passed away March 18. He signed on with the union in 1990 and first sailed aboard the *USNS Harkness*. The deck department member's last vessel was the *Sea-Land Express*. Brother Souci retired in 2016 and settled in Paradise, California.



## GREAT LAKES

### LEE HOWARD

Pensioner Lee Howard, 77, passed away February 5. He joined the SIU in 1963 and first worked with



Michigan Interstate Railway. Brother Howard was a deck department member and most recently sailed on the *J.A.W. Iglehart*. He began collecting his pension in 1996 and made his home in Benzonia, Michigan.

## INLAND

### GEORGE BUCHANAN

Pensioner George Buchanan, 89, passed away March 6. He signed on with the SIU in 1959, working for Chesapeake & Ohio Railway. He continued to work for the same company until his retirement in 1990. Brother Buchanan lived in Smithfield, Virginia.



### MIRA GNOINSKA

Pensioner Mira Gnoinska, 83, died March 2. She joined the union in 1981 and spent her entire career with Delta Queen Steamboat Co., primarily sailing in the steward department. Sister Gnoinska became a pensioner in 1997 and settled in Metairie, Louisiana.



### RUSSELL JEWETT

Pensioner Russell Jewett, 74, died March 2. He became a member of the SIU in 1973, initially working for Michigan Interstate Railway. Brother Jewett was an engine department member and last worked aboard the *Sugar Island*. He began collecting his pension in 2008 and lived in Hart, Michigan.



### DOMENIC OTTOFARO

Pensioner Domenic Ottofaro, 86, passed away March 7. He donned the SIU colors in 1963 when he worked for Chesapeake & Ohio Railway. Brother Ottofaro worked for the same company up until the last month of his career, when he sailed with McAllister Towing of Virginia. He retired in 1990 and resided in Hickory, North Carolina.

### IGNACIO FLORES

Pensioner Ignacio Flores, 73, died February 18. He signed on with the union in 1971 as a crane maintenance electrician in Elizabeth, New Jersey. Brother Flores was an engine department member and last worked for NPR. He became a pensioner in 1998



and lived in Carolina, Puerto Rico.  
NMU

### SAMUEL COX

Pensioner Samuel Cox, 82, passed away February 24. Born in Guyana, he worked as a member of the deck department. Brother Cox began collecting pension in 2007 and resided in Bronx, New York.



### SAEED FARAH

Pensioner Saeed Farah, 90, died March 16. He was born in Somalia and was a deck department member. He sailed for 26 years, most recently aboard a tanker, and then retired in 1989. Brother Farah made his home in Killeen, Texas.



### FRANK JACKSON

Pensioner Frank Jackson, 90, passed away February 28. Born in Louisiana, he retired in 1988 and resided in Los Angeles.

### JAMES LENNA

Pensioner James Lenna, 89, died March 12. He was born in New York and became a pensioner in 1965. He called Weatherford, Texas, home.

### MELFORD MCRAE

Pensioner Melford McRae, 86, died March 18. He began his career with Brooklyn Eastern District Terminal in 1970. Brother McRae briefly worked as a member of the SIU-affiliated United Industrial Workers before joining the NMU. He retired in 2000 and settled in East Orange, New Jersey.

### TIM THOMPSON

Pensioner Tim Thompson, 65, passed away January 2. Born in Wauseon, Ohio, he was a member of the deck department. Brother Thompson last worked aboard the *Maersk Maine* and began collecting his pension in 2008. He made his home in New Orleans.

Name	Age	DOD
Alexis, Eddie	92	04/01/2018
Alves, Joseph	90	04/05/2018
Barone, Angelo	91	02/15/2018
Balow, William	89	03/30/2018
Collins, Albert	86	03/28/2018
Galvin, Charles	89	03/03/2018
Girau, Mario	79	04/06/2018
Grason, Patricia	77	03/09/2018
Lopes, Quintino	98	02/14/2018
Mendez, Santiago	98	03/24/2018
Merren, Luis	90	03/21/2018
Morales, Augusto	97	03/04/2018
Pineda, Terencio	91	12/16/2017
Purse, Arthur	92	03/17/2018
Roque, Cyrilo	101	03/05/2018
Scott, Otley	93	03/23/2018
Simon, George	95	03/31/2018
Soares, Antonio	87	01/23/2018
Straigs, Thomas	92	03/28/2018
Trevino, Manuel	89	03/29/2018
Wojs, Alexandra	95	03/23/2018

