

SEAFARERS LOG

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

Matson Christens Lurline

Jones Act Vessel Scheduled For Delivery in Late October

Seafarers-contracted Matson recently christened the *Lurline* (right), a combination container roll-on/roll-off (ConRo) vessel built by union workers at the General Dynamics NASSCO yard in San Diego. *Page 3.*



Florida Seafarers Pitch in With Community Service

SIU members in Fort Lauderdale, Florida, recently donated time and muscle for a project benefiting homeless people in the area. They teamed up with other union members and local citizens to haul donated furniture from a hotel to a pair of containers donated by SIU-contracted Crowley. Many of the volunteers are pictured below. *Page 8.*



Domestic Maritime Creates 13,850 Jobs, \$3.2 Billion in Economic Growth for Ohio

According to the findings of a new study conducted by PricewaterhouseCoopers, throughout Ohio, the domestic maritime industry employs nearly 14,000 individuals, produces \$3.2 billion for the local economy, and generates \$817.5 million in worker income. The Jones Act is at the heart of that industry – a fact celebrated during a recent media event in Cleveland. Above, U.S. Rep. Marcy Kaptur (D-Ohio) (at podium) and other maritime supporters discuss the numerous benefits of the Jones Act. *Page 3.*

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President's Report

Answering the Call

When a large number of civilian-crewed military support ships activated early last month, our members and port officials stepped up and smoothly filled the jobs on all three coasts. It's a given that the SIU always answers the call, but when you combine a large-scale activation with a short deadline, there are bound to be challenges. I'm proud of the way our members in the halls and our people behind the counters came through under pressure, though I'm not surprised.



Michael Sacco

These are exciting times for our union, filled with opportunities, positive developments and of course the never-ending challenges. We have opportunities for growth and job security because of a combination of things, not the least of which is the professionalism and reliability of rank-and-file Seafarers. Some of you have heard me say this before, but when the union goes to bat for our industry, you are the first people we highlight. Your dedication and dependability help give shipowners the confidence to order new tonnage, like the ConRo and tugboat we're spotlighting in this edition of the *LOG*. Your

patriotism lets our military leaders know that we'll be ready when the balloon goes up.

Those opportunities for a bright future also require ongoing political action, not just on Capitol Hill but at every level of government. Our industry is heavily regulated, which means we constantly have to educate lawmakers about the U.S. Merchant Marine. And of course, you all know about the bogus attacks on the Jones Act, which is a full-time battle. File that one under "never-ending challenge," but be assured we are winning, while not taking anything for granted.

We don't always publicize our political undertakings, but we've been working to help expand the fleet of militarily useful U.S.-flag vessels, and I'm optimistic about those efforts. Stay tuned.

Another huge key to our future is the Paul Hall Center for Maritime Training and Education, the SIU-affiliated school based in Piney Point, Maryland. I spend a lot of time at the school and keep a close eye on the steady – and sometimes spectacular – improvements there. The cutting-edge training available in Piney Point is right up there with political action in terms of importance to us.

Something else I appreciate about visiting the school is the opportunity to regularly meet Seafarers. Whether we're discussing concerns or goals, or maybe just reminiscing, I enjoy working with and getting to know our SIU brothers and sisters. (At certain times of year, we've been known to talk a little football, too.)

These are the same members who earn safety awards like the ones reported in this issue. They're the same Seafarers who donate their time to help others, also as featured this month. In short, they – you – are the kind of people who make it easy to stay enthused about working hard to help ensure ongoing success for the SIU.

Tensions Still High

I began last month's message with a note about controversial attacks on two foreign-flag tankers in the Gulf of Oman. I'll end this month's column with a reminder that the international maritime community is still on alert following a reported alleged incident from July 10 in which armed Iranian boats unsuccessfully attempted to seize a British oil tanker in the Persian Gulf.

The tanker reportedly was crossing into the Strait of Hormuz area when it was approached by boats from the Iranian Islamic Revolutionary Guard Corps. A British Navy ship effectively intervened.

As it becomes harder to call these incidents isolated, I know our crews aboard American-flag ships will take every precaution in that part of the world and all over the globe.

USS Selects Transportation Secretary Elaine L. Chao to Receive AOTOS Award

One of the American maritime industry's strongest advocates is receiving one of its most prestigious awards.

The United Seamen's Service (USS) in late June announced that U.S. Secretary of Transportation Elaine L. Chao will receive the 2019 Admiral of the Ocean Sea (AOTOS) Award "based on her career-long commitment to the maritime industry." The other, previously announced recipients are James Given, president of the Seafarers International Union of Canada; Anil Mathur, president and CEO of Alaska Tanker Corp.; and Joseph Pyne, chairman of the board of Kirby Corporation.

The awards will be presented Nov. 1 in New York City, during the 50th annual AOTOS event. A number of U.S. mariners also will receive recognition for specific acts of bravery and heroism while at sea.

In announcing Chao's selection, Lt. Gen. Kenneth Wykle, USA, (Ret.), AOTOS committee chairman, said, "We are honored that Secretary Chao will attend the AOTOS event and personally accept the award."

Chao assumed her office on Jan. 31, 2017. She was previously Secretary of Labor under President George W. Bush.

Chao was raised in Queens, New York and subsequently earned her MBA from Harvard Business School. Early in her career, she specialized in transportation financing in the private sector. She began her executive career in public service working on transportation issues at the White House. She then served as Deputy Maritime Administrator, U.S. Department of Transportation; Chairman of the Federal Maritime Commission; and, Deputy Secretary of the U.S. Department of Transportation.

As U.S. Secretary of Transportation, Chao has been one of the strongest advocates for the U.S. maritime industry in Department history. She has consistently reiterated the need for a modern U.S.-flag fleet, crewed by skilled U.S. Merchant Mariners, as an important component of U.S. national security. To that end, more funding for the Maritime Administration has been requested than in any previous administration's budgets – \$682 million for FY 2020. She also advocated for additional new school training ships. And, as a signal of her unprecedented support for the U.S. maritime industry, within the first six months of her tenure as U.S. Secretary of Transportation she visited the Ready Reserve fleet in Beaumont, Texas, and toured two American-flagged vessels. She also gave her first commencement speech as Secretary to the graduating class of the U.S. Merchant Marine



Secretary Chao (center) is welcomed to the 2017 SIUNA convention by President Michael Sacco (left) and Secretary-Treasurer David Heindel (right).

Academy on June 17, 2017.

"Secretary Chao brings to AOTOS her background in transportation, non-profit work, labor and a macro-view of all the sectors that apply to the mission of USS," said General Wykle. "We look forward to greeting her on November 1."

