

# SEAFARERS



# LOG

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

## Standard Contracts Well Received

SIU members last month were well on their way to overwhelmingly ratifying the new standard freightship and tanker agreements. Voting continued as this edition of the LOG went to press, but by late June it was clear that the proposed five-year pacts had widespread support from rank-and-file Seafarers. Among other highlights, the contracts call for annual wage increases while maintaining benefits. Some of the members who backed the new agreements are pictured below at the hall in Oakland, California, aboard the *Midnight Sun*, top photo at right, and at the hall in Fort Lauderdale, Florida, bottom photo at right. Pages 3, 20.



### Secretary Chao, SIU Help Welcome M/V Liberty To American-Flag Fleet

SIU President Michael Sacco (sixth from right) and DOT Secretary Elaine Chao (seventh from right) were featured speakers at a recent naming ceremony for the *M/V Liberty*, a car carrier that reflagged earlier this year under the Stars and Stripes. Among those also pictured aboard the ship in Charleston, South Carolina, are crew members along with SIU VP Contracts George Tricker (fifth from left), Lt. Gen. Stephen Lyons, deputy commander of the U.S. Transportation Command (fifth from right), Eric Ebeling, president and CEO of vessel owner American Roll-On Roll-Off Carrier (ARC) (seventh from left) and Ray Ebeling, retired head of ARC (fourth from left). Page 2. (Photo by Stephen Blackmon)

### NASSCO Delivers New Jones Act Tanker Palmetto State

One of the newest additions to the SIU-crewed fleet, the *Palmetto State*, was delivered to American Petroleum Tankers in early June. The vessel is pictured during sea trials in late May. Page 5. (Photo courtesy General Dynamics NASSCO)



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# President's Report

## The Powerful Case Backing Food for Peace

In some ways, the budget proposal released by the White House in late May underscores the fact that our work in the nation's capital never ends. While it's understood that such documents are only starting points, I'm equally certain that our industry will suffer if the SIU and our allies throughout maritime don't aggressively speak up at times like these.



Michael Sacco

Of particular note to Seafarers, the budget falls severely short of the separately approved authorization level for the U.S. Maritime Security Program (MSP); it harms the Export-Import Bank; and it "zeroes out" the PL-480 Food for Peace program. While our friends on Capitol Hill assure us that they do not intend to follow through on any of these requests, we must remain forever vigilant against these kinds of foolhardy proposals.

In recent years, I have often used this space to discuss the vital importance of MSP and the Ex-Im Bank. Food for Peace also must not be overlooked, because it's a cornerstone of American-flag shipping and it's also one of the most successful aid programs in our nation's history. On that note, I was glad to see House Agriculture Committee Chairman Rep. Mike Conaway (R-Texas) conduct a hearing in early June that focused on Food for Peace (see our coverage beginning on page 4).

Signed into law by President Eisenhower in 1954, Food for Peace or PL-480 has provided American-grown food to hungry people around the world. Since its implementation, Food for Peace has fed more than 3 billion people in more than 100 countries. The food is grown by American farmers. It is moved by American transportation workers via truck, rail and/or barges to American ports where dock workers load it onto American ships. This process directly involves nearly 45,000 workers. If the other domestic jobs related to PL-480 are included, that number swells to around 100,000.

In January, a coalition of U.S.-flag ship owning companies, maritime unions (including the SIU) and maritime trade associations wrote to President Trump seeking his administration's support for Food for Peace. Known as USA Maritime, this coalition pointed out PL-480 has maintained strong bipartisan support throughout its 60-plus years "because it yields a domestic economic benefit by promoting American jobs while also serving to help others abroad. For decades, the program has been working well as it was originally intended despite relentless attacks on the agricultural and maritime communities."

Among those attacks was a pilot program a couple years ago to take some of the money used for Food for Peace and simply give it away overseas with a minimum of oversight and accountability. As USA Maritime noted in its letter, "continuation of such policies would be disastrous for American jobs and American workers."

When PL-480 cargo arrives at its foreign destination, the food is contained in bags and boxes proudly stating "From the American People." These offerings can only help the image of the United States as the beacon of hope and freedom.

In addition to the domestic jobs supported by the program, military leaders have noted it is essential to maintaining a strong and viable U.S.-flag merchant fleet which is critical to providing for America's national defense sealift capability.

The SIU will continue to fight for the Food for Peace program. It is a proven winner – here at home with good American jobs and national security implications, and overseas with food given by the American people to those in need.

### Get Well Soon

It would be an understatement to report that everyone in the SIU was very upset about what recently happened to Congressman Steve Scalise (R-Louisiana), who has been a great friend to our union and to the entire U.S. Merchant Marine. He represents what is arguably the number one Jones Act district in the country, and has stood by our side in every legislative fight over the last few years.

We of course are pulling for him as he recovers from the shooting, and we'll continue to support him as he's always backed us.



Reflagged earlier this year under the Stars and Stripes, the *Liberty* is part of the U.S. Maritime Security Program fleet.

## M/V Liberty Formally Welcomed RO/RO Strengthens U.S. Maritime Security Program

Although a few months elapsed between the time the SIU-crewed *M/V Liberty* entered U.S. registry and the formal commemoration of its re-flagging, fresh enthusiasm was evident June 2 at the ship's naming ceremony in Charleston, South Carolina.

U.S. Secretary of Transportation Elaine Chao headlined the guest-speaker lineup – a group that also featured SIU President Michael Sacco; Lt. Gen. Stephen Lyons, deputy commander of the U.S. Transportation Command (USTRANSCOM); Jim Newsome, president and CEO of the South Carolina Ports Authority; Eric Ebeling, president and CEO of vessel owner American Roll-On Roll-Off Carrier (ARC); and AMO Assistant Vice President Christian Spain. Peggy McMaster, wife of South Carolina Gov. Henry McMaster, christened the ship. SIU Vice President Contracts George Tricker also attended.

Built in 2006, the *Liberty* is 656 feet long and has a beam of approximately 106 feet. It is enrolled in the U.S. Maritime Security Program (MSP), which proponents describe as vital to America's national defense capabilities. ARC called the vessel "one of the most versatile and militarily useful ships to the U.S.-flag commercial fleet."

"On behalf of the U.S. Department of Transportation and the Maritime Administration, I congratulate the ARC team and welcome *M/V Liberty* to the Maritime Security Program fleet," said Sec. Chao. "*Liberty's* entry into the MSP has substantially increased our ability to meet key U.S. Department of Defense force projection requirements. And *Liberty* is the eighth ARC vessel to enter the MSP, joining seven others already in service. So, let me also acknowledge the contributions of ARC to the MSP, national defense, and the U.S. Merchant Marine."

Sacco pointed out that the SIU is "totally dedicated to our role as America's fourth arm of defense, and we are committed to helping ensure the success of our contracted operators. On that note, I congratulate Eric and his whole team at ARC. On behalf of everyone at the SIU, we respect and appreciate your commitment to American-flag shipping. We also value your partnership as we work together to



SIU President Michael Sacco (at podium) addresses the gathering as U.S. Secretary of Transportation Elaine Chao (left) and ARC President/CEO Eric Ebeling look on.

help revitalize the U.S. Merchant Marine."

Lyons stated, "ARC plays a significant role in our nation's commitment to the security of our nation and our NATO allies. We can't underestimate the strategic impact of global images depicting the arrival of an armored brigade combat team on ARC's *Resolve*, *Endurance*, and *Freedom*, or the arrival of a combat air brigade on *Endurance* and *Honor*. And now we are happy to welcome *Liberty* to the fleet."

Formerly the *M/V Topeka*, the *M/V Liberty* was re-flagged to American registry on Jan. 31 as the eighth RO/RO vessel in ARC's fleet (all crewed by Seafarers). The reflag was conducted by the U.S. Coast Guard in the port of Bremerhaven, Germany.

During last month's ceremony, Ebeling referenced the decline of the U.S.-flag fleet in recent years from approximately 120 ships to the current 81 vessels, as cargo volumes have declined due to the changing overseas military footprint, lack of a fully functioning Ex-Im Bank, and other factors. However, he also noted, "With this incredible partnership between industry, labor, DOT and DOD ... there is good cause for optimism for the renewal of the fleet, as represented by this great ship we're celebrating here today."

In her remarks, Sec. Chao concurred, adding "I know of no better public-private partnership" than MSP."



Peggy McMaster, wife of South Carolina Gov. Henry McMaster, does the honors at a replica of the ship's bow.

The *Liberty* can carry tracked vehicles, helicopters, trucks and other military and high and heavy project cargoes.

Established as an initial 10-year program in 1996, the MSP has been extended several times, most recently to the year 2025 (through the National Defense Authorization Act of 2013). The program maintains up to 60 privately owned, U.S.-flagged, American-crewed commercial ships that are available to the Defense Department as needed. It has always enjoyed bipartisan backing, and is considered a significantly affordable bargain for the government.

Through directly related agreements, the U.S. also gains access to portions of a global, intermodal transportation network.



SIU President Michael Sacco (second from right) meets mariners aboard the *Liberty*.



Pictured from left to right aboard the Tote Services-operated vessel are Rear Adm. Mark Buzby (USN-Ret.), former commander of the U.S. Military Sealift Command, Bosun Jerrold Foke, Oiler Rusty Stewart, AB Tony Olaya, AB Anthony Thompson and SIU VP Contracts George Tricker.

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

# Standard Contracts Headed for Ratification

*Editor's note: Turn to the back page for additional photos of members voting on the new contracts.*

Five years ago, the SIU deftly defied national trends in other organizations' collective bargaining agreements by securing standard freightship and tanker contracts that featured annual wage increases and maintained benefits – and didn't lose a single shipboard job.

The SIU has delivered a repeat performance this year. Following negotiations with vessel owners and operators that concluded in mid-May, the union last month began presenting new, five-year standard contracts for rank-and-file consideration. Like its predecessors, the new contracts boast yearly wage increases and maintain all benefits while also keeping every job.

Reaction from Seafarers has been overwhelmingly favorable. As this edition of the *LOG* went to press, voting continued on the new pacts; but, based on tallies from dozens of SIU-crewed ships and from special meetings and regular membership meetings conducted at the halls, the contracts clearly were headed for ratification. Nearly all of the votes were in favor of the agreements, which take effect July 1 of this year and run through June 2022.

"The contracts are really good," said Recertified Bosun **Ritche Acuman**. "Everybody seems happy with it. I haven't heard any complaints. I like that the wages go up every year and we still have the same benefits."

ACU **Mohamed Wasel** also pointed to the annual wage increases as a contract highlight. "But the whole thing is very good, it seems to me," he said.

"One thing that shouldn't be overlooked is that because the Seafarers Plans are in such strong shape, we were able to focus on economics and putting more money in members' pockets," stated SIU Vice President Contracts **George Tricker**, who teamed up with SIU Executive Vice President **Augie Tellez** to lead the union's effort. "We also successfully turned back company efforts to expand permanency and institute selectivity."