# 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.

**MAERSK DENVER** (Maersk Line, Limited), January 20 – Chairman **James Walker**, Secretary **Caezar Mercado**, Educational Director **Herman Castro**, Deck Delegate **Saleh Mothana**, Steward Delegate **Medardo Thomas**. Crew awaiting update on Wi-Fi router installation on each deck. Chairman discussed president's report in *Seafarers LOG* and informed members of expected late arrival to the port of Newark, New Jersey. He gave special thanks to steward department for excellent meals, including during holiday. Secretary urged members to keep credentials up to date and reminded galley gang about new culinary course requirement for upcoming years. Educational director encouraged crew to secure a good future by upgrading. No beefs or disputed OT reported. Members requested new movies, new mattresses and new computer monitor. New pillows and blankets have already been ordered. Next ports: Newark, New Jersey; Charleston, South Carolina.

**MAERSK COLUMBUS** (Maersk Line, Limited), February 3 – Chairman **Ion Irimia**, Secretary **Richard Hicks**. Chairman thanked crew for safe trip and announced USCG will board in Norfolk, Virginia. New mattresses will arrive soon. Secretary informed crew of stores arriving in Houston. Educational director advised members to upgrade their skills at the Piney Point school. No beefs or disputed OT reported. Members had several requests including, Wi-Fi in stateroom, new washer and dryer, new coffee maker, new vacuum cleaner and new

satellite phone.

**PHILADELPHIA** (Crowley) February 11 – Chairman **Jesse Natividad**, Secretary **Wilma Jackson**, Educational Director **Christopher Eason**. Chairman advised crew to renew documents on time. Secretary thanked shipmates for a smooth voyage. Educational director encouraged members to take time to upgrade at the SIU-affiliated school in Maryland whenever possible. He reminded them to always have a valid Coast Guard physical prior to applying to upgrade. No beefs or disputed OT reported. Steward department thanked crew for keeping up morale aboard ship as well as keeping common areas in good shape. Members were encouraged to attend union meetings. Crew requested TV in rooms and larger TV for the lounge.

**MAERSK SENTOSA** (Maersk Line, Limited), February 12 – Chairman **Videlio Roman**, Secretary **Charles Brooks**, Educational Director **Donald Christian**. Chairman encouraged members to read the *LOG*. Steward department and engine department were thanked for their good work. Educational director reported good, safe trip and recommended members upgrade when possible. No beefs or disputed OT reported. Crew discussed desired increase of vacation and retirement benefits. Members also requested TV in each room and Wi-Fi on ship.

**LIBERTY GLORY** (Liberty Maritime), February 14 – Chairman **Bernard Baker**, Engine Delegate **Abad Martinez**, Steward Delegate **Pete Hernandez**.

Educational director advised members, particularly engineers, to utilize Piney Point school by upgrading. No beefs or disputed OT reported. Crew discussed hold-cleaning operations and procedures. Members requested rain gear be provided by company when washing holds. Steward department praised for outstanding job providing timely, nutritious meals. Members noted possible discrepancy with travel rates and expressed need for updates. Crew hopeful to regain internet access upon arrival to the States, after losing it January 4.

**MOHAWK** (Pacific Gulf Marine), February 20 – Chairman **Kevin Stehlik**, Secretary **Allen Bartley**, Educational Director **Kevin Chenault**. Chairman announced arrival and payoff February 25, in Concord, California. Repairs to boiler in engine room to be made in Richmond, California, approximately one week following arrival. Crew plans to return to Concord and load cargo for Korea and Japan. Secretary thanked crew for keeping mess hall clean. Steward reported low inventory and apologized for lack of menu choices. Educational director advised members to check documents for renewal dates. He urged crew to renew documents early and reminded them to upgrade at Piney Point. No beefs or disputed OT reported. Crew continues to await installation of new coffee maker and cited need for plumbing parts on order to complete the job. Members discussed concerns regarding QMEDs apparently not receiving penalty pay for doing jobs outside of normal routine. Chairman

gave vote of thanks to steward department for a job well done.