SIU President Michael Sacco described Chao as "someone who not only understands our industry, but also truly cares about the American worker. She is a tremendous leader and is universally respected, admired and trusted throughout our industry."

The AOTOS Award commenced in 1970 and has honored more than 80 industry leaders, while the USS marks its 77th anniversary this year. USS President Edward Morgan noted, "Whether operating 144 service centers in 1942 to look after American seafarers and the military or ensuring we honor our true industry leaders as Admiral of the Ocean Sea, USS has continued to be an important presence in the American maritime industry."

The USS continues to provide community services for the U.S. Merchant Marine, the American Armed Forces, and seafarers of the world. A non-profit agency established in 1942, the USS operates centers in six foreign ports in Europe, Asia, and Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

VP Pence Visits USNS Comfort

The Military Sealift Command hospital ship *USNS Comfort*, crewed by CIVMARS from the SIU Government Services Division, hosted Vice President Mike Pence (second from right in photo below) and his wife, Karen (left), June 18 in Miami. They are pictured with Adm. Craig S. Faller, commander, U.S. Southern Command. According to the Navy, the *Comfort* "is working with health and government partners in Central America, South America, and the Caribbean to provide care on the ship and at land-based medical sites, helping to relieve pressure on national medical systems strained by an increase in Venezuelan migrants." (U.S. Navy photo by Mass Communication Specialist 1st Class Richard L.J. Gourley)



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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support, *Jenny Stokes*; Content Curator, *Mark Clements*.

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



The new vessel (photo at left) begins its launch at the unionized General Dynamics NASSCO shipyard. In photo above, SIU Port Agent Nick Marrone II (right) is pictured with Matson President Ron Forest (center) and Forest's wife, Peggy.

Matson Christens ConRo Lurline in San Diego Jones Act Vessel Means New Jobs for SIU Members

A new ship with an old name is joining the SIU fleet.

Seafarers-contracted Matson on June 17 christened the *Lurline*, a combination container roll-on/roll-off (ConRo) vessel built by union workers at the General Dynamics NASSCO yard in San Diego. Billed as the largest American-built ConRo, it's the sixth Matson vessel named *Lurline*, dating to 1887.

SIU Port Agent Nick Marrone II represented the union at the ceremony, which drew a crowd of approximately 700 people.

NASSCO also is building a second ConRo for Matson.

The *Lurline* is 870 feet long and has a beam of 114 feet. The ship has a deep draft of 38 feet and weighs in at more than 50,000 metric tons. It will be one of Matson's fastest vessels, with a top speed of 23 knots, helping ensure on-time deliveries in Hawaii from the company's three West Coast terminals in Seattle, Oakland and Long Beach, California.

In announcing the christening, Matson pointed out that both new ConRo

ships "will have an enclosed garage with room for approximately 500 vehicles plus ample space for rolling stock and break-bulk cargo. They will also feature state-of-the-art green technology, including a fuel-efficient hull design, environmentally safe double-hull fuel tanks, freshwater ballast systems and the first Tier 3 dual-fuel engines to be deployed in containerships serving West Coast ports. Under the latest International Maritime Organization (IMO) requirements for engine manufacturers, Tier 3 engines reduce the levels of particulate emissions by 40 percent and nitrogen oxide emissions by 20 percent, as compared to Tier 2 standards."

"The great speed, capacity and environmental improvements of this new ship position us well to serve the needs of our communities in Hawaii for many years to come," said Matt Cox, Matson's chairman and chief executive officer, after the shipyard ceremony. "As a proud U.S. company and Jones Act carrier, our investment in this new ship is about much more than maintaining a high level of service

to Hawaii. It also helps drive substantial economic benefits in and opportunities in communities around the Pacific, where this vessel will operate."

Cox added, "The construction of this ship required 150,000 man-hours to complete. It's over a year's work for about 2,000 professionals here at NASSCO — engineers, tradesmen and lots of support people. And over its expected lifespan, this ship will generate approximately 4.5 million man-hours of work opportunity for the U.S. mariners who will operate it, not to mention all the dock workers and terminal personnel that move the cargo on and off our ships, and all the people who produced the materials used to build this ship that are sourced here in the U.S., like the steel that came from Iowa and Alabama. These are all living-wage jobs, supporting the families of these American workers, the taxes they pay ... it all flows from this one ship. Multiply that by all the ships NASSCO and other U.S. shipyards are building, and you get a sense of the value of the maritime industry to our country and its economy.

In California alone, there are more than 51,000 jobs tied to the American maritime industry, providing over 3.6 billion dollars in labor income with a total economic impact in the state of more than twelve billion dollars."

"Designing and building the *Lurline* brings pride to every member of our team," said Kevin Graney, president of General Dynamics NASSCO. "It's an honor to add the Kanaloa Class vessels to NASSCO's decades-long history in Jones Act ship production."

Matson invited Constance Lau, a member of Matson's board of directors, to officially christen the vessel by breaking a ceremonial bottle of champagne against the ship's hull. Immediately after the bottle was broken, the vessel was released from its build ways and slid backward into San Diego Bay. The *Lurline* was then docked at NASSCO's nearby testing and trials berth, where the final stages of construction will be completed. Matson is expected to take delivery of the vessel in late October.

Domestic Maritime Creates 13,850 Jobs, \$3.2 Billion In Ohio Economic Growth

The domestic maritime industry is vital for America — and few states reflect that truth more than Ohio.

The American Maritime Partnership (AMP), a powerful coalition to which the SIU is affiliated, hosted a press conference July 1 at Seafarers-contracted Great Lakes Towing Company with U.S. Rep. Marcy Kaptur (D-Ohio), local business leaders, and maritime advocates and employees to proudly announce new economic benefits of the industry to the state of Ohio and Great Lakes region.

According to the findings of a new study conducted by PricewaterhouseCoopers (PwC) on behalf of Transportation Institute (TI), the Jones Act continues to fuel a strong maritime industry in Ohio and across the Great Lakes region, where the PwC report shows 123,670 Jones Act-related jobs — or 20 percent of the national total — are based. Throughout Ohio, the industry employs more than 13,850 individuals, produces \$3.2 billion for the local economy, and generates \$817.5 million in worker income. Between 2011 and 2016,

maritime employment in Ohio increased by 3,520 jobs. An estimated \$30 billion of the national Jones Act economic impact comes from the eight Great Lakes states.

As highlighted at the recent event, Ohio is also an important shipyard state. A new study of shipbuilding by the U.S. Maritime Administration (MARAD), covering both commercial and military ship construction, found more than \$617 million of annual economic impact and more than \$364 million in worker income for the state.