He added, "The overall negotiations were a collaborative effort that benefited



Seafarers at the hall in Honolulu show their support for the new agreements.

from the strong working relationships and trust that's been developed over the years. The contracts themselves show an appreciation for the quality and dedication of SIU crews and they clearly reflect input from Seafarers."

SIU President **Michael Sacco** addressed all of the negotiators immediately after the final session wrapped up May 18 at SIU headquarters in Camp Springs, Maryland. He credited them with hammering out agreements that benefit all concerned. (For these negotiations, the vessel operators work together as members of the American Maritime Association, abbreviated as AMA.)

In his monthly membership report, **Tricker** included the following contract highlights (among others):

- Company contributions for continued training at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

- All reasonable travel expenses to and from the vessel will be paid upon submission of receipts.

- Increases to wages, overtime, vacation benefits, Seafarers Money Purchase Pension Plan benefits and all other wage-related items of three percent on July 1, 2017; three percent on July 1, 2018; two percent on July 1, 2019; two percent on July 1, 2020; and four percent on July 1, 2021.

- With the goal of improving personal safety as well as safeguarding the environment, and in response to increasing regulatory pressures, trip tours have been increased from 12 to 24 months.

- Within 30 days of contract ratification, the union and the AMA will establish a "connectivity committee" that focuses on shipboard email and internet access. The subsequent timeline for the committee calls for detailed studies of existing connectivity as well as recommendations to improve it.

- Significant attention is given to the newly revamped steward department curriculum at the Paul Hall Center, which is designed to promote mariners' wellbeing while keeping up with the latest technology. Among many other stipulations, the contract calls for the related committee (which includes representatives from the union, the school and the AMA) to review its effect and make adjustments as warranted.

- Signatory companies will carry Paul Hall Center apprentices when so requested, if berths are available.

Negotiations for the standard contracts began early this year. **Tricker** added that throughout the process, the union received strong administrative support from SIU contracts department Executive Assistant **Danielle Szepesi**.



Pictured from left to right aboard the *Maui* in Oakland, California, are Port Agent **Nick Marrone II**, Recertified Steward **Gregory Broyles**, Chief Cook **Freddie Castro**, Patrolman **Adrian Fraccarolli** and OBS **Roberto Firme**.



Voting takes place aboard the *Jean Anne* in Hawaii.

SIU officials and company negotiating team members are pictured at union headquarters shortly after the last bargaining session. Seated from left are **Capt. Bob Johnston**, SIU President **Michael Sacco** and **Bill Cole**. Standing from left are SIU VP Contracts **George Tricker**, **Wendy Isaac**, **Ben Christian**, **Dennis Houghton**, **Ed Hanley**, **Danny DeFanti**, **Jack Craft**, **Tony Naccarato**, **Jack Sullivan**, SIU Sec.-Treas. **David Heindel**, SIU Exec. VP **Augie Tellez**, **Ira Douglas**, **Melissa Serridge** and **Daymond Mote**.



# Partnership Opens Door to College Degrees

## Seafarers Can Benefit from Alliance Between Paul Hall Center, College of Southern Maryland

The Seafarers Harry Lundeberg School of Seamanship (SHLSS) at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) is now a signatory to a partnership with the College of Southern Maryland (CSM), Leonardtown Campus to offer an Associate of Applied Science degree program in Maritime Operations Technology to Seafarers.

Making the alliance official June 5 during a signing ceremony at the PHC's Piney Point, Maryland-based campus were: PHC Acting Vice President Tommy Orzechowski, Seafarers Plans Administrator Maggie Bowen; CSM President Bradley Gottfried; and CSM Vice President Continuing Education and Workforce Development Dr. Dan Mosser. Each signed and exchanged copies of memorandums of agreement which outlined the parameters of the partnership.

"On behalf of the Lundeberg School and Paul Hall Center, I'd like to thank CSM for providing this opportunity for this partnership," said Orzechowski immediately following the signing ceremony. "We hope [the partnership] will extend many, many years into the future for our current Seafarers and their prospective students."

"I'd like to second your feelings," said CSM President Gottfried. "This is very important for the college. It's all about work force development, it's all about working with the community."

"This (the PHC) is such an important facility in Southern Maryland and for us to be able to work with you in a partnership means so much to us," he continued. "And I know this was not easy ... there have been a lot of people involved ... a lot of moving parts and I want to thank everyone who made this come to fruition."

Witnessing the event were a host of officials from the union, PHC and CSM. Included were: SIU President Michael Sacco, SIU Executive Vice President Augie Tellez, SIU Vice President Contracts George Tricker, PHC Asst. VP/Director of Manpower Bart Rogers, PHC Director of Training Priscilla Labanowski, PHC Instructional Coordinator Monica Szepesi, PHC Academic Coordinator/Registrar Dale Rausch and PHC Quality Standard System Coordinator Mike Loughran. In addition to Doctors Gotterfield and Mosser, the CSM delegation consisted of CSM Trustee Chair Dorothea Holt Smith, CSM Trustee Dr. John Roache, CSM Vice President/Dean of Leonardtown Campus Dr. Tracy Harris, CSM Assistant Vice President Student Services Regina Bowman-Goldring, CSM Director of Strategic Partnerships Barbara Ives, CSM Director of Workforce Development Programs Kelly Winters and CSM Director of Continuing Education and Workforce Development Operations Joyce Embrey.

To qualify for this program, applicants must meet all basic admission requirements for Paul Hall Center resident courses. Currently, only graduates of the PHC Apprentice Program, or the school's former entry rating program may apply. Additionally, those pursuing degrees under this program also must meet estab-



The signing ceremony which made the partnership official was conducted June 5 at the Paul Hall Center. Signers of the documents (seated, from left) were: CSM Vice President of Continuing Education and Workforce Development Dr. Dan Mosser, CSM President Dr. Brad Gottfried, Seafarers Plans Administrator Maggie Bowen and PHC Acting Vice President Tommy Orzechowski. Witnessing the signing (standing, from left) were: CSM Assistant Vice President Student Services Regina Bowman-Goldring, CSM Director of Continuing Education and Workforce Development Operations Joyce Embrey, CSM Vice President/Dean of Leonardtown Campus Dr. Tracy Harris, CSM Director of Workforce Development Programs Kelly Winters, CSM Trustee Chair Dorothea Holt Smith, CSM Director of Strategic Partnerships Barbara Ives, CSM Trustee Dr. John Roache, SIU President Michael Sacco, PHC Director of Training Priscilla Labanowski, SIU Executive Vice President Augie Tellez, PHC Academic Coordinator/Registrar Dale Rausch, PHC Instructional Coordinator Monica Szepesi and PHC Quality Standard System Coordinator Mike Loughran.

lished minimal requirements for admission to the CSM.

Under the terms of the partnership, the Associate of Applied Science degrees will be conferred upon individuals following their successful completion of all requirements. Degrees will be awarded under two concentrations: Nautical Science (for deck department students) and Marine Engineering (for engine department students.)

With respect to curriculums for both concentrations, students must complete a combination of required academic and general education courses as well as vocational technical education classes in order to earn their degrees. CSM will provide all of the general education courses while the PHC will provide all technical courses. CSM courses will be available online.

Specific information pertaining to admission requirements, costs, financial assistance and course requirements may be obtained by calling the SHLSS Academic Coordinator Dale Rausch at (301) 994-0010, ext. 5411. Emails may be sent to [drausch@seafarers.org](mailto:drausch@seafarers.org).

The CSM is a regional community college serving the Maryland counties of Calvert, Charles and St. Mary's. It serves more than 25,000 credit and continuing education students at its campuses in Leonardtown, La Plata and Prince Frederick, Maryland, and its newest regional campus in Hughesville, Maryland. CSM is fully accredited by the Middle States Commission on Higher Education. General education courses completed at CSM are transferable to any public college or university in Maryland and elsewhere.



SIU President Michael Sacco (right) poses with CSM President Dr. Brad Gottfried immediately following the signing of documents finalizing a partnership between the union-affiliated Paul Hall Center and the College of Southern Maryland.

## Hearing Underscores Value Of U.S. International Food Aid, Agricultural Development

With apprentices from the SIU-affiliated Paul Hall Center in attendance, the union's legislative director recently told Congress that the nation cannot afford to abandon its international food aid programs.

Brian Schoeneman testified June 7 at a hearing of the House Agriculture Committee, chaired by Rep. Mike Conaway (R-Texas). He spoke on behalf of USA Maritime, a coalition of American vessel owners and operators, trade associations and unions.

The other panelists were Ron Suppes, wheat producer, on behalf of U.S. Wheat Associates; Margaret Schuler, senior vice president of the International Programs

Group, World Vision; Navyn Salem, founder and CEO, Edesia Nutrition; and Dr. Thomas S. Jayne, university foundation professor, Michigan State University, on behalf of the Farm Journal Foundation.

The hearing was called to address "the future of international food aid and agricultural development as a continuation of the committee's series to examine all aspects of the next farm bill."

Conaway noted, "Americans are big-hearted people and eliminating food aid programs goes against our country's longstanding philanthropic commitment. For the past 60 years, U.S. foreign assistance has benefitted millions around the world in the form of rice, wheat, and other U.S.-grown commodities. Unlike cash-based assistance, sending commodities overseas through international food aid programs not only benefits recipients, but also contributes to jobs in the U.S. agricultural, manufacturing and maritime sectors, underscoring the role these programs play in an 'America-first' approach to helping others. I continue to believe there is an important place for these programs."

Schoeneman said the administration's emphasis on American jobs "resonated

*Continued on next page*



The *Palmetto State* is pictured above during sea trials in early June and at left during its christening in late March. (Photos courtesy General Dynamics NASSCO)

## NASSCO Delivers Final ECO Class Tanker

### Union-Built Jones Act Vessel Signals New Jobs for SIU Members

General Dynamics NASSCO reached a milestone in early June as the SIU-contracted tanker *Palmetto State* finished sea trials and was delivered to American Petroleum Tankers (APT) during a signing ceremony at the San Diego shipyard.

SIU members crewed up the Jones Act vessel – built by other union members at NASSCO – in late May and early June. Formally delivered on June 7, the *Palmetto State* is the last of eight ECO Class vessels built on the West Coast. Four of those ships were built for APT, while the other four were constructed for SEA-Vista, LLC. Each ship in the class is 610 feet long, 50,000 deadweight tons, LNG-conversion-ready and has a cargo capacity of 330,000 barrels.

According to the shipyard, “The *Palmetto State* and its sister ships are the most environmentally friendly tankers to enter the Jones Act trade. The tankers’ ECO

design offers 33 percent increased fuel efficiency and a corresponding reduction in ship emissions. In just under three years, NASSCO shipbuilders constructed and delivered all eight ECO tankers. During this time, the company achieved several first-time milestones, including a record throughput of 60,000 tons of steel per year and the delivery of six ships in 2016.”

“The ECO Class tanker program pushed us to develop more efficient planning and production techniques, and fundamentally improved the way we perform every day,” said Kevin Graney, president of General Dynamics NASSCO. “I credit the success of this program to the thousands of hard-working men and women who contributed to the design, construction and delivery of these ships. Their dedication to continuous improvement was demonstrated by the hull-to-hull learning we saw over the course of the ECO Class program. I also

thank American Petroleum Tankers and SEA-Vista, LLC for their partnership and confidence in NASSCO.”