**USNS MENDOCA** (Maersk Line, Limited), February 21 – Chairman **Roberto Flores Monge**, Educational Director **Frank Sambula**. Old business addressed with captain to be handled by company. Crew still waiting on answers regarding new mattresses and linens. Chairman reminded members to be safe and mindful of slippery ramps. Educational director encouraged members to upgrade. No beefs or disputed OT reported. Members expressed on-going support of Jones Act after reading SIU President Michael Sacco's column in *Seafarers LOG*. Crew requested designated computer for member use.

**SAFMARINE NGAMI** (Maersk Line, Limited), March 2 – Chairman **Mathew Bevak**, Secretary **Cleto Lindong**, Educational Director **Allan Bombita**, Deck Delegate **Andre Skevnick**, Steward Delegate **Noel Segovia**. Crew discussed importance of safety. Chairman reminded members to look out for each other and thanked them for their hard work and professionalism. Steward department thanked for making visually appealing and tasty food. Secretary commended crew for keeping ship clean and being good shipmates. Educational director advised members to take every opportunity to upgrade their skills at the Piney Point school. Crew discussed ship fund and possibility of using money for new movies and router wires for each department. No beefs or disputed OT reported. Members requested extra washing

machine and dryer as well as bigger ice machine. New mattresses received. Next Port: Salalah.

**USNS BRUCE HEEZEN** (Ocean Shipholdings), March 4 – Chairman **Robert Natividad**, Secretary **Shirley Jenkins**, Educational Director **Latanya Jackson Johnson**, Deck Delegate **Brian Robison**, Engine Delegate **Randy Corey**. Educational director reminded members to keep documents up to date. He urged crew to always be on the lookout for upgrading opportunities at Piney Point. No beefs or disputed OT reported. Unlicensed crew members in need of computer access.

**ALASKAN NAVIGATOR** (Alaska Tanker Company), March 7 – Chairman **Gregory Hamilton**, Secretary **Albert Sison**, Educational Director **Leland Peterson**, Deck Delegate **Bonifacio Fortes**, Engine Delegate **Anne Scott**, Steward Delegate **Yolanda Martinez**. Members requested additional copies of current contract. Chairman suggested members read and get familiar with the collective bargaining agreement. Educational director urged members to go to SIU-affiliated school and take advantage of courses offered by upgrading. No beefs or disputed OT reported. Crew suggested change in eligibility requirements for filing for vacation benefits. Members request ATC hold next conference at Piney Point. If applicable, members needing to renew BST can do so during that time. Members requested new recliners for staterooms and to bring back Wi-Fi on the ship.

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

### SEAFARERS POLITICAL ACTIVITY

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

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

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

# Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

Title of Course	Start Date	Date of Completion
<b>Gap Closing Courses</b>		
Engineer Resource Management	October 6	October 12
Leadership & Managerial Skills	October 13	October 19
<b>Deck Department Upgrading Courses</b>		
Able Seafarer Deck	August 25 October 20	September 21 November 16
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
Advanced Meteorology	June 9	June 15
Advanced Shiphandling	June 23	July 6
Advanced Stability	June 2	June 8
ARPA	May 12 June 30	May 18 July 6
Bosun Recertification	July 21	August 6
Crane Familiarization	July 14	July 20
ECDIS	October 20	October 26
Fast Rescue Boat	June 16 August 11	June 22 August 17
GMDSS	June 2 September 22	June 15 October 5
Lifeboat	June 2 June 30	June 15 July 13
Radar Observer	June 16 October 6	June 29 October 19
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	June 2 July 28	June 29 August 24
<b>Engine Department Upgrading Courses</b>		
Advanced Refer Containers	June 2	June 15
BAPO	June 2 July 28	June 29 August 24