The backbone of the domestic maritime industry is the Jones Act, which requires the transportation of cargo between all U.S. points to be reserved for U.S.-built, -owned, -crewed, and -documented vessels. The law is not only a vital anchor for economic strength and job creation for Ohio, but also a pillar for the entire nation's prosperity and security.

"Today's report confirms our course: invest in our maritime assets and prepare our workforce for the maritime jobs of the future," Kaptur said. "This region has an

important place at the table to strengthen our strong domestic maritime industry and its critical role in our national security and prosperity. "In Ohio alone, the efforts of over 13,000 workers facilitate more than \$3 billion moving into local economies and generating \$817.5 million in worker income. These are the benchmarks from which workers and industry leaders can build on our successes and plan a future of expanded commerce and opportunity."

"Ohio workers are the best in the world at what they do and today's report shows that our state's maritime industry is no exception," said U.S. Sen. Sherrod Brown (D-Ohio). "Ohio's ports and shipping industry provide good-paying jobs and these workers play a key role in our nation's economy."

"The Great Lakes is one of America's most important environmental and economic resources and are a major component of Ohio's domestic maritime industry," said U.S. Rep. Bob Gibbs (R-Ohio). "This would not be possible without the skilled and dedicated men and women who comprise Ohio's maritime workforce. Ohio's status as one of America's best states for the maritime industry is no surprise to those who see it up close every day. The release of today's study showing an increase in the number of domestic maritime jobs in Ohio and the contribution its employees make to the state and nation are to be applauded."

"The state of Ohio is a leader in the domestic maritime industry, supporting 13,850 family-wage jobs and contributing over \$3.2 billion to the local economy," said James L. Henry, chairman and president of Transportation Institute. "The findings in our most recent study demonstrate the strength and necessity of the Jones Act, which serves as the backbone of the American maritime industry, the U.S. industrial base, and job creation for the hardworking men and women that crew the vessels delivering both in times of war and peace."

"Quite simply, the Jones Act is American security," said Matt Woodruff, President of AMP. "In addition to the job creation benefits detailed in this study, our American mariners are relied on by defense leaders to project American force overseas in a national emergency. Alongside our waterfront workers, they are the eyes and ears of homeland security on our nation's coasts and waterways. Our American controlled fleet provides economic security, ensuring that our nation's internal freight transportation system is not subject to foreign interference. American maritime jobs always have and will continue to be vital in the never-ending task of keeping America safe, strong and prosperous for generations to come."

"Twenty percent of all Jones Act jobs

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U.S. Rep. Thomas Suozzi (D-New York) (center) is flanked by SIU Exec. VP Augie Tellez (right) and Paul Hall Center Trustee Tony Naccarato.



MTD Executive Secretary-Treasurer Daniel Duncan (left) congratulates BCTGM President David Durkee on his award.



SIU VP Contracts George Tricker (left) introduces Russell Paret, president/CEO of Schuyler Line Navigation Company.

Port Council Honors Durkee, Suozzi, Paret

The 2019 recipient of the Paul Hall Award of Merit set the tone for annual Maritime Port Council of Greater New York/New Jersey and Vicinity's dinner/dance when he proclaimed, "An attack on the Jones Act is an attack on your members and their families. So, as far as I'm concerned, an attack on the Jones Act is an attack on the BCTGM!"

David Durkee, the international president of the Bakery, Confectionery, Tobacco Workers and Grain Millers (BCTGM) International Union, showed the solidarity he said was so prevalent in the award's namesake as well as in current SIU/MTD President Michael Sacco.

Durkee joined U.S. Rep. Thomas R. Suozzi (D-New York) and Russell Paret, president/CEO of Schuyler Line Navigation Company, in being recognized for their efforts on behalf of the U.S. Merchant Marine and all working people during the June 22 event in New York City.

Durkee said the late Paul Hall (who served as SIU and MTD President from 1957 to 1980) stood for "strong and principled leadership ... creativity, innovation and breaking new ground to improve the lives and standard of living of his members and their families ... unflinching courage ... an unyielding commitment to the highest values and standards of trade unionism. He was about labor solidarity and always being there for fellow union members and he never forgot where he came from."

He continued, "I did not know Paul Hall, but I do know Mike Sacco. Mike is someone for whom I have the greatest respect because he embodies those very same qualities as his predecessor, Paul Hall. Mike Sacco is a fighter who has never backed down or backed up when it comes to protecting and advancing the rights and well-being of his members and all working men and women in the maritime trades. When it comes to legislative and regulatory issues affecting workers in the maritime trades, there is nobody in Washington, D.C., who has more credibility and more respect than Mike Sacco."

The BCTGM president updated the crowd of nearly 400

on his union's battle with Mondelez/Nabisco to stop the outsourcing of union jobs to Mexico. He said the company is paying workers in Mexico as little as "97 cents an hour with no benefits" to bake such icons as Oreo and Chips Ahoy.

"The first labor organization to support our nationwide consumer boycott of Nabisco products made in Mexico was the Maritime Trades Department," Durkee noted. "Mike Sacco and the Maritime Trades Department are always there with fraternal support for another union when called upon. More often than not, they don't wait to be asked for help. They reach out and say how can we help. That, brothers and sisters, is what solidarity is all about."

In introducing Durkee, MTD Executive Secretary-Treasurer Daniel Duncan referred to the Nabisco campaign by displaying a bag of Chips Ahoy and showing the audience where to look on the lower back of the packaging to see if the words "Made in Mexico" appear. "If 'Made in Mexico' is not printed, then they are high-quality union-made cookies," Duncan said.

Suozzi received the Government Man of the Year Award for his years of fighting on behalf of working people in New York and Washington. He said the maritime industry is a model of labor-management cooperation that can serve as "the hope for America."

Suozzi pointed out the nation's economy "is leaving too many people behind" and also reiterated his vow to "fight for U.S.-flag ships any way I can."

SIU Executive Vice President Augie Tellez introduced Suozzi by noting the congressman's father was an immigrant who fought in World War II, became a justice of the New York Supreme Court and provided the values Suozzi still follows: "hard work, justice, (knowing) right and wrong, and looking out for others."

Tellez said Suozzi is "an up-and-coming politician who is good for the country and good for our industry."

Upon receiving the Herb Brand Award (named for a past *Seafarers LOG* editor and American maritime icon), Paret



SIU VP Atlantic Coast Joseph Soresi (right), who also serves as president of the port council, presents an award to U.S. Rep. Thomas Suozzi (D-New York).

announced, "I appreciate all those working hard at sea tonight. I am grateful to have the best team in the world."