In the past decade, NASSCO delivered more than 30 ocean-going ships to government and commercial customers – including the world’s first LNG-powered containerhips, the SIU-crewed *Isla Bella* and *Perla Del Caribe*.

The initial crew of the *Palmetto State* included SIU members Recertified Bosun **Robert Pagan**, ABs **Modival Cagaoan**, **Carlos Bonilla**, **William Carney**, **Angela Corbitt** and **James Davis**, QEP **William Mercer**, OMU **Ryan Cameron**, Oiler **Daquan Wallace**, Recertified Steward **Ronald Drew**, Cook/Baker **Carlos Diaz** and SA **Alberto Jose**.

American’s freight cabotage law, the Jones Act, requires cargo moving between U.S. ports to be carried on vessels that are crewed, built, flagged and owned Ameri-

can. Stipulations such as these are not unique in the world, nor are they new to the United States (the Jones Act has been the law of the land for nearly a century). Cabotage principles in part are designed to guarantee the participation of a country’s citizens in its own domestic trade. These laws foster the development of a merchant marine and give preference to local labor and industry. More importantly, they support national security and protect the domestic economy.

According to a study by PricewaterhouseCoopers, the Jones Act helps maintain nearly 500,000 American jobs (both shipboard and related shore-side positions) while contributing billions of dollars each year to the domestic economy. The law has always enjoyed strong bipartisan support, though it also regularly comes under attack, usually by foreign-flag interests.

## SIU’s Legislative Director Defends Nation’s Global Food Aid Programs

*Continued from Page 4*

deeply for those of us in America’s maritime industry.... America’s merchant mariners, some of whom are with us today in the audience, have always answered our nation’s call to bring supplies to our soldiers, commerce to our partners, and food to hungry people.”

He continued, “America’s humanitarian aid programs have always put America first. From the beginning, these programs represented the best ideals America had to offer. American

food, grown in American soil and harvested by American farmers, is shipped through American ports on vessels crewed by American mariners to feed millions, all through the generosity of the American taxpayer. This partnership has kept these programs strong for over 60 years.”

However, so-called “food aid reformers” have tried (among other misguided tactics) to turn the programs into cash giveaways. This would hurt the U.S. work force and almost certainly harm the intended recipients of the



SIU Political and Legislative Director Brian Schoeneman (front row, second from right) speaks out for the U.S. Merchant Marine.



Apprentices from the Paul Hall Center for Maritime Training and Education observe the hearing.

food, according to the SIU and many others.

Moreover, as Schoeneman told the committee, “I can’t put it any plainer than this: food aid is essential to the American Merchant Marine. It is one of the largest sources of cargo for our fleet today. We’ve seen what happens when we lose that cargo. In 2012, Congress reduced the percentage of food aid reserved for American flag ships from 75 percent to 50 percent. At the same time, USAID has been diverting money away from the purchase and shipment of U.S. commodities. The direct result was the loss of 25 ships – almost a quarter of the fleet – since 2011.

“More important than the ships, which are easily replaceable, is the loss of jobs,” he continued. “These

losses represent the equivalent of over 2,400 seafaring jobs. America depends on its merchant marine to support our warfighters overseas, and without a merchant marine, we would be held hostage to foreign interests in any future conflict. The same can be said for our foreign commerce. Our merchant mariners are a vital national and economic security asset and food aid and cargo preference help keep those mariners working in peace time so that they are available in war time. Without them, we can’t defend America. It’s that simple.”

He concluded, “In the next Farm Bill, Congress should reject the calls for the elimination of these programs, and return them to their America-first roots.”

# Stranded Foreign Crew Finally Heads Home

For nine long months, the crew of the Malta-flagged asphalt tanker *NewLead Granadino* remained stranded aboard the vessel. But thanks to the efforts of the International Transport Workers' Federation (ITF), as well as the SIU and others, those men have finally headed home.

As previously reported, the vessel, owned by NewLead, arrived in the Port of Baltimore on Sept. 20, 2016, after experiencing engine problems while headed to the United States. The primary problem was discovered to be a broken crankshaft, with repairs estimated at more than \$1 million. Due to the numerous mechanical issues, including a boiler which remained broken during the winter months, the vessel was detained by the U.S. Coast Guard until repairs could be made.

The 18 men initially on board had been stranded at sea for days, had not been paid in four months and were running low on provisions. Along with the SIU hall in Baltimore, ITF Inspector Barbara Shipley worked closely with the mariners, and made sure the crew received regular shipments of supplies – as well as fought for their back pay. InterOrient, the manning agent for the crew, paid for provisions before Raven Ship Management (RSM) was hired to operate the vessel. RSM provided regular provisions for the crew, and began to pay the men regularly.

The crew received donations from local Baltimore businesses several times – everything from food and water to clean clothes, blankets and other cold-weather gear. The men were unable to come ashore because they lacked proper documentation, but the SIU, ITF and the Baltimore International Seafarers Center (BISC) coordinated deliveries to the vessel on local, privately owned boats.

Shipley said, "This crew has been amazing. The conditions they've lived with and tolerated are just unbelievable. They've



ITF Inspector Barbara Shipley (second from right) and the last of the crew members are pictured in Baltimore.

been so happy and so positive and it's just a great day coming. The generosity of the people of Baltimore has been overwhelming and I'm very thankful for everyone that's stepped up and helped out."

SIU Secretary-Treasurer David Heindel, who also serves as the ITF Seafarers'

Section chair, commented that this was another example of the vital, practical work carried out by the federation's inspectors to help seafarers in distress.

Over time, the ship's manning level was reduced: six men were repatriated in November, with another six returned home in

January. As *NewLead* was unable to pay for the repairs, on May 31 the vessel was sold to Eurotankers Inc. and the remaining six crew members were sent home to the Philippines. Once repairs are completed, the vessel will set sail as the *Asphalt Trader* with a new crew.

## ITF Meets to Defend Cabotage



The International Transport Workers' Federation (ITF) recently conducted a conference in Cape Town, South Africa, during which their support of cabotage laws was reaffirmed. The meeting, attended by ITF Seafarers' Section Chair and SIU Secretary-Treasurer David Heindel (fourth from right), included presentations from members of the federation's cabotage task force (including its vice chairman, Norwegian Seafarers Union President Johnny Hansen, fourth from left) along with other maritime leaders and guests. One such presentation included the results of a recent survey, which found that 67 percent of countries have cabotage protections. "As it has been a priority for the ITF for almost 70 years to better the wages and working conditions for seafarers on FOC (flag of convenience) vessels in international trade, it is equally a priority for us to defend the rights of unions to obtain and retain employment in national waters at rates that don't undermine the ability of their members to live a decent lifestyle," Heindel said.

# SHBP Awards Scholarships Totaling \$120,000

## Grants to SIU Members' Dependents Ease Financial Burden of College

Six dependents of active Seafarers now are better equipped to handle the financial stresses associated with their higher education aspirations, thanks to grants totaling \$120,000 given to them by the Seafarers Health and Benefits Plan (SHBP)

Megan Crawford, Julia Smith, Daenielle Amandoron, Albert Tinay, Erowin Udan and Ryan Pulido all were recently named as recipients of the 2017 Charlie Logan Scholarships by the SHBP Scholarship Committee. Convening May 12 in New York, the committee selected the aforementioned dependents to receive \$20,000 each to help offset the cost of obtaining four-year college degrees.

### Megan Crawford

Megan Crawford is the daughter of inland Able Seaman **Douglas Crawford** (and mother Gillian, a homemaker) and was selected as first alternate for the 2015 Charlie Logan Scholarships.

Born in New London, Connecticut,

Crawford is a 2016 graduate of Westerly High School in Westerly, Rhode Island. She ranked 24th in her class of 196 students and registered an overall 4.14 grade point average (GPA).



Megan was a member of the National Honor Society, Rhode Island Honor Society and the Distinction on Senior Project.

An accomplished athlete, Crawford was a four-year member of her high school lacrosse team. She served as team captain during her junior and senior years. Off the field, she held membership in an organization called Varsity Athletes Against Substance Abuse. Additionally, Megan served as a volunteer youth lacrosse coach, a youth lacrosse referee and a junior sailing instructor.

Crawford had already entered college when she applied for this year's scholarship competition. She is attending Catholic University of America in Washington, D.C., where she made the dean's list following the conclusion of her first semester. Crawford posted 3.94 GPA with the distinction of being in the top 10 percent of all students in Catholic's School of Arts and Sciences.

She entered Catholic as a psychology major but has since altered her focus to a career in marketing. She hopes to earn her degree in marketing research.

### Julia Smith

Julia Smith is a 2015 graduate of Archbishop Wood High School in Warminster, Pennsylvania, and is the daughter of inland Able Seaman **Scott Smith** (and mother Doreen, an educational secretary and substitute teacher).

Born in Philadelphia, Smith ranked 63rd in her class of 269 students and posted an overall GPA of 3.9. She was active in sports at the high school level, participating on her school's softball teams. When not in the classroom or on the field, she gave back to her community by volunteering in humanitarian events including blood drives.

Following her graduation, Julia took a job with the SIU-contracted



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Crowley Maritime Corporation. At the same time, she enrolled full time at Penn State Abington in Abington, Pennsylvania, where she studied nursing.

At the time of her application for SHBP Scholarship consideration, she had completed three semesters at Penn State, earned 43 credits and posted a 3.91 GPA. Julia recently received her Associates in the Letters, Arts, and Sciences.

"With this degree, I now have my nursing prerequisite coursework finished," she said. "Last December, I was accepted into the Roxborough Memorial Hospital School of Nursing (Philadelphia) Class of 2019."

In her application package, Smith shared why she wants to pursue a career in nursing. "(The) four main reasons I have selected nursing as a career would be my admiration and interest in the sciences, my empathetic desire to help heal others, my [desire] to be challenged by a diverse environment where I will continuously learn every day of my career, and the opportunity to grow in my community as a licensed medical professional."

### Daenielle Amandoron

Daenielle Amandoron hails from Las Vegas and is the daughter of deep sea QE4 **Marciano Amandoron** (and mother Flor, a registered nurse). She is a 2017 graduate of Northwest Career & Technical Academy in Las Vegas, where she posted a 4.63 GPA and ranked 31st in her class that numbered 406 students.



As a high school student, Daenielle participated in volleyball and held membership in a

variety of non-athletic school, civic and church organizations. She volunteered at Las Vegas-area medical care facilities including public hospitals as well as others run by the U.S. Veterans Administration. Amandoron also found time to volunteer at animal shelters. Her career aspiration is to work in the medical profession.

"My interest in the medical field dates back to my years as a preschooler, where I explored the hallways of the emergency room," she wrote in her application package for the 2017 SHBP Scholarship program. "Seeing everyone meticulously helping patients and rushing to call the doctors enticed my young mind and since then, I've decided that I want to become a doctor. Being exposed to the realm of medicine early on has helped me set goals for myself in order to achieve my dream career."