Title of Course	Start Date	Date of Completion
FOWT	August 25	September 21
Junior Engineer	June 9 August 11	August 3 October 5
Machinist	June 16 September 1	July 6 September 21
Marine Electrician	August 11	October 5
Marine Refer Tech	October 6	November 16
MEECE	July 21	August 3
Pumpman	May 19	May 25
Welding	June 9	June 29

### Steward Department Courses

Advanced Galley Ops	June 9	July 6
Certified Chief Cook	Modules run every other week. The next class will start May 14.	
Chief Steward	July 7	August 24
Galley Operations	July 14	August 10
Orientation/Assessment Chief Cook 2.0	May 12 June 2 June 23	May 18 June 8 June 29
Orientation/Assessment Chief Steward 2.0	May 19 June 9 June 16	May 25 June 15 June 22
Serve Safe	July 14	July 20

### Safety Upgrading Courses

Basic Training w/16hr FF	May 19 June 16	May 25 June 22
Basic Training Revalidation	May 18 June 8	May 18 June 8
Basic Training/Adv. FF Revalidation	June 9	June 15
Combined Basic/Advanced Firefighting	May 26	June 1
Government Vessels	May 12 May 26	May 18 June 1
Medical Care Provider	May 19	May 25
Tank Ship Familiarization - DL	June 9	June 15
Tank Ship Familiarization - LG	June 2	June 8

### UPGRADING APPLICATION

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

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

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

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

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

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

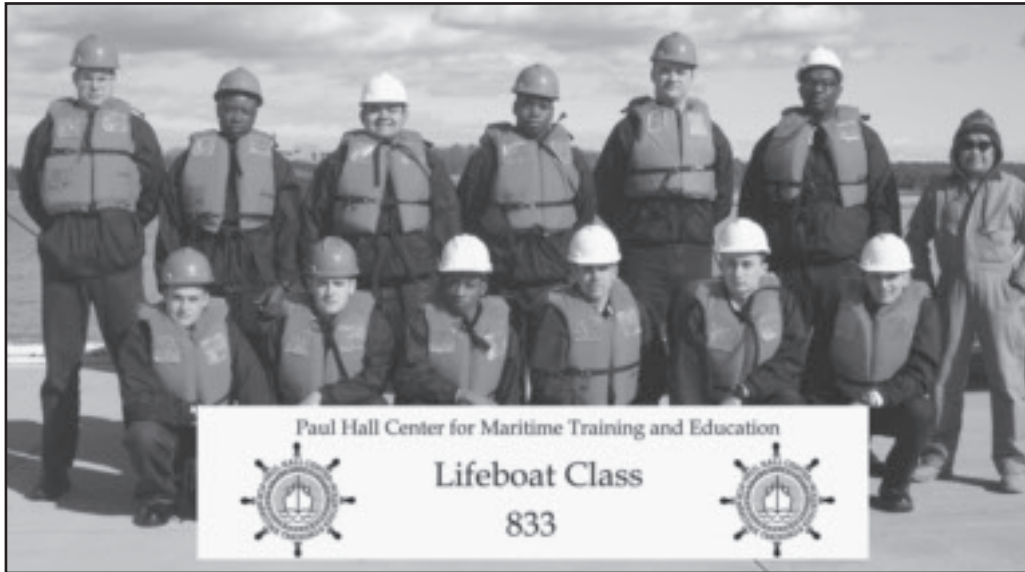
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

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

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

# Paul Hall Center Classes



**Apprentice Water Survival Class # 833** – Graduated January 26 (in alphabetical order): Jamel Akia Anders, Timothy Behnke, Vincent Hall, Rahsean Lillard, Robert Murphy, Draven Nolan, Brandon Reed, Pedro Antonio Rivera-Hernandez, Nicholas Simoneaux, Lucas Tiderman, Assael Valencia and John Wattam. Instructor Bernabe Pelington is at the far right.



**Welding** – Graduated February 16 (in alphabetical order): Omar Naji Ahmed Al Asaadi, Daniel Bynum, Jeffrey Eckhart, Bradley Hanson and Mathew McClintock. Instructor Chris Raley is at the far right.