Paret oversees U.S.-flag operations that include cargo preference and Maritime Security Program vessels.

"I am so lucky to love what I do. Shipping is a 24/7 industry and I thank everyone I depend on every day," Paret stated. "We all play important roles – lawmakers, crew, maintenance, operations and crewing, and, of course, labor. Too many people don't know about the U.S.-flag industry."

"We need a national maritime strategy," he offered to loud applause. "To survive and thrive, we must be bold."

Presenting the award to Paret was SIU Vice President Contracts George Tricker. "His colors are red, white and blue. He is someone you can trust – a true patriot and a great American," stated Tricker. "He treats mariners properly and with respect."

SIU Crews Help Crowley Earn Marathon's Elite Vessel Award

SIU members recently helped bring home elite recognition for Seafarers-contracted Crowley Petroleum Services.

Marathon Petroleum Company LP (MPC) recently presented its Elite Vessel Award for the sixth consecutive year to Crowley. The award "recognizes the company's mariners and vessels who serve Marathon for outstanding performance and environmental protection," Crowley reported.

The award, presented at a reception in Jacksonville, Florida, honors vessel operators (including the crews) for their customer service, dependability and exemplary performance in health, safety and environmental excellence. "Select, high-performing Crowley mariners were chosen to represent their ships and crewmates at the award ceremony," Crowley noted. "Each mariner received a plaque to commemorate their team's achievements."

Crowley vessels recognized for 2018 – all featuring SIU crews – included the tanker *West Virginia* (represented at the event by Capt. James Cunningham); articulated tug-barge (ATB) *Courage/650-5* (represented by Capt. **Darren Bates**);

ATB *Liberty/750-3* (represented by Second Mate **Coronado Hickman**); tanker *Louisiana* (represented by First Assistant Engineer Seth Green); ATB *Legend/750-2* (represented by Chief Mate **Kyle O'Connor**); ATB *Achievement/650-8*; and tanker *Ohio*.

Bates pointed out that his ATB "in-

volves two crews, which is 22 people year-round, in order to make the award happen. Those guys deserve all the credit. I appreciate them working safely, following the rules and going home safe to their families. At the end of the day, that's what it's all about."

He added, "I thought it was a nice ceremony and a good way to show appreciation for the crews meeting the companies' standards. Marathon and Crowley are both great to work for. They set their standards high for safety, quality work and protecting the environment."

Hickman stated, "I had a really good

time at the event. It was nice meeting the higher-ups and it's a very special award. It goes to show how much hard work and dedication we put in. It's nice to get rewarded and know they're happy with our dedication."

"Crowley is committed to safe and reliable transportation, and we are proud of the dedicated service and professionalism that these honorees demonstrate every day," said Tucker Gilliam, vice president, petroleum services, Crowley. "We appreciate the trust and partnership that Marathon has for our company and the men and women who serve the fleet."



SIU members are pictured with Crowley and Marathon personnel. The Seafarers include Darren Bates (sixth from left), Coronado Hickman (third from right) and Kyle O'Connor (far right). Among those also pictured are Crowley Chairman and CEO Tom Crowley (sixth from right).

Hearing Highlights Benefits of U.S. Maritime

Short Sea Shipping Takes Center Stage During Key Transportation Subcommittee Meeting

America's domestic maritime industry benefits the nation in numerous ways, but there are untapped opportunities to utilize it even more.

Those were some of the main points voiced June 19 when the U.S. House of Representatives Subcommittee on Coast Guard and Maritime Transportation conducted a hearing titled "Short Sea Shipping: Rebuilding America's Maritime Industry."

Testifying at the hearing were: U.S. Maritime Administrator Mark Buzby; Maine Port Authority CEO Jon Nass; Lake Carriers' Association President James Weakley; and Transportation Trades Department, AFL-CIO President Larry Willis. Each of them voiced strong support for the maritime industry.

One of the key topics discussed during the hearing was the Maritime Administration's (MARAD) "America's Maritime Highway Program" (AMHP). As explained by Buzby in his testimony, "The Marine Highway System consists of our nation's navigable waterways including rivers, bays, channels, the Great Lakes, the Saint Lawrence Seaway System, coastal, and certain open ocean routes. These navigable waterways touch 38 states plus the District of Columbia and Puerto Rico. The purpose of the AMHP is to further incorporate these waterways into the overall U.S. transportation system, especially where marine transportation services are the most efficient, effective, and sustainable transportation option."

He continued, describing the AMHP as consisting of three elements: route designation, project designation, and grants. He stated, "The AMHP is clearly having an impact. Metrics we gather to measure that impact include the number of truck road miles that have been eliminated.

Using Federal Highway Administration formulas, MARAD estimates the public benefits of funded projects in dollars. In FY 2016, AMHP grant-funded services moved 35,215 twenty-foot equivalent units by water, saving approximately \$1.5 million in road maintenance and congestion costs."

He then discussed the complexities and challenges of the nation's cargo transportation options: "Congestion on our surface transportation system significantly impacts our economic prosperity and quality of life. One study estimates that in 2014, congestion cost America's urban commuters an estimated \$160 billion in wasted time and fuel; trucks account for \$28 billion of this cost. Overall, the volume of imports and exports transported by our freight system is expected to more than double over the next 30 years. This will have implications for ports, which handle approximately 70 percent of America's international trade by volume. Most of this additional cargo will ultimately move along our surface transportation corridors, many of which are currently at or beyond capacity."

Nass pointed out the importance of domestic shipping, saying, "For those of us who live in port cities, moving freight by water is instinct, but it needs to be intuitive for others as well — especially those who set transportation policy. One needs only to sit for a few frustrating hours in Boston or beltway traffic to appreciate the value of alternative transportation. Moving freight from highway to seaway will improve commerce, decrease air pollution, and reduce fuel consumption and traffic congestion in our largest cities. I am not the first to suggest that the United States has an infrastructure problem. There is no denying it. In maritime terms, the nation's surface transportation infrastruc-

ture is like a vessel taking on water — fast."

He continued, "By not making alternative freight transportation systems a national priority, especially short sea shipping alternatives, I believe that we are misusing our surface transportation system. We are missing a win-win opportunity to both stop the leaks in the highway infrastructure while fostering a revitalized waterway economy nationally."