Daenielle has applied for acceptance to the University of Nevada Las Vegas. She hopes to pursue a degree in nursing.

### Albert Tinay

Albert Tinay hails from Texas and is the son of deep sea Able Seaman **Reynaldo Tinay** (and mother Maria, a nurse).

A 2017 graduate of both Lamar Academy (International Baccalaureate program) and McAllen High School in McAllen, Texas, Tinay ranked 22nd in his class of 507 students.

Albert was involved in a host of civic and church organizations in his community. Among these were the ALS Club, Singing Spuds, Science Olympiad and his church choir. His dedication toward each of these endeavors was devout as evidenced by the time he committed to



them and the passion with which he approached each. Given his background, such enthusiasm comes as no surprise.

"As part of an immigrant family, I was fortunate to have parents who made sure that I worked hard in school," he wrote in his application package for the SHBP Scholarship program. "At an early age, my parents encouraged me to try my hardest in whatever endeavors I pursue, whether it be academic, extracurricular, or personal."

"They wanted to make sure that I attended a good college to pursue opportunities they never had, living in the Philippines," he continued. "My parents always supported me in all endeavors, such as coming to all of my choir concerts/shows and coming to competitions. They especially helped me in math which I excel at."

Math became one of Tinay's favorite subjects in high school. During his junior and senior years, he took Mathematics Standard Level and Calculus as part of his International Baccalaureate curriculum. Albert's instructor for both courses was the same individual, a teacher whom he labeled as "...one of the most intelligent mathematicians I know." It was this instructor's profound influence that helped mold Tinay into the person he is today: one who is hooked on mathematics.

Albert has applied for admission to the University of Texas at Austin, St. John's University, University of Texas Rio Grande Valley and Texas A&M University. He hopes to major in mathematics and minor in music.

### Erowin Udan

Erowin Udan is a 2017 graduate of Saint Louis High School in Honolulu, Hawaii.

The son of retired deep sea Able Seaman **Erowin Udan** (and mother Jeannette, a bank teller), Erowin recorded a 4.02 overall GPA in high school.

He participated on the school's judo and tennis teams and was part of the yearbook staff. A member of the National Honor Society, Erowin was active in the Filipino Club and participated his school's Junior Reserve Officer Training Corps program. He dedicated numerous hours volunteering his time assisting students at local schools.

"The main principle I always try to



follow is to be there for those who need help," Udan wrote in his application package for the 2017 SHBP Scholarship program. "This influenced me to pursue a career in nursing."

"I learned early on that this would require a lot of study and hard work," he continued. "I made sure to study and take my academics seriously, which allowed me to maintain a 4.0 grade point average, including being on the president's list and entry into the National Honor Society."

Erowin said he thoroughly enjoys being able to give of himself in order to make others happy. Becoming a nurse, he said, makes such an outcome possible.

Udan has as applied for admission to the University of Hawaii and Chaminade University. He will pursue his degree in nursing.

### Ryan Pulido

Ryan Pulido is a 2016 graduate of Dulles High School in Sugar Land, Texas. He ranked 186th in his class of 543 students, posting a 4.72 GPA.

The son of deep sea Able Seaman **Rolonda Pulido** (and mother Jennifer, a nurse), Ryan was a member of his school's basketball team. He also was involved in a variety of non-athletic activities including the band, student council, peer assistant leadership program and the student programming board. Ryan served as cinema chair, director of the national and alumni relations groups and as a drill instructor.



Extremely active in his community, Pulido volunteered numerous hours assisting elementary school students who were socially and academically challenged.

"I am considering becoming a forensic psychologist," Pulido said in his application package for the 2017 SHBP Scholarship program. "This career interests me because I want to help the world better understand individuals that commit crimes and find solutions to lessen the number of individuals who commit crimes. I believe that if we find out how criminals think and perceive the world, then it would be easier to understand them and help them with what is going on."

Ryan currently is attending the University of Houston in Houston, Texas. He is majoring in psychology and already has completed 24 credit hours.



Members of the calendar year 2017 SHBP Scholarship Committee convened May 12 in New York to deliberate on this year's scholarship winners. Comprising the committee (above, from left) were Dr. Louis Fernandez, provost and vice president academic affairs, California State University; Dr. Gayle Olson, University of New Orleans (retired); Dr. Michael Glaser, St. Mary's College (retired); Dr. Trevor Carpenter, College of Southern Maryland (retired); Dr. Keith Schlender, dean emeritus, college of graduate studies, University of Toledo College of Medicine; Dr. Hank Toutain, dean of students, Kenyon College (retired); and Dr. Marla Kohlman, professor, Department of Sociology, Kenyon College.



Taking part in the observance in San Pedro, California, are (from left in photo above) GVA Jovita Carino, Bosun Rick Barnhart and Port Agent Jeff Turkus. The SIU donated the wreath pictured in the photo at left.

# Mariners Honored Coast to Coast

*Editor's note: Check out the June issue of the LOG for coverage of the National Maritime Day ceremony that took place in the nation's capital.*

Saluting America's maritime heritage while also underscoring the need to main-

tain a strong U.S. Merchant Marine, SIU members and officials took part in a number of National Maritime Day observances May 22 both aboard ship and ashore.

The gatherings included ceremonies in Norfolk, Virginia; Galveston and Port Arthur, Texas; Alameda and San Pedro, Cali-

fornia; Guam; and aboard various vessels around the world.

The Navy's U.S. Military Sealift Command (MSC) participated in a Norfolk ceremony hosted by the local chapter of the Propeller Club of the United States and the port, where the SIU was represented by Vice President Government Services Kermet Mangram and Government Services Division Representative Sam Spain. The Seafarers-crewed *USNS Medgar Evers*, docked nearby, served as a powerful visual reminder of the U.S. Merchant Marine's reliability. The ship hosted public tours on May 21 to celebrate Naval Station Norfolk's centennial.

A wreath-laying ceremony and tugboat water salute were also conducted May 22 on the Elizabeth River, with participation by more than 150 members from the maritime industry at the Decker Half Moone Center in downtown Norfolk.

As noted by MSC, "In 1933, Congress designated May 22 as National Maritime Day to recognize the influence of the merchant marine and the maritime industry to American economic prosperity and national defense. Merchant mariners later fought, and

won, one of the greatest logistics battles in human history, moving and delivering supplies that enabled the Allied victory in World War II. As the war was reaching its final moments, General Dwight D. Eisenhower said, 'When final victory is ours there is no organization that will share its credit more deservedly than the Merchant Marine.'"

"National Maritime Day has evolved to become so much more," said Rear Adm. Dee L. Mewbourne, MSC commander, at the Norfolk ceremony. "We now recognize the importance of the maritime industry to our nation's economic strength as well as the service, and sacrifice, of U.S. Merchant Mariners."

He added, "While we pause to pay tribute to our merchant mariners today, we must recognize that world events continue to reinforce that we are living in a time of great uncertainty and consequence. As the maritime system becomes more heavily used, more stressed, and more contested than ever before, adaptation and innovation are needed to ensure mission accomplishment."

*See more Maritime Day photos on next page.*



Pictured from left to right at the Norfolk, Virginia event are SIU Government Services Division Representative Sam Spain, SIU VP Gov't Services Kermet Mangram, Mrs. Kari Mewbourne and MSC Commander Rear Adm. Dee Mewbourne.



At the podium in Norfolk is Port of Virginia CEO and Executive Director John Reinhart, a longtime friend of the SIU.





Crewed by members of the SIU Government Services Division, the *USNS Medgar Evers* offered tours the day before the ceremony in Norfolk, Virginia.



The SIU donated a wreath laid at sea in Apra Harbor, Guam, in commemoration of National Maritime Day.



In the photo above, crew members and guests gather aboard the Patriot-operated RRF ship *GTS Admiral Callaghan* for a ceremony in Alameda, California. Recertified Bosun Ritche Acuman (left in photo at immediate right) and Port Agent Nick Marrone II (second from right) join U.S. Navy personnel aboard the *Callaghan*.



## U.S. Representative Mike Kelly Recognizes U.S. Merchant Marine

*Editor's note: U.S. Rep. Mike Kelly (R-Pennsylvania) issued the following statement on May 17.*

IN RECOGNITION OF THE UNITED STATES MERCHANT MARINERS AND THEIR CONTRIBUTIONS TO VICTORY IN WORLD WAR II

Mr. Speaker, today I recognize the United States Merchant Mariners and their vital contributions to the victory of the Allies in World War II. This year, 72 years after our victory in that war, is a fitting time to recognize the contributions of our merchant mariners to the war effort.

There were more than 250,000 men serving in the Merchant Marine during WWII, all volunteers. They had the distinction of being the only non-segregated service. The Merchant Marine was critical to the mission of our military service members around the world during the war.

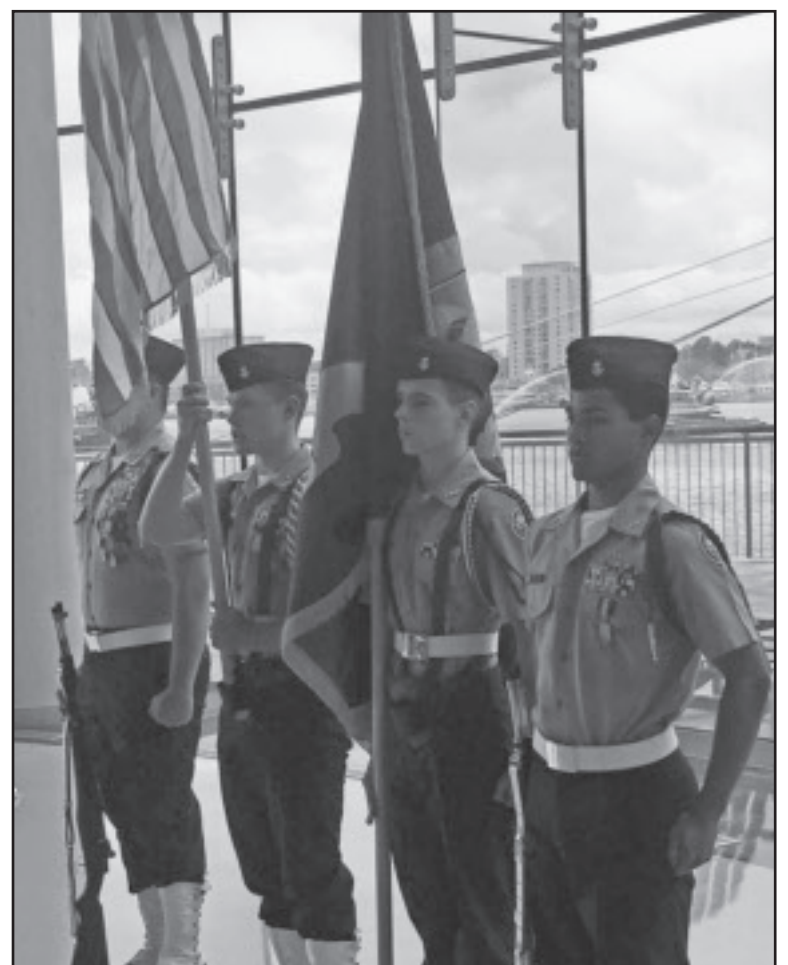
Many of the important contributions of the Merchant Marine are not well known, including the fact that they had the highest rate of casualties in the Armed Services. More than 700 merchant ships were sunk and more than 8,000 U.S. Merchant Mariners were killed during the war. The losses suffered are even more remarkable given that the U.S. Merchant Marine was not considered a military branch and was composed of volunteers classified by the government as civilians. Every invasion during the war involved the Merchant Marine. They suffered tremendous casualties during the Battle of the Atlantic, the Murmansk Run, D-Day, and as an integral part of every island invasion in the Pacific Theater. As we come close to Memorial Day, it is fitting to pause and remember their heroism and sacrifice.