**Vessel Security Officer** – Graduated January 31: Bryan Page. Class instructor Brian Moore is at right.



**Small Arms** – Graduated January 19 (in alphabetical order): Volodymyr Olexandrovych Bendus, Orin King and Joshua Lopez. Class instructor John Thomas is at the far right.



**Advanced Self Unloading** – Graduated February 23 (photo at left, in alphabetical order): Omar Naji Ahmed Al Asaadi, Zakarya Almalhani, Daniel Bynum, Marc Gerrie, Bradley Hanson, Mathew McClintock, Scott Norlander and Dean Parks. Instructor Don Jaegle is at the far left.

**UA to AS-D** – Graduated February 2 (photo at right, in alphabetical order): Timothy Chestnut, Kevin Coughlin, Neil Donegan, Morgan Hayes, Will Jordan, June Kirk Bondoc Margaja, Christian Joel Pagan-Villanueva, Victor Manuel Rios Rodriguez and Randy Shaw Jr. Instructor Welton Grooms is fourth from left.

## 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.



# Paul Hall Center Classes



**Magnetic & Gyro Compasses** – Graduated February 16: James Wunder (left) and Bryan Page.



**Medical Care Provider** – Graduated March 2 (in alphabetical order): Servando Jesus Canales Jr., Scott Gilleland, Charles Hosea Jr., Shoal Nervo and Richard Vega Villafane. Instructor Mike Roberts is at the far left.

**Basic Self Unloading** – Graduated February 16 (photo at right, in alphabetical order): Zakarya Almalhani, Hameed A. Almathil, Lee Javier Eludo Jr., Nasser Saleh Mohsen Muthana, Scott Norlander and Tyrone Simmons. Instructor Don Jaegle is at the far left.



**Government Vessels** – Graduated March 3 (photo at left, in alphabetical order): Nassr Hassan Ahmed, Jarvis Atkins, Jeffrey Beasley Jr., Tyesha Boyd, Gerard Costello, David Dunklin, Adam Soliman Moh El-emam, Tyrone Ellis, Ibrahim Abdelrauf Elsayed, Joseph Evans, Marcus Hugee, Mohamad Mahmoud Kam-moun, Tina Knox, William Mulcahy, Angel Alfredo Nunez, Eduardo Osorio, Miles Partridge, Scott Thompson, Andrezej Tlalka, Andrew Paul Van Bourg, Jayson Velez-Cruz and Lee Weygandt. (Note: Not all are pictured.)

**Government Vessels** – Graduated February 9 (photo at right, in alphabetical order): Gerardo Evangelio Arroyo, Ragab Mossad Ayed, Clinton Crowden, Cesar Cera Dela Cruz, Johnny Dozier III, Brad Alan Fester, Larry Manuel Genetiano, Antonio Hamilton, Maurice Henry Jr., Quentin Hood, Jared Johnson, Antrell Dominique Jordan, James Luttrell Jr., Jerald Quitugua Martinez, Dionesio Bac-sibio Monteclaro Jr., Orlando Val-langca Pajarillo Jr., Cortney Smith, Troy Smith, Michael Wees and Fernandez Lacpta Wilcox Jr. (Note: Not all are pictured.)



# Paul Hall Center Classes



**Basic Training Revalidation** – Graduated January 5 (photo at left, in alphabetical order): Abdullah Mohsen Munassar Alamri, Amin Hussein Ali Q., Santiago Amaya, Damien Bautista, Volodymyr Olexandrovych Bendus, Brian Cushing, Buzz Tyler Sean Engelke, Dennis Faron, Thomas Johnson, Mohamed Sam Kassem, Richard Lawson, Kenneth Ledoux, Fayez Mohamed Mussa, Arsenio Icoy Obenza, Steven Ramos, Virgilio Enrique Rosales, Jose Luis Sanchez-Lopez, Marcos Tulio Santos Gamboa, Adrian Schubert, Terrence Shinn, Ken Mirador Tan and Jeffery Thomas.