Weakley discussed the lower environmental impacts of short sea shipping, as well as the relative efficiency of cargo ships. "It takes less energy to move cargo via water than it does the other modes of transportation," he said. A U.S.-flag laker can move a ton of cargo 607 miles, the approximate distance from Duluth to Detroit, while consuming only one gallon of fuel. A truck can typically move that same ton of cargo about 59 miles per gallon and rail can move it 202 miles per gallon. Given the lower energy consumption, marine transportation emits fewer tons of carbon dioxide. A laker will emit 19 tons to transport 1,000 tons of cargo 1,000 miles. Trucks making the same cargo movement will emit 190 tons.... Economies of scale also help us achieve lower energy consumption rates. One of our lakers can move 70,000 tons of cargo. That is the equivalent of 700 rail cars or 3,000 trucks. Another measure of modal efficiency is horsepower per ton. Trucks require 12-20 horsepower for each ton of cargo moved. For rail it is about 1-1 and for vessels, it is 0.2-0.3. If trucks could operate with vessel efficiency, they could be powered with a lawnmower engine."

He also emphasized the importance of the Jones Act, saying, "The Merchant Marine Act of 1920, also known as the Jones Act, requires that vessels moving cargo between U.S. ports be American-owned, American-built and American-crewed. This bedrock of maritime policy provides the stability necessary for LCA's members to invest in maintaining and adding

to their fleet. The national, economic and homeland security implications of the law and the regulatory certainty it provides, allows us to enter into long-term contracts. The Jones Act encourages Americans to invest huge sums of money in assets that will last decades."

Willis highlighted his organization's commitment to maritime. "Since the nation's beginnings, waterborne freight transportation has been an integral component of how we move goods domestically," he said. "As we continue to address our needs, maritime shipping must be a linchpin of any national freight strategy. The maritime industry and the workers we represent look forward to continuing to rise to the challenge."

He echoed the previous statements on efficiency, adding, "Short sea shipping is also green shipping. When transporting substantial volumes, utilizing these vessels is highly fuel efficient per cargo ton-mile, and can result in substantially reduced emissions. The environmental benefits of short sea shipping also go well beyond the fuel efficiency of any particular vessel. Delays at ports and on the surface freight network more broadly can result in unnecessary truck idling and wasted fuel. The utilization of short sea shipping can have a multiplier effect, functioning as a green option individually while simultaneously increasing efficiency in other freight modes."

He concluded, "As Admiral Buzby has highlighted in the past, we are 1,800 civilian mariners short of the Department of Defense's needs. As we like to say in the maritime industry, cargo is king. If there is cargo, we will train the mariners and build the vessels needed to carry it. By increasing the availability of cargo moved through a strong short sea shipping network, we have the opportunity to create thousands of good seafaring jobs and address pressing national security needs with a single stroke. For these reasons alone, we should take every action to promote short sea services."

DOT Maritime Committee Convenes



The Maritime Transportation System National Advisory Committee (MTSNAC) recently conducted its first meeting of the year, in the nation's capital. Among those pictured afterward are U.S. Department of Transportation Secretary Elaine L. Chao (twelfth from left), flanked by SIU Exec. VP Augie Tellez (directly next to the secretary's left shoulder) and Maritime Administrator Mark Buzby (directly to her right). Tellez first served on the committee beginning in 2011 and recently was reappointed following a mandatory break. Established in 2010, the MTSNAC "is made up of leaders from commercial transportation firms, trade associations, state and local public entities, labor organizations, academia, and environmental groups that advise the secretary on policies to ensure that the marine transportation system can respond to projected trade increases," the DOT reported.

USCG Commander Addresses Autonomous Shipping

Professional Mariners Described as ‘Crucial On-Scene Decision Makers’

U.S. Coast Guard Commander David Dubai, a military professor of international law at the U.S. Naval War College, recently penned an editorial on the possible future of autonomous shipping, and the real issues that such a future would bring.

In the editorial (first posted on the Center for International Maritime Security website), Dubai wrote, “In recent years, the prospect of fully autonomous vessels has become a hot topic for commercial shipping. The same fast-paced advances in technology that have led to projects to automate vehicles in every other sector of the transportation industry have also found their way to the shipping industry. Advances in camera technology, sensors, electromechanical actuators and satellite technology appear to promise a world in which ships will soon traverse the oceans without a human on board. The International Maritime Organization (IMO) and the Comité Maritime International (CMI) are already exploring how autonomous vessels would fit into the existing framework of international maritime law.”

He continued, “Yet, while it is laudable to plan for the future, autonomous vessels operated by computers and remote operators quite simply pose too many vulnerabilities, and they likely will prove too expensive to replace today’s manned vessels. The professional merchant mariners who operate ships today are the crucial on-scene decision makers, repairmen and physical security providers who make commercial shipping secure, efficient and inexpensive.”

Dubai also confidently spoke about the need to maintain a human presence aboard ships: “Once we get past

the promises and hyperbole, the risk of collisions, legal liabilities and environmental calamity will ensure that some critical number of humans will persist on board ships. Advances in technology will continue to make shipping safer and more efficient, but they will not eventually replace the human masters and crews that serve on today’s commercial vessels.”

He also mentioned the speculative benefits of autonomous shipping, before underlining the valid concern for American workers, saying, “Autonomous vessels may result in better working conditions overall in the shipping industry, as they would eliminate the need

today’s batteries simply do not have the energy density necessary to power larger commercial vessels. Higher capacity and more powerful electric batteries that are powerful enough to move larger ships will likely be developed in the future. However, current battery technology has limitations. Lithium ion batteries, the type used for automated vehicles and aircraft, can explode if overcharged and further, large lithium ion batteries need to be temperature controlled to work properly.

“Even more challenging obstacles to the success of autonomous vessels will be the expense and complexity of designing such systems,” he continued.

“Yet, while it is laudable to plan for the future, autonomous vessels operated by computers and remote operators quite simply pose too many vulnerabilities, and they likely will prove too expensive to replace today’s manned vessels. The professional merchant mariners who operate ships today are the crucial on-scene decision makers, repairmen and physical security providers who make commercial shipping secure, efficient and inexpensive.” - - - U.S. Coast Guard Commander David Dubai, military professor of international law, U.S. Naval War College

to find workers to fill the many difficult and hazardous jobs at sea. But the elimination of merchant mariner jobs would be a tremendous financial blow to those workers in those jobs today.”

He continued, mentioning some of the technology hurdles that are currently stalling autonomous vessels: “One present obstacle for automating larger vessels is battery technology. At the outset,

“The technical challenge of operating a large cargo ship autonomously on the open oceans for days or weeks at a time will require a command and control system that does not exist today and may be impractical to build. Seamanship and navigating a ship safely is a challenge with a full complement of crew members on board. Automated ships will require command centers, computers,

advanced satellite communications systems, other electronic devices, remote operators and other technicians.”