The United States built nearly 6,000 merchant vessels and naval auxiliaries in 16 shipyards with over 650,000 workers. This was an economic and military feat of enormous scale. As part of a government effort to encourage more American participation in the war effort, ships were named after famous American counties and cities. 150 colleges and universities also had Victory-class merchant ships named for them. Many of these institutions of higher education supported important military training programs on their campuses. I am proud that 13 of these Victory-class ships were named for institutions in Pennsylvania, including three in the third district: Allegheny College, Grove City College, and Westminster College.

I am sure all my colleagues join me in taking great pride in the history of the United States Merchant Marine and the special place in our nation's history associated with their ships and the men who sailed them. They have helped preserve our freedom and they deserve our gratitude.



U.S. Rep. Mike Kelly (R-Pennsylvania)



Members of the Maury High School Color Guard present the colors during a Maritime Day ceremony in Norfolk, Virginia.



**ABOARD ISLA BELLA** – Serving up (and sampling) a Memorial Day dinner aboard Tote's *Isla Bella* are (photo above at left) SA Norma Baucan and (in photo at right, from left) Chief Cook Adalberto Colon and Recertified Steward Lauren Oram.

## *At Sea and Ashore with the SIU*

**PROMOTING WORKERS' RIGHTS** – SIU Port Agent Kris Hopkins (right) is pictured with U.S. Rep. Debbie Wasserman Schultz (D-Florida) following a recent labor council meeting in the Sunshine State.



**CONGRATS ON UPGRADING** – At the union hall in Puerto Rico, Port Agent Amancio Crespo (center) offers a sincere “well done” to QMED Edwin Velez (left) and Chief Cook Yoaquim Gonzalez, both of whom recently completed upgrading courses at the union-affiliated Paul Hall Center in Piney Point, Maryland.



**WITH SEAFARERS ON THE WEST COAST** – Seafarers from the *USNS Capella* and *USNS Algo* gather for a photo after a union meeting aboard the *Algo* in Alameda, California. Pictured from left are GUDE Mohsin Mohamed, Port Agent Nick Marrone II, GUDE Mousa Sailan, QEE Boleslaw Szatkowski, AB Damar Shaw, GUDE Ali Mohamed, Boatswain Charles Frisella and Patrolman Adrian Fraccaroli. Both ships are operated by Ocean Duchess.



**AT THE JACKSONVILLE HALL** – Chief Cook Allen Van Buren (left in photo at left, with Asst. VP Archie Ware) picks up his first pension check following a sailing career that dates to 1976. The remaining photos show ABs picking up their respective full books. That's Kristopher Travis at left in photo at center, also with Ware; Smyrno Desir is at left in the snapshot at the immediate right, with Patrolman Joseph Koncul.



# At Sea and Ashore with the SIU



**STEWARD CELEBRATES** – Recertified Steward Gregory Broyles submitted these snapshots of his new ride, parked in front of the Oakland hall, and his “new old face.” Check out the license plate, too. In a note to the *Seafarers LOG*, Greg said, “I started a whole new lifestyle change.... Went on a seriously strict diet and exercise plan. I wanted to reward myself for the hard work and pay homage and thanks to Seafarers for making it happen. We have a great living, and caring individuals who themselves are inspiring.” Greg dropped 37 pounds and five inches from his waistline.



**WELCOME ASHORE IN JERSEY** – Patrolman Ray Henderson (left) presents longtime Seafarer Amir Kasim with his first pension check at the union hall. A member of the deck department, Kasim sailed with the SIU starting in 1979 and made his last trip earlier this year.



**ABOARD TUGBOAT WARRIOR** – Pictured from left to right in the group photo aboard the Crowley tug *Warrior* (photo slightly above at left) in Jacksonville, Florida, are (from left) AB Ricky Inopiquez, AB Adam Anderson, SIU Asst. VP Archie Ware, Capt. Luis Sosa, AB Cecil Williams, AB John Vaughan, AB Shawn Boone and Engineer Yosluvy Baro. The three photos immediately below also show union members in Jacksonville.



Adam Anderson



Marquel Sapp



Kyle Sweep

**ABOARD USNS MAURY** – Bosun Kwesi Adu-Gyamfi treated his fellow crew members to a Memorial Day barbecue aboard the U.S. Marine Management vessel. “He grilled for hours to put many smiles on the faces of the crew and our guest scientists/techs,” reported MDR Brandon Maeda, who submitted these photos. “He was well thanked afterwards, as he went way above and beyond.” That’s the bosun at the grill (photo above), with GVA Anatolie Gamboa in the foreground. The snapshot below shows Chief Cook Casey Pearson.



**FULL BOOKS IN HOUSTON** – Picking up their respective full books at the union hall are AB Ramir Maldepena (left in photo at left with Patrolman Joe Zavala) and OMU Joshua Hicks (right in photo at right, with Patrolman J.P. Niday).



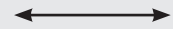
**WELCOME ASHORE IN HONOLULU** – Chief Steward Wagner Pellerin (right) picks up his first pension check at the hall in Hawaii. Pellerin sailed with the SIU from 1982 through last year. He’s pictured with Port Agent Hazel Galbiso.



**SUPPORTING OUR TROOPS** – The national ensign is hoisted above the fleet replenishment oiler *USNS Pecos* (crewed by members of the SIU Government Services Division) during an at-sea replenishment with the aircraft carrier *USS Carl Vinson*. The photo was taken in early May in the Pacific Ocean. (U.S. Navy photo by Mass Communication Specialist 2nd Class Z.A. Landers)

## Seafarers International Union Directory

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



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### JACKSONVILLE

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 (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 who were attending to business at the union hall in Jersey City, New Jersey.

### Question: What is your favorite type of ship to sail on, and why?



**Arsenio Obenza**  
*Bosun*

I like containerships the best. The maintenance is much easier, and you spend less time in port. I sailed on tankers for 12 years, but as I got older I wanted to sail to different places, and I can do that on containerships.



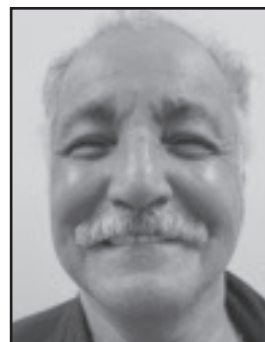
**Tony Bassali**  
*GUDE*

Containers, because the pay is a little more and I like the work on containers. The main reason is that containers always have different crews on them. I like meeting new people, and on tankers you see a lot of the same people. With containers, it's always something and someone new."



**Syed Iqbal**  
*QMED*

I usually like to sail on containerships, but if I get a tanker job, I'm equally happy on both. The tankers require a lot more care and precautions around the gas or other cargoes. But I'll take any job.



**Abdelhak Moutmir**  
*GUDE*

Containerships, because they travel all over the world. Every two or three weeks, you're in a different country, and that's really exciting. But I'll sail on any ship. I worked on military support vessels for a long time, and those don't move very often, so I prefer containerships now.



**Basil D'Souza**  
*Recertified Bosun*

I like to sail on containerships, because the work is very fast. You're always on your toes. Plus, the shorter schedules mean I can spend more time at home with my family, which is important to me. You don't always get that type of schedule on a tanker.



**Joseph Gibbens**  
*AB*

For me, it's the containerships. After the time I've put into my career, working on containerships is a much less stressful job. It's fast-moving, always busy – and no tanks to clean out. Personally, when I have the choice I choose containers.

## Pics From The Past



Retired mariner Gordon P. Driscoll recently mailed these snapshots of him on a beach in Mayaguez, Puerto Rico, in 1946. He was 19 years old. Driscoll recalls he was in the midst of a voyage on the *Central Victory*, an American-Hawaiian Steamship Co. vessel. "We made all three ports of call in Puerto Rico: Ponce, San Juan, and Mayaguez," he wrote. "I wonder what Mayaguez looks like now, all these years later. I know I could not go up the coconut tree now, at age 90." Driscoll sailed for 33 years, a period he described as "a great time. I worked hard, but it was a paid vacation around the world." He made dozens of trips to Australia, among other destinations.

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)



# 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.

**INDIANA HARBOR** (American Steamship), April 12 – Chairman **Jeremy Shenett**, Secretary **Bernard Lawes**, Educational Director **Daniel Lind**, Deck Delegate **Abdulwahed Alsharey**, Engine Delegate **Peter Morrison Jr.** Chairman talked about new contract. Secretary reminded members to make sure all necessary seafaring documents were up to date. Treasurer urged crew to keep up with merchant mariner credentials. Educational director encouraged members to upgrade at the school in Piney Point, Maryland. No beefs or disputed OT reported. Members indicated they have questions regarding new collective bargaining agreement. Next port: Superior, Wisconsin.

**MAERSK IDAHO** (Maersk Line, Limited), April 27 – Chairman **Ronald Mena** Secretary **Gregory Johnson**. Educational Director **Tesfaye Gebregziabher**. Chairman thanked the crew for a smooth trip and thanked them for their hard work during the CYI inspection. Secretary reported new linen and linen bags provided by the SA. He also told members that the U.S. food stores will be arriving in Houston. Educational director reminded crew to upgrade at Paul Hall Center in Piney Point, Maryland, and stressed the importance of keeping documents current. No beefs or disputed OT reported. Mariners requested new mattresses. Steward department was thanked for a job well done. Next ports: Newark, New


## Healthy Recipe

### Grilled Lamb Skewers

(Servings: 20)

5 pounds leg of lamb, cut 1" thick cubes  
3 tablespoons olive oil  
10 garlic cloves, minced  
1/4 cup fresh cilantro, chopped  
2 1/2 tablespoons cumin, ground  
1/2 tablespoon paprika, ground  
3 whole red onion, cut 1" cube  
1/2 tablespoon salt  
1/4 tablespoon black pepper, ground  
40 wooden skewers

■ Place the lamb in a large container. Add all of the ingredients (not the skewers) to the lamb, rub together. Marinate for at least 4 hours (overnight is preferable).



Thread the lamb onto the skewers 3 to 4 per skewer, with the onion slices in between.