**Basic Training Basic Firefighting (Upgraders)** – Graduated January 26 (photo at right, in alphabetical order): Roderick Austin, Jose Luis Burgos, Larry Manuel Genetiano, Joseph Gibbens, Kevin Jenkins, Edmund Livings, Thomas MacGregor, Sterling McCosh, Priscilla McKnight, Mamie Porter, Kevin Quinlan, Norman Robinson, Jeff Rowe, Curtis Spencer, Joseph Spencer and Richard Vega Villafane.



**Basic Training/Advanced Firefighting Revalidation** – Graduated January 12 (in alphabetical order): Benigno G. Gonzales Jr., Alexandre Racine, James Vincent Romeo, Kevin Samuels and Liberato Zacarias Viray.



**Galley Ops (SUA)** – Graduated January 12 (in alphabetical order): Gilma David, Victoria James, Young Moo Kim and Travis Lunsford.



**Advanced Galley Ops** – Graduated February 2 (in alphabetical order): Melany Gonzalez, Joseph Michael Hernandez, Quentin Hood and Paula Minton. (Note: Not all are pictured.)



**Chief Steward 2.0** – Graduating February 16 (in alphabetical order): Martin Buck, Cesar Cera Dela Cruz, Gerald Lovell Hyman, Grady Ingram III and Tina Knox. Instructor Robert Johnson is second from the right.

# SEAFARERS LOG

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

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



Recertified Steward James Cameron (photo at left) prepares a dish as part of Orientation/Assessment Chief Steward 2.0, while Chief Steward Cayetano Terria Toledo (above) pauses for a photo during the same course.

## New Steward Department Classes a Hit in Piney Point *Culinary 2.0 Gets Strong Start at Union-Affiliated Paul Hall Center*

As part of its mission to provide the most modern and up-to-date classes, the Paul Hall Center for Maritime Training and Education has redesigned the courses and curriculums offered for steward department mariners. The SIU-affiliated school has created two classes to introduce the new methodology: Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0.

During these one week, 35-hour courses, instructors at the Piney Point, Maryland-based school teach and test current chief cooks and chief stewards on the most modern galley training ever offered by the school. The new curriculum was developed in partnership with union-contracted vessel operators, in order to provide the closest analogue to real-life conditions aboard a vessel. Every aspect of the new training has been redesigned with quality and efficiency in mind, while also using the latest methods for inventory management and galley safety.

“Being a former certified chief steward and now as an instructor, I think this course is a good thing for our industry,” said Chef Robert Johnson. “These 2.0 students are the present

and future stewards of a better shipboard culinary experience for SIU members. I am happy to see that so many recertified chief stewards are coming to take this course. This class and its students should serve as an inspiration to the rest of the fleet. An educated mariner is a better and more qualified one.”

Johnson continued, “This course is the brainchild of many people. It took a lot of time and effort from many individuals to make it happen. It started with the school’s leadership, but went all the way down to myself, as the course instructor. I’m glad that we took the time, and the students are as well.”

For those already sailing, all steward department personnel (unless they received training after January 1, 2017) must attend one of the revalidation courses within 24 months of implementation in order to exercise preference and priority in accordance with Shipping Rule 5.A.(6). That rule, 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.” (The Lundeberg School is part of the Paul Hall Center.)

Members who have taken the new classes have praised both courses, through anonymous comments left on their evaluation forms. “This steward course 2.0 has really helped me a lot in all aspects of the galley, including how to become a better listener and better manager,” said one student, while another remarked, “It helped me to realize that our industry is changing, and me being an old-timer, I need to change with the times.”

As class size is limited for both Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0, mariners are encouraged to enroll as soon as possible. Classes are expected to fill up quickly as the January 1, 2020 deadline approaches for Shipping Rule 5.A.(6), so chief cooks and chief stewards should plan accordingly.

“It seems to be a new day here in Piney Point for education,” Johnson concluded. “We are moving forward with the times. Our classes and curriculum, in my opinion, have never been better. I am proud to be here for this exciting time.”



Chef Robert “RJ” Johnson conducts a classroom lecture for 2.0 Orientation Assessment upgraders.

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

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

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

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

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

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



#### Enrollment Information

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

Resident courses at Piney Point begin

July 9, 2018

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

The following classes will convene at SHLSS:

July 9, 2018 through July 27, 2018

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

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