Not to be overlooked, according to the author, is the “risk of exploitation by adversaries, hackers, terrorists, criminals and other malign actors.” In fact, he said that such potential manipulation is “the most serious concern regarding autonomous vessels” and “one that will very likely keep them from ever being employed.”

Dubai wrote, “Autonomous vessels’ dependence on the electromagnetic spectrum and cyberspace infrastructure coupled with the lack of any human on-scene responders will provide an opportunity for others to interfere with these ships and potentially use them as weapons or for profit.”

He concluded, “Some reality must be injected into the debate over autonomous ships. It is a truism that electronic and mechanical systems will eventually fail. For vital applications where human lives are at risk such as for aircraft, system engineers design in wide tolerances, safeguards and multiple levels of redundancy to ensure an adequate margin of safety. The challenge in designing autonomous vessels is building both a safe and secure system that will function effectively in all ocean and maritime conditions without human beings on board and one that is not capable of being exploited by bad actors. Such a system, even if possible to build, would likely be too expensive for companies to build and operate compared to human crew. As a result, autonomous vessels are extremely unlikely to displace the human network of maritime professionals that have always made the maritime transportation system safe and secure.”

SIU Represented at Safety Event



Recertified Bosun Adel Ahmed and AB Ryan Boltz took part in a May 29 safety banquet hosted by Shell in Houston. In the large group photo above, Ahmed is second from left and Boltz is second from right. They’re pictured with personnel from Seafarers-contracted Crowley. The photo at the immediate right includes the bosun and his son, Ahmed Ahmed (left).



Maritime Industry Flexes its Muscle In Ohio, Has Huge Impact on Economy

Continued from Page 3

are in the Great Lakes states,” said Jim Weakley, President of the Lake Carriers’ Association. “The men and women employed in the domestic maritime industry build and maintain our ships for commercial and governmental clients, including the Navy’s Littoral Combat Ship program, and crew our vessels moving iron ore, stone, and coal, the base of steel and American manufacturing, construction, and energy production.”

Weakley further noted, “All eight Great Lakes states are dependent on commercial maritime and the entire national economy is reliant on the cargoes moved on the Lakes by Jones Act-compliant vessels, crews, and companies. There is no second-guessing, the Jones Act is critical to American economic security.”

“As a charter member of the Transportation Institute and a participant in the Jones Act domestic shipping industry, along with many of our U.S.-flag customers, we are very proud of the achievements and contributions made over the years in fulfilling and even exceeding the purposes envisaged by this legislation,” said Ron Rasmus of the Great Lakes Towing Company.

“The domestic maritime industry is a hugely important source of family-wage jobs for American mariners here in Ohio and all across the country,” said Seafarers International Union Assistant Vice President Bryan Powell. “SIU members have been safely plying these waterways for many decades, contributing to the local economy and delivering the goods.”

Powell added, “I’m also proud of the fact that high-ranking individuals in the administration and in our military have pointed out that our crews are a vital component of homeland security. They’re on our rivers and coasts every day; they know if something doesn’t look right, and they have a big stake in the safety and security of our vessels and ports.”

Thanks to the Jones Act, the domestic maritime industry employs approximately 650,000 Americans across all 50 states, creates \$41 billion in labor income for American workers, and adds more than \$154.8 billion in annual economic output each year. The U.S. domestic fleet is one of the largest in the world, with more than 40,000 vessels – built in American shipyards, crewed by American mariners, and owned by American companies – that operate in American waters 24 hours a day, seven days a week.

Important SHBP Notice

Several New summary plan description (SPD) guides recently were added to the Seafarers website. Now available are:

- Seafarers Health and Benefits Plan (SHBP) CorePlus and Core Levels; revised February 2019;
- Seafarers Pension Plan (SPP); re-

vised March 2019;

- Seafarers Money Purchase Pension Plan (SMPPP); revised April 2019; and
- Seafarers Vacation Plan (SVP); revised July 2019.

Eligible participants will receive these guides in future participant mailings.

Great Lakes Towing Preps for Anniversary Event

SIU-contracted Great Lakes Towing Company is well into its second century and still going strong.

In a ceremony that simultaneously salutes its history while portending a bright future, the company was scheduled to host a July 22 gathering in Cleveland (after press time). That event was to feature the christening of the new boat *Michigan* in addition to celebrating Great Lakes Towing's 120th anniversary.

Great Lakes Towing has served the needs of the Great Lakes seaway system – often called America's fourth coast – since its founding on July 7, 1899. Through the years, the company has remained agile enough to adapt to the needs of the vessels carrying cargo across the lakes, all while expanding into the industry leader they are today. They currently operate a fleet of 28 tugs across 11 major ports throughout the Great Lakes.

"Great Lakes Towing has maintained an excellent working relationship with the SIU for decades," said SIU Vice President Great Lakes Tom Orzechowski. "For 120 years, they've provided a necessary service in and around the ports of the Great Lakes, and we hope they'll continue to thrive for at least 120 more years."

In June, the company christened a new tug, *Ohio*, and dedicated the tug, which



Pictured at the tug *Ohio* dedication June 21 in Toledo are (from left) MM&P President Don Marcus, Great Lakes Towing President Joe Starck, SIU member Eric Johnson, SIU Asst. VP Bryan Powell, SIU member Matt Smith, Great Lakes Towing Operations Manager Lindsay Dew and SIU Port Agent Todd Brdak.

previously carried that name to The National Museum of the Great Lakes. The donated tug will serve as a museum piece, after 60 years in the Great Lakes Towing fleet, and 115 years of service on the lakes.

Joe Starck, president of Great Lakes Towing Company, said, "The new harbor tug is aptly named *Ohio*. She was built by skilled Ohio craftsmen in an Ohio shipyard, for an Ohio-based company, will operate on Ohio waters and serve Ohio

ports. In addition, her construction cost was supported by the Ohio EPA."

The tug *Ohio* will be placed into service in the Port of Toledo. It is the second tug built as part of the company's fleet renewal program.

House Version of Defense Bill Includes Extended MSP, New Tanker Security Program

The U.S. House of Representatives on July 12 passed its version of the Fiscal Year 2020 National Defense Authorization Act (NDAA), which would extend

the Maritime Security Program (MSP) through 2035 and increases the yearly stipends over the life of the program. In addition, the bill would authorize a tanker fleet that would provide a stipend for the Department of Defense to utilize 10 U.S.-flagged commercial petroleum tanker vessels.