■ Grill the skewers 3 to 4 min. per side, over med-high heat. Transfer to 2" hotel pans for service. Garnish with fresh chopped chives. You can also glaze with fresh honey.

**Nutrition Information**  
Per Serving (excluding unknown items): 239 calories; 18g fat (66.8% calories from fat); 17g protein; 3g carbohydrate; 1g dietary fiber; 62mg cholesterol; 213mg sodium. Exchanges: 0 grain (starch); 2 1/2 lean meat; 1/2 vegetable; 2 fat.

*(Recipe courtesy of the Paul Hall Center for Maritime Training and Educations's Steward Department)*

Jersey, and Baltimore.

**LIBERTY PROMISE** (Liberty Maritime), April 30 – Chairman **Marco Galliano**, Secretary **Enrico Lamarca**, Deck Delegate **William Steele**. Chairman reported smooth voyage without any problems. He reiterated need for members to keep an eye on document expiration dates. Educational director urged crew to upgrade at Piney Point school. No beef or disputed OT reported. Request for call-out readiness to increase in next contract.

**HORIZON SPIRIT** (Sunrise Operations), May 2 – Chairman **Hussein Mohamed**, Secretary

**Alan Hollinger**, Educational Director **Benny Orosco**, Deck Delegate **Frederick Reich**, Engine Delegate **Salvador Baclayon**, Steward Delegate **Joey Lata**. Chairman advised members to be sure that all of their documents are current. Secretary told crew an unexpected USDA inspection could occur at any time in the Port of Los Angeles. He advised everyone to help steward department keep spaces clean. Educational director recommended upgrading. No beefs or disputed overtime reported. Crew asked for clarification on rotary trip tours. They said washer in crew laundry needs to be repaired or replaced. Next port: Oakland,

California.

**USNS BRITTIN** (AMSEA), May 3 – Chairman **Greyson Brantley**, Secretary **Erwin Renon**, Educational Director **Alberto Semedo**, Deck Delegate **Lloyd La Beach**, Engine Delegate **Eric Hondel**, Steward Delegate **Paul Diesner**. Chairman noted job well done by the deck, engine and steward departments. Educational director suggested upgrading at the Piney Point school and reminded fellow mariners to make sure documents are up to date. No beefs or disputed OT reported. New TV needed in crew lounge. Next Port: Port Arthur, Texas.

**PHILADELPHIA EXPRESS** (Crowley), May 7 – Chairman **Jose Jimenea**, Secretary **Kenneth Whitfield**, Steward Delegate **Bernard Butts**. Bosun thanked crew for staying safe and reminded them to upgrade at the maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Crew expressed gratitude to SIU President **Mike Sacco** for his steady leadership. Bosun thanked steward department for great meals and encouraged them to keep up the good work. Crew made recommendations for changes to pension requirements as well as vacation benefits. Next Port: Houston.

## Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU 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 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

# 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

### JAMES BRYANT

Brother James Bryant, 68, began sailing with the SIU in 2005. He originally shipped on the *Sumner*. The steward department member upgraded in 2006 at the maritime training center in Piney Point, Maryland. Brother Bryant's last vessel was the *Henson*. He lives in San Marcos, Texas.



### BRYAN DAWSON

Brother Bryan Dawson, 71, first donned the SIU colors in 2003, working on the *Maersk Vermont*. A member of the engine department, he enhanced his skills on multiple occasions at the Paul Hall Center in Piney Point, Maryland. Brother Dawson last worked on the *Edward Carter Jr.* He calls Foxborough, Massachusetts, home.

### LUIS ESCOBAR

Brother Luis Escobar, 69, started shipping with the Seafarers in 2003. He first sailed as a deck department member on the *Green Wave*. He most recently sailed aboard the *Energy Enterprise*. Brother Escobar took advantage of educational opportunities at the Paul Hall Center in 2010. He is a resident of Dorchester, Massachusetts.



### BRUCE GORDON

Brother Bruce Gordon, 65, donned the union colors in 1979. He first sailed on the *Potomac*, and most recently shipped aboard the *Julius Hammer*. Brother Gordon upgraded in 1993 at the Piney Point school. He worked in the deck department and now resides in North Wales, Pennsylvania.



### ROBERT HEDINE

Brother Robert Hedine, 61, joined the union in 1973. He first shipped aboard the *Frank Denton*. Brother Hedine attended classes at the union-affiliated school in Piney Point, Maryland in 2008. He worked in the deck department. Brother Hedine concluded his career on the *Indiana Harbor*. He resides in Two Harbors, Minnesota.



### WILLIE HOWARD

Brother Willie Howard, 57, became a Seafarer in 2002. The deck department member initially sailed on the *Marine Chemist*. Brother Howard upgraded at the Paul Hall Center. He last shipped aboard the *Overseas Anacortes* and lives in New Orleans.



## NELSON JONES

Brother Nelson Jones, 65, began sailing with the SIU in 1968. He originally worked on the *Petrochem*. Brother Jones took advantage of educational opportunities available at the Piney Point school by upgrading in 1975. He sailed in the steward department, and his most recent ship was the *Expedition*. Brother Jones resides in New Orleans.

### ALEXANDER KAID

Brother Alexander Kaid, 65, started sailing with the union in 1973. He first shipped aboard the *Long Lines*. Brother Kaid attended classes in 1988 at the Paul Hall Center. He most recently worked as a member of the shore gang in Tacoma, Washington. He was born in St Louis and now calls Maple Valley, Washington, home.



### THOMAS LOVERN

Brother Thomas Lovern, 64, began sailing with the SIU in 1973. For the majority of his career, Brother Lovern worked with the Interstate Oil Transportation company as a deck department member. He was born in New Jersey and is now settled in Etowah, North Carolina.



### WILFRED LUCKIE

Brother Wilfred Luckie, 66, began sailing with the SIU in 1999. He first shipped on the *Alaska*, working in the deck department. Native to Guyana, Brother Luckie took advantage of the educational opportunities at the Piney Point School and upgraded in 2010. Before his retirement, he shipped on the *Philadelphia Express*. Brother Luckie resides in New Orleans.

### ALI MUSAID

Brother Ali Musaid, 62, became a union member in 1976. He initially sailed with Cove Shipping company, working in the steward department. Brother Musaid was born in Yemen. In 1983, he upgraded at the union-affiliated school in Piney Point, Maryland. He most recently shipped on the *Overseas Boston* in both the deck and engine departments. Brother Musaid now lives in Stockton, California.

### SORIN RASCOL

Brother Sorin Rascol, 66, first donned the SIU colors in 2000. A member of the deck department, Brother Rascol originally worked aboard the *Global Sentinel*. He last sailed on the *Seabulk Pride*. He makes his home in San Leon, Texas.



### GODOFREDO RUFO

Brother Godofredo Rufo, 66, began shipping with the union in 2001, originally working on the *Pride of Aloha*. He upgraded in 2005 at

SIU-affiliated school in Piney Point, Maryland. Brother Rufo worked in the engine department. He most recently shipped aboard the *Jack Lummus* and resides in Orlando, Florida.

### MICHAEL SHAPPO

Brother Michael Shappo, 65, started sailing with the SIU in 1971. He first shipped on the *Trans Ontario*, and attended classes often at the Piney Point school. Brother Shappo is a Columbus native who worked in the deck department. One of his last ships was the *Maersk Wisconsin*. He is a resident of Jacksonville, Florida.



### BRIAN SENGELAUB

Brother Brian Sengelaub, 66, became a union member in 1973. He started his career working aboard the *Overseas Progress*. Brother Sengelaub sailed in the deck department. On several occasions, he took advantage of educational opportunities available at the Paul Hall Center. Brother Sengelaub's most recent trip was on the *Maersk Kensington*. He settled in Kunkletown, Pennsylvania.

### JOHN WALSH

Brother John Walsh, 63, signed on with the SIU in 1976. He first sailed on the *Mayaguez* in the engine department. Brother Walsh upgraded often at the Paul Hall Center. His final vessel was the *Isla Bella*. Brother Walsh resides in Jacksonville, Florida.



### CLARK WILLIAMS

Brother Clark Williams, 66, joined the SIU in 2002. He initially sailed aboard the *Cape Horn*. A native of Oakland, California, Brother Williams worked in the steward department. He took advantage of training opportunities at the union-affiliated school in Piney Point, Maryland. Brother Williams' final trip was on the *Alaskan Navigator*. He lives in Seattle.



### EMMANUEL ZEPHYR

Brother Emmanuel Zephyr, 68, started sailing with the union in 2003. He first shipped on the *Roy Wheat*. Brother Zephyr was a steward department member. He enhanced his skills in 2003 at the Piney Point school. Brother Zephyr makes his home in Newport, Tennessee.

## GREAT LAKES

### ROBERT HEDINE

Brother Robert Hedine, 61, joined the union in 1973. He first shipped aboard the *Frank Denton*. Brother Hedine attended classes at the union-affiliated school in Piney Point, Maryland in 2008. He worked in the deck department. Brother Hedine concluded his career on the *Indiana Harbor*. He resides in Two Harbors, Minnesota.

## RICHARD STROPICH

Brother Richard Stropich, 62, started shipping with the SIU in 1974. He was primarily employed with Upper Lakes Towing company. Brother Stropich worked in the deck department, and enhanced his skills twice at the Paul Hall Center. He is a resident of Escanaba, Michigan.



## INLAND

### KENNETH BAKER

Brother Kenneth Baker, 57, signed on with the union in 1981. The Houston native initially worked aboard the *Virgo*. He was a deck department member and upgraded often at the Paul Hall Center in Maryland. Brother Baker's final vessel was the *Innovation*. He lives in Missouri City, Texas.

### KERRY DEMATOS

Brother Kerry Dematos, 62, began his SIU career in 1980. He was originally employed with Alaska Constructors, Inc. Brother Dematos last worked on an Intrepid Personnel & Provisioning vessel. He was a member of the deck department and resides in Oxnard, California.



### DAVID DESHAYES

Brother David Deshayes, 62, joined the SIU in 1976. He initially worked with CG Willis Inc. as a member of the engine department. In 1976 and 1997, Brother Deshayes took advantage of educational opportunities available at the Paul Hall Center. He was last employed with OSG Ship Management and calls Elkins, West Virginia, home.



### MARVIN JOY

Brother Marvin Joy, 62, signed on with the union in 1983. He worked for the Delta Queen Steamboat Company for the duration of his SIU career. Brother Joy was a deck department member, and he currently resides in Fulton, Kentucky.

### DENNIS LLAUGET

Brother Dennis Llauguet, 71, donned the SIU colors in 2000. He worked for OSG Ship Management for the entirety of his SIU career. The deck department member enhanced his skills in 2008 at the Paul Hall Center in Maryland. He calls Ruskin, Florida, home.



### MARK MILLER

Brother Mark Miller, 62, began his SIU career in 1984. He worked for Crowley Towing & Transporta-

tion throughout his career and was a member of the steward department. Brother Miller resides in Dana Point, California.