Finally, the House version of the bill would also establish a two-vessel U.S.-flag cable security fleet that would "provide installation, maintenance, and repair of

submarine cables and related equipment."

The tanker fleet would operate similarly to MSP, supporting the needs of our military while helping to maintain the pool of qualified U.S. mariners.

The bill will have to be reconciled with the Senate version of the NDAA, which has already been passed but contains a variety of different amendments and different authorization amounts. No further action on the legislation is expected until after Labor Day.

CSA Honors Crescent Crews, Others



A number of SIU-contracted companies received safety awards from the Chamber of Shipping of America (CSA) during the organization's annual luncheon in New Orleans on June 18. Crescent Towing crews were among those collectively honored; Seafarers from the Crescent tug *South Carolina* accepted on behalf of the whole team. Pictured at the event are (from left) Capt. Joseph Carson, Deckhand Kyle McDermott, SIU Port Agent Chris Westbrook and Wheelman Kevin McDermott.

Talking Maritime with U.S. Senator



SIU VP Gulf Coast Dean Corgey (left) attended a reception for U.S. Sen. Amy Klobuchar (D-Minnesota) (right) on July 5 in Houston. They discussed maritime issues including the Jones Act, cargo preference, the Maritime Security Program, and port infrastructure.

Seafarers Step Up to Aid Homeless in Florida

When an opportunity arose to help area homeless people, SIU members didn't have to be asked twice. SIU personnel recently teamed up with other union members and area residents in Broward County, Florida, to move donated furniture from a hotel into two large containers provided at no cost by Seafarers-contracted Crowley Maritime. The volunteers weren't deterred by hot weather – they finished the project in one day (June 20).

The outreach was organized by the Port Everglades Association (PEA), a maritime business organization to which the SIU belongs.

SIU Assistant Vice President Kris Hopkins led the SIU team, which included members **Ron Webb, Anthony Parks, Peter Durangparang, Anito Rarugal, Mike Bowen, David Rodriguez** and **Mario Hooker**. They helped empty 30 rooms, assisted by (among others) members of the IBEW and the Teamsters, respectively.

“Any time we have a chance to help the less fortunate, that's what we're all about,” Hopkins said. “We're the lucky ones, because we have jobs to go to and we have families and homes. But we know that many people living in our county do not.”

“I always like volunteering to help the less fortunate,” Bowen stated. “Anything to help people, I want to be included. It was hot and more hot that day – we have plenty of that kind of weather in Florida – but there was a lot of teamwork and it went great.”

Pier 66 Hotel donated numerous items (bureaus, desks, chairs, lamps, bed linens and other goods) to several local agencies dedicated to providing housing and shelter to the homeless. But, as noted by the association, “There was one big need, however. Much of the furniture and goods needed to be stored in safe keeping for a period of months.”

With that in mind, PEA President Rich Vogel contacted Hopkins and Crowley Vice President Patrick Collins, both of whom serve on the association's board. They led the way in getting three-dozen volunteers, and Crowley also agreed to keep the containers in a secure



Undeterred by hot weather, the volunteers haul items from the rooms.

area in Fort Lauderdale until the donated items are set for distribution.

“This was a total team effort,” said Vogel. “Our companies and the Port Everglades Association feel very strongly about helping and giving back to our great community. We are glad we could provide help to the truly

needy people here in Broward County.”

PEA board member Anitra Lanzci was one of the volunteers toiling through heat and humidity for the hours-long effort. “It was an inspiration to see such a large-scale, unified group demonstrate their commitment,” she said.

Snapshots (and a Poem) from The Union-Crewed USNS Seay

Bosun **John Wells** submitted these images and the poem from the U.S. Marine Management vessel. He reported that the ship loaded cargo in Jacksonville, Florida, and then on April 2 headed for Diego Garcia. The voyage took 30 days. Wells further noted that the crew included a few first-trippers.

LOG-A-RHYTHM

A Mariner's Life for Me
By Alvin “Surreal” Surrency

I'm staring at the water, stuck in its beautiful chaos
While taking out the trash, one look and then I was lost

Its beautiful splash and violent waves have gotten me
Mesmerized and completely taken in
Been loving water my whole life, all I wanna do
is dive on in

It's true to say that I can sit and watch the waters
all day long
Sending me to another place, another world,
with a brand new song

I'm connected to the water in a way I cannot explain
If I jump in this water, I may get fired, fired for being dumb
And insane

On the other hand, I probably won't make it, having the
Water get the best of me
Swallowing me whole, doing a quick 180, going from my
Love to my worst enemy

I write these words to express my respect and love for
This great ocean
I guess you can say it has a hoax on me with its magic
Motion potion

I can write all day about the beauty of this water, this is
Something that everyone should see
I love my job and the beauty I get to see, not a pirate but a
Mariner's life for me.



Relief Bosun Jonathan Bennett, Chief Mate Mark Sampson



Wiper Jorge Garcia Gutierrez (left) and QMED Mariano Ylaya handle bunkering operations.



OS Emmanuel Nuez, OS Jeffery Graham



QMED Alvin Surrency



The bosun said the steward department “kept everyone happy on a long voyage.” Pictured from left are SA Celso Escobero, Chief Cook Melissa McCartney and SA Lally Manalo.



Rear Adm. Michael Wettlaufer addresses service members and civilians at MSC's change of command ceremony aboard the CIVMAR-crewed *USNS Burlington* (T-EPF 10). (U.S. Navy photo by Jennifer Hunt)



Arriving early for the ceremony are (from left) SIU Govt. Services Rep. Sam Spain, SIU VP Govt. Services Kate Hunt, MM&P Rep. Randi Ciszewski and MEBA Branch Agent/Govt. Fleet Rep. Tracy Burke.

MSC Conducts Change of Command Ceremony

The U.S. Navy's Military Sealift Command (MSC) has a new commanding officer.

Rear Adm. Michael Wettlaufer relieved Rear Adm. Dee Mewbourne as MSC commander during a June 28 ceremony aboard the SIU CIVMAR-crewed expeditionary fast transport ship *USNS Burlington* at Joint Expeditionary Base Little Creek-Fort Story in Virginia Beach, Virginia.

SIU Vice President Government Services Kate Hunt and Representative Sam Spain attended the ceremony. They noted that Mewbourne, during his official remarks, thanked SIU President Michael Sacco, Executive Vice President Augie Tellez and Hunt for their work in helping provide crews for MSC ships while strengthening the overall U.S. Merchant

Marine and reinforcing its readiness to answer the call.