### DENNIS PATTERSON

Brother Dennis Patterson, 62, joined the SIU ranks in 1976. He initially sailed in the deep sea division aboard the *Overseas Alice*. Brother Patterson worked in the deck department and upgraded at the Piney Point school in 2001 – the same year he worked on his final vessel, the passenger ferry *Colgate*. Brother Patterson is a resident of Summit, New Jersey.



### DONALD PERRY

Brother Donald Perry, 63, joined the SIU in 1996. He worked for Crowley Liner Services, and upgraded at the Paul Hall Center in 2008. Brother Perry lives in Pennsville, New Jersey.



### CARL POGGIOLI

Brother Carl Poggioli, 55, joined the union in 1987. He first worked aboard the *Courier*. Brother Poggioli was a steward department member and enhanced his skills multiple times at the Piney Point school. Born in Staten Island, New York, he now makes his home in Seattle.



### ALVIN YORK

Brother Alvin York, 63, started sailing with the union in 2000. He shipped with Crowley Towing as a steward department member. Brother York upgraded on several occasions at the Paul Hall Center in Piney Point, Maryland. He resides in Cape Canaveral, Florida.



## NATIONAL MARITIME UNION

### ROBERT EDWARDS

Brother Robert Edwards, 69, was an NMU member before the 2001 SIU/NMU merger. The South America native worked as a member of the steward department. He enhanced his skills in 2001 at the Piney Point School in Maryland. Brother Edwards lives in Portsmouth, Virginia.

### MITCHELL KING

Brother Mitchell King, 55, sailed with the NMU prior to the 2001 merger with Seafarers International Union. His last vessel was the *Green Cove*, on which he worked as an engine department member. Brother King took advantage of upgrading opportunities at the union-affiliated school in Maryland in both 2001 and 2004. Born in Los Angeles, he now calls Gardena, California, home.

# Final Departures



## DEEP SEA

### MOHAMED AHMED

Pensioner Mohamed Ahmed, 68, passed away January 15. Born in Egypt, he joined the SIU in 1994. Brother Ahmed shipped as a member of the steward department. He first sailed on the *Independence*. Brother Ahmed last worked on the *Maersk Iowa*, and became a pensioner in 2013. He resided in New Hyde Park, New York.

### COSME BALLESTEROS

Pensioner Cosme Ballesteros, 87, died January 23. A member of the deck department, he first sailed with Coyle Lines Inc. in 1965. Brother Ballesteros' last vessel was the *Samuel L Cobb*.



He became a pensioner in 1988 and lived in Houston.

### ROBERT BUNCH

Pensioner Robert Bunch, 80, passed away February 19. Born in Kentucky, he began sailing with Waterman Steamship Corporation in 1964. Brother Bunch was a member of the engine department, most recently aboard an Interocean American Shipping Corporation vessel in 1993. He became a pensioner the following year and called Knoxville, Tennessee, home.



### RUSSELL CARUTHERS

Pensioner Russell Caruthers, 82, died February 28. Brother Caruthers' first trip to sea was as a deck department member aboard a Rye Marine ship in 1968. He most recently sailed on the *Developer* and began collecting his pension in 1999. Brother Caruthers lived in Golden Valley, Arizona.



### GUILLERMO GRAJALES

Pensioner Guillermo Grajales, 89, passed away February 20. Brother Grajales signed on with the SIU in 1951, when he sailed on the *Bethore*. Prior to his retirement in 1988, he sailed in the steward department aboard the *Bayamon*. Brother Grajales resided in Santurce, Puerto Rico.



### MARVIN KRAMER

Pensioner Marvin Kramer, 93, died February 28. Born in Minnesota, Brother Kramer began his

seafaring career in 1951 with Waterman Steamship Corporation. A member of the deck department, he last sailed on the *Market* in 1979. Brother Kramer was a resident of San Francisco.



### VICTOR PETERS

Pensioner Victor Peters, 81, passed away March 31. Brother Peters embarked on his SIU career in 1962 as a deck department member on the *Titan*. He concluded his seafaring career aboard the *Tacoma* in 1996. Brother Peters resided in Seattle.



### WILLIAM REEVES

Pensioner William Reeves, 85, died February 15. Born in Alabama, Brother Reeves became an SIU member in 1952, working in the deck department. His first trip was aboard the *Morning Light*. Brother Reeves concluded his seafaring career working on the *Cove Trader*. He went on pension in 1994 and settled in Mobile, Alabama.



### SIMEON SIMOS

Pensioner Simeon Simos, 89, passed away February 22. A member of the steward department, Brother Simos began his career with the SIU in 1951, sailing with Sprogue Steamship Company. He became a pensioner in 1973 after concluding his career with Michigan Tankers Inc. Brother Simos resided in Greece.



### JAMES THOMPSON

Pensioner James Thompson, 90, died January 20. Brother Thompson became a seafarer in 1951. The deck department member initially sailed on the *Martin Behrman* and concluded his career on the *Overseas Chicago*. Brother Thompson began collecting pension in 1988 and called Chickasaw, Alabama, home.

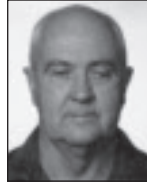


## INLAND

### ANDREW CLINGAN

Brother Andrew Clingan, 93,

passed away February 19. Born in Port Arthur, Texas, he joined the union in 1963. Brother Clingan worked in the steward department for HVIDE Marine throughout his career, until 1986. He resided in Groves, Texas.



### THOMAS DELAUNE

Pensioner Thomas Delaune, 73, died March 10. Brother Delaune signed on with the SIU in 1994 and first sailed with Westbank Riverboat Services. A deck department member, he continued with the same company for the duration of his career. Brother Delaune began collecting his pension in 2005. He settled in Marrero, Louisiana.

### WALTER HARSCH

Pensioner Walter Harsche, 73, passed away February 4. Brother Harsche began his seafaring career in 1963 with Taylor Marine Towing company. The New York native last worked with McAllister Towing of Philadelphia and went on pension in 2005. He resided in Haddon Township, New Jersey.



### JOSEPH LARKINS

Pensioner Joseph Larkins, 81, died February 28. Born in Maryland, Brother Larkins embarked on his SIU career in 1970, working with Moran Towing of Maryland Inc. He sailed with the same company for the duration of his career and began collecting his pension in 1997. Brother Larkins lived in Glen Burnie, Maryland.



## NATIONAL MARITIME UNION

### WARREN BARROS

Pensioner Warren Barros, 89, passed away January 19. Brother Barros was born in Rhode Island. He began collecting his pension in 1995. Brother Barros resided in Lawrenceville, Georgia.

### GEDNEY BARTEN

Pensioner Gedney Barten, 88, died February 22. Brother Barten was a native of Yonkers, New York. He started receiving retirement compensation in 1984 and settled in Astor, Florida.

### HERBERT DEMORET

Pensioner Herbert Demoret, 88, died January 4. Brother Demoret

was born in Jetmore, Kansas. He went on pension in 1994 and called Marshall, Arkansas, home.

### CHARLES FUNK

Pensioner Charles Funk, 92, passed away February 25. Brother Funk started receiving his pension in 1973. He lived in King City, Missouri.

### RAYMOND GIFFORD

Pensioner Raymond Gifford, 82, died January 16. Brother Gifford was a native of Honduras. He went on pension in 1995 and settled in Metairie, Louisiana.

### JOSE HERNANDEZ

Pensioner Jose Hernandez, 89, passed away January 16. Brother Hernandez was born in Bayamon, Puerto Rico. He started receiving his pension in 1971 and lived in San Juan, Puerto Rico.

### HERBERT LAVIN

Pensioner Herbert Lavin, 93, died February 14. Brother Lavin was a native of Philadelphia. He began collecting his retirement pay in 1979. Brother Lavin resided in Vancouver, Washington.

### ROY MARSH

Pensioner Roy Marsh, 87, passed away February 16. Brother Marsh was born in Houston and began collecting his pension in 1991. He was a resident of Lockhart, Texas.

### EDWARD MCFADDIN

Pensioner Edward McFaddin, 80, died January 28. Brother McFaddin was a native of Manning, South Carolina. He began collecting compensation for his retirement in 1992 and lived in Philadelphia.

### JUAN MEDINAS

Pensioner Juan Medinas, 85, passed away January 4. Brother Medinas was born in Ponce, Puerto Rico. He worked as an engine department member prior to retiring and still called Ponce home.

### JULIO MEJIA

Pensioner Julio Mejia, 93, passed away January 15. Brother Mejia was born in Honduras. He went on pension in 1970 and was a resident of New York.

### MAURICE PATTERSON

Pensioner Maurice Patterson, 84, died February 23. Brother Patterson was a native of Bowling Green, Florida. He began receiving retirement compensation in 1988 and lived in Wauchula, Florida.

### MAGNOLIA RODGERS

Pensioner Magnolia Rodgers, 92, passed away February 10. He was born in El Dorado, Arkansas, and went on pension in 1986. Brother Rodgers was a resident of Seattle.

### EUGENE SMITH

Pensioner Eugene Smith, 85, died February 29. Brother Smith was a native of Staten Island, New York. He began collecting retirement income in 1990 and continued to reside in New York.

### JAMES STANFORD

Pensioner James Stanford, 63, passed away January 6. Brother Stanford was born in Galveston, Texas. He started receiving his pension in 2008 and continued to live in Galveston.

### DIEDRICH TIMM

Pensioner Diedrich Timm, 92, died January 27. The Georgia native went on pension in 1989. Brother Timm continued to live in Georgia, in the city of Gainesville.

### LUIS VARELA

Pensioner Luis Varela, 93, passed away February 1. Brother Varela was a native of Honduras and started receiving pension in 1967. He resided in New York.

### ELADIO VAZQUEZ

Pensioner Eladio Vazquez, 96, died January 31. Brother Vazquez was born in San Juan, Puerto Rico. He went on pension in 1968 and lived in Bronx, New York.

### BENJAMIN WIGFALL

Pensioner Benjamin Wigfall, 89, passed away January 9. Brother Wigfall began collecting his pension in 1974. He resided in Goose Creek in his home state of South Carolina.

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

Name	Age	DOD
Bush, Thomas	95	Jan. 1
Gonzalez, Carmelo	91	Jan. 10
Kane, James	91	Feb. 2
Lugo, Fernando	94	Jan. 2
Rivero, Orlando	94	Feb. 3





# 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>		
Engineroom Resource Management	November 27	December 1
Leadership and Managerial Skills	December 4	December 8
<b>Deck Department Upgrading Courses</b>		
Able Seafarer Deck	August 12 October 7	September 8 November 3
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
Advanced Meteorology	August 26	September 1
Advanced Shiphandling	August 5	August 18
Advanced Stability	August 19	August 25
ARPA	September 30 December 9	October 6 December 15
Bosun Recertification	July 22	August 7
Crane Familiarization	August 26 October 21	September 1 October 27
ECDIS	August 26 October 14	September 1 October 20
Fast Rescue Boat	July 29 August 19 September 16	August 4 August 25 September 22
GMDSS	September 2	September 15
Lifeboat	July 29 August 26	August 11 September 8
Radar Observer	September 16 November 25	September 29 December 8
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	July 15 September 9	August 11 October 6
<b>Engine Department Upgrading Courses</b>		
Advanced Refer Containers	July 22	August 4

Title of Course	Start Date	Date of Completion
BAPO	July 15 September 9	August 11 October 6
FOWT	August 12	September 8
Junior Engineer	July 15 October 7	September 8 December 1
Machinist	September 9	September 29
Marine Electrician	August 5	September 29
Marine Refer Tech	September 30	November 10
Pumpman	September 30	October 6
Welding	August 19	September 8
<b>Steward Department Courses</b>		
Advanced Galley Ops	October 7 November 18	November 3 December 15
Certified Chief Cook	Modules run every other week. The next class will start July 10.	
Chief Steward	July 15 September 23	September 8 November 17
Galley Operations	July 15 September 9	August 11 October 6
Galley Assessment Program (GAP)	July 15 August 26	August 11 September 22
ServSafe	August 26	September 1
<b>Safety Upgrading Courses</b>		
Basic Training w/16hr FF	July 22 July 29	July 28 August 4
Basic Training Revalidation	July 14	July 14
Basic Training/Adv. FF Revalidation	September 16	September 22
Combined Basic/Advanced Firefighting	August 19	August 25
Government Vessels	August 12	August 18
Medical Care Provider	August 26	September 1
Tank Ship Familiarization - DL/LG	August 5 November 11	August 18 November 24
Tank Ship Familiarization - LG	July 15 September 9 December 2	July 21 September 15 December 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.*

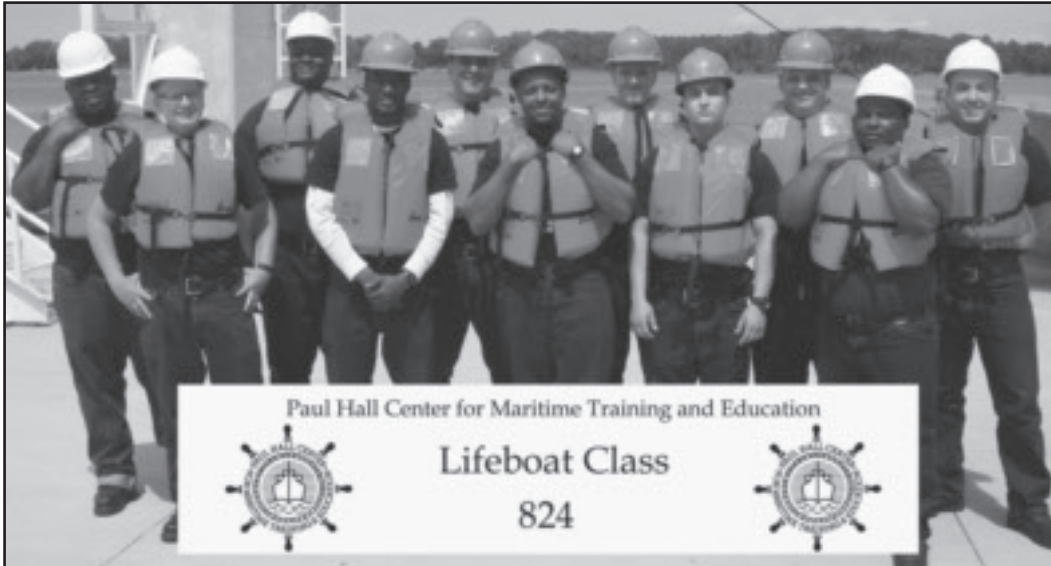
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
LAST VESSEL: _____	Rating: _____	
Date On: _____	Date Off: _____	
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.*

7/17

# Paul Hall Center Classes



**Water Survival Class #824** - The following Phase I apprentices, (above, in alphabetical order) graduated from this course May 19: Caleb Donovan, Samuel Fagerness, Michael Lane, Johnathan Lebeaux, Eli Lopez, Ethan Love, Tommy McGahe, Michael Musgrave, Gian Antonio Nicolo, Philip Pete and Maksim Shpylyevyy.



**Water Survival (Upgraders)** – Four Seafarers completed the enhancement of their skills in this course May 19. Graduating (above, in alphabetical order) were: Sean Carter, Delmis David, Micah Gabriel Ferreira and Anthony Alexander Rivera Jr.



**Welding** – Five upgraders improved their skills when they completed this course May 26. Graduating (above, in alphabetical order) were: Abdulaziz Mohamed Nagi Alsinai, Daniels Ebo Boye, David Garrett, Jon Mahannah and Demarkus McNabb. Chris Raley, their instructor, is at the far right.



**Fast Recue Boat** – The following individuals completed the enhancement of their skills by completing this course May 26. Graduating (above, in alphabetical order) were: Ali Mohsen Alhamyari, Kevin Blackman, John Daunoras, James Kayser, Jason Keffer, Walter Ritvalsky, Gabron Turner, Brandon Urich and Sean Wilson. Tom Truitt, their instructor, is fifth from the right.



**Tank Ship Familiarization (Phase III)** – Five Phase III apprentices (above, in alphabetical order) graduated from this course May 12: Kevin Coughlin, William Doyle II, Luke Fouiloux, Will Jordan and June Kirk Bondoc Margaja. Upon the completion of their training, each plans to work in the deck department aboard SIU-contacted vessels.



**Tank Ship Familiarization (Phase III)** – The following Phase III apprentices (above in alphabetical order) graduated this course May 12: Daniel Bynum, Christian Cruz, Jacob Laroche, Matthew McClintock, Eddie O'Bannon III and Resean Peters. Each plans to work in the engine department aboard American-flag vessels when they complete their training. (Not all are pictured.)



**Tank Ship Familiarization (Phase III)** – Four Phase III apprentices finished their requirements in this course May 12. Graduating (above in alphabetical order) were: Christopher Baker, Robert Lanier, Ashley Khuyen Nguyen and Alan Squier. Once they finish their training, each plans to sail aboard union contracted vessels where they will work in the steward department. (Note: Not all are pictured.)



**RFPNW** – The following Phase III apprentices (above, in alphabetical order) graduated from this course April 21: Neil Donegan, Morgan Hayes, Victor Manuel Rios Rodriguez and Jose Javier Santos Montalvo.



**Medical Care Provider** – Four Seafarers improved their skills when they finished this course April 28. Graduating (above, in alphabetical order) were: Martin Baker, Norman Dauphin, Joseph Eaton II and Gilbert Johnson. Class instructor Gary Joy is at the far left.

# Paul Hall Center Classes



**Small Arms** – Six Seafarers enhanced their skills when they completed this course April 28. Graduating (photo at left, in alphabetical order) were: William Dowzicky III, William Howell III, Rick James, Thomas Moore, Charles Searfass and Gary Torres. Class instructors John Thomas and Robert Springer are at the far left and far right, respectively.

**BT (Basic Firefighting)** – The following upgraders (photo at right, in alphabetical order) graduated from this course April 14: Saleh Mohamed Omar Abdulrab, Richard Barnhart, Bobby Brown, Bridget Burkhalter, Larry Byrd, Stones Cooper, Scott Demerly, Susan Emmons, Teodoro Flores, Kenneth Guthjhar, Avis Hawkins, Hamdi Hassan Hussein, Gordon Major, Jennifer Ramirez, Derrick Siefke, Scott Smith, Gemini Olita Tacang, Evelyn Chiong Tayag, Jayson Velez-Cruz, Reginald White, Michele Woodley and Sheltia Wright. Joe Zienda, their instructor, is at the far right. (Note: Not all are pictured.)



**BT (Basic Firefighting)** – Sixteen upgraders improved their skills by completing this course May 28. Graduating (photo at left, in alphabetical order) were: Abdul Aziz, Francisco Breton, Jose Breton, Terrence Brown, Alvin Cabahit, Peter Capo, Eduardo Rey Elemento, Micah Gabriel Ferreira, Daniel Franklin, Vijayendranauth Jainauth, Jade Kellar, Vicente Lizardo Jr., Carmelo Martinez, Alberto Rodriguez, Richard Salazar Torres, and Roberto Valdes Garcia. Class instructor Joe Zienda is at the far left.



**BT SUA (Basic Firefighting)** – Nine upgraders completed this course April 28. Graduating (above, in alphabetical order) were: Dijon Cuffee, Jennifer Estrada-Santana, Abdel Garcia-Rivera, Dustin Haney, Darryl McCray, Shaka Merrell, Olivia Mitchum, Jose Outeiral-Rodriguez and Victor Valentin-Delgado. Joe Zienda, their instructor, is at the far left.



**Tank Barge DL** – The following Seafarers (above, in alphabetical order) finished their requirements in this course April 21: Arthur Bailey, Farrel Bodden, Larry Byrd, Basil D'Souza, Smyrno Desir, Joseph Eaton II and Henry Green. Their instructor, Patrick Schoenberger, is at the far left.

**Paul Hall Center  
Class Photos  
Pages 18-19**

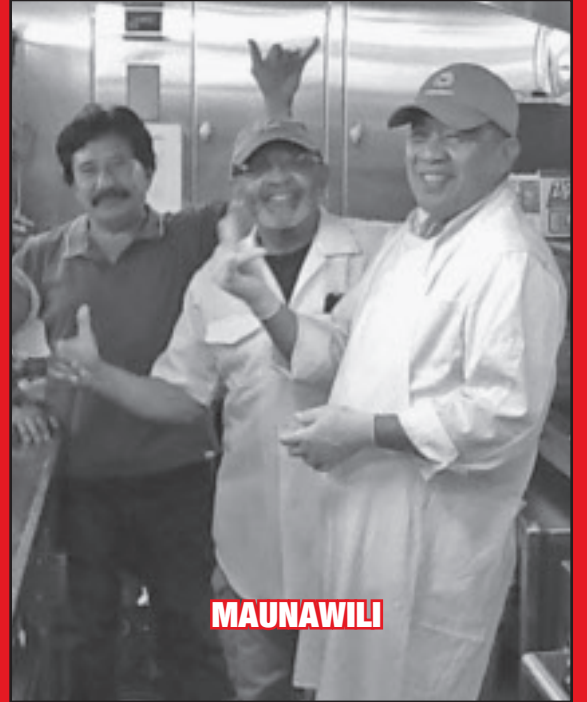
## Membership Votes on Standard Contracts

Pictured on this page are SIU members aboard vessels and at union halls voting in favor of the new standard contracts (or shown shortly after doing so). Additional related photos appear on pages 1 and 3, and also will be published in an upcoming issue of the *LOG*.

Pending final ratification, the new agreements take effect July 1 and last through June 2022. Voting was still underway at press time but the contracts were well on their way to overwhelming ratification.



**MANOA**



**MAUNAWILI**



**HORIZON RELIANCE**



**BALTIMORE HALL**



**HORIZON ENTERPRISE**



**MAERSK KINLOSS & NJ SHORE GANG**



**MOBILE HALL**



**NEW ORLEANS HALL**



**WILMINGTON HALL**



**HORIZON SPIRIT**



**ALASKAN LEGEND**