Adm. Christopher W. Grady, commander, U.S. Fleet Forces Command, and Lt. Gen. John J. Broadmeadow, deputy commander, U.S. Transportation Command, were the guest speakers.

Mewbourne, a native of Ormond Beach, Florida, assumed command of MSC Aug. 25, 2016, overseeing the on-time logistics, strategic sealift and specialized missions that MSC conducts around the world, many of them utilizing SIU-crewed vessels.

The agency noted, "During his tenure, Mewbourne, and his staff devoted significant effort in developing and executing a plan to adapt to the changing operational environment and keep MSC ahead of competitors and potential adversaries."

A graduate of the Colorado State University and native of Alexandria, Virginia, Wettlaufer assumed command of MSC following his latest tour of duty as the commander of Carrier Strike Group 3 in Bremerton, Washington.

"I am truly humbled to be here and to join this fantastic team," said Wettlaufer. "Just coming off a dynamic, around-the-world (U.S. Navy) strike group deployment, my team was a prodigious consumer and demanding customer of logistics systems around the globe. As such, I understand and appreciate the challenges which MSC overcomes every day in order to provide the systems and synchronize global activities needed to deliver, distribute and sustain our warriors forward."

Wettlaufer previously commanded the

Dambusters of Strike Fighter Squadron 195, *USS Denver* and *USS John C. Stennis*.

According to MSC, "Wettlaufer's completed sea assignments include multiple deployments to the Mediterranean Sea, Indian Ocean and Arabian Gulf with Attack Squadron 85 and Carrier Air Wing 1 flying the A-6 Intruder from the *USS America* including Operation Desert Storm. Forward-deployed from Japan aboard *USS Independence* and *USS Kitty Hawk* as a Dambuster department head and CVW-5 operations officer, he flew the FA-18C Hornet and he deployed to the Pacific as executive officer aboard *USS John C. Stennis*."

Mewbourne now will serve as deputy commander of the U.S. Transportation Command.

House Legislation Addresses Worker Rights Shortfalls

The Protecting the Right to Organize (PRO) Act – introduced May 2 by U.S. Sen. Patty Murray (D-Washington) and U.S. Rep. Bobby Scott (D-Virginia) – is a potentially important piece of legislation on many levels. The bill would address several major problems with current labor laws, and aims to give working people a fair shot when they try to join together and form a union.

"It is still too difficult for working people to form a union at their workplace when they want to," noted the Economic Policy Institute (EPI). "The law gives employers too much power and puts too many roadblocks in the way of workers trying to organize with their co-workers."

The EPI cited several highlights of the bill, including stronger and swifter remedies when employers interfere with workers' rights; more freedom to organize without employer interference; protecting strikes and other protest activity; and tightening the definitions of independent contractor and supervisor to crack down on misclassification and extend National Labor Relations Act (NLRA) protections to more workers.

Significantly, the legislation also would require employers to bargain in good faith with the union chosen by their employees to reach a contract addressing wages, benefits, protections from sexual harassment, and other issues. "But employers often drag out the bargaining process to avoid reaching an agreement," the

EPI noted. "More than half of all workers who vote to form a union don't have a collective bargaining agreement a year later. This creates a discouraging situation for workers and allows employers to foster a sense of futility in the process. The PRO Act establishes a process for reaching a first agreement when workers organize, utilizing mediation and then, if necessary, binding arbitration, to enable the parties to reach a first agreement. And the PRO Act overrides so-called 'right-to-work' laws by establishing that employers and unions in all 50 states may agree upon a 'fair share' clause requiring all workers who are covered by – and benefit from – the collective bargaining agreement to contribute a fair share fee towards the cost of bargaining and administering the agreement."

The EPI concluded, "The PRO Act does not fix all the problems with our labor law, but it would address some fundamental problems and help make it more possible for workers to act on their federally protected right to join together with their coworkers to bargain with their employer for improvements at their workplace. Research shows that workers want unions. There is a huge gap between the share of workers with union representation (11.9 percent) and the share of workers that would like to have a union and a voice on the job (48 percent). The PRO Act would take a major step forward in closing that gap."

Bill Honoring WWII Mariners Well on Way to House Passage

Well-earned recognition for the U.S. Merchant Marine is a big step closer to becoming reality.

In late June, U.S. Rep. John Garamendi (D-California) announced that his bipartisan Merchant Mariners of World War II Congressional Gold Medal Act of 2019 has secured the 290 cosponsors necessary to receive a mandatory vote in the House of Representatives. The bill will move to the Consensus Calendar, which hosts legislation that's typically passed unanimously by the House, according to Garamendi's office.

"Throughout the Second World War, our armed forces relied on the U.S. Merchant Marine to ferry supplies, cargo and personnel into both theaters of operation, and they paid a heavy price in service to their country," said Garamendi. "The U.S. Merchant Marine suffered the highest per capita casualty rate in the U.S. Armed Forces during World War II. An estimated 8,300 mariners lost their lives, and another 12,000 were wounded, to make sure our service members could keep fighting. Yet, these mariners who put their lives on the line were not even given veteran status until 1988."

He recalled meeting three World War II mariners last year: Charles Mills of Texas, age 97; Eugene Barner from Kansas, age 92; and Robert Weagant from Illinois, age

92. Garamendi continued, "These mariners put their lives on the line for this country, braving German and Japanese submarines in their Liberty ships as they delivered critical supplies to our service members in the European and Pacific theaters. Unfortunately, their sacrifice is commonly overlooked. A Congressional Gold Medal would give them the recognition they deserve, and that's why I've introduced this bill: to give these veterans and their families the honor and respect they are owed. I'm pleased that this bill will receive a vote in the full House of Representatives and is in an excellent position to become law," Garamendi concluded.

"The time has come for our nation to provide a well-deserved thank you and honor the remaining U.S. Merchant Marine Veterans of WWII with a Congressional Gold Medal," said Christian Yuhas, vice president of the American Merchant Marine Veterans and a chief engineer in the merchant marine. "I urge Congress to support this important bill."

The Merchant Mariners of World War II Congressional Gold Medal Act was introduced in the Senate simultaneously by Senator Lisa Murkowski (R-Alaska). U.S. Reps. Don Young (R-Alaska) and Susan Brooks (R-Indiana) are the original cosponsors in the House of Representatives.

At Sea and Ashore with the SIU



AROUND THE LAKES – Pictured from left in the photo above, taken aboard Armstrong Steamship's *Walter J. McCarthy*, are Safety Director Gerret Jarman, Chief Cook Theo Iglieski, Port Agent Todd Brdak and SA Deja Nae Gardner-Johnson. The other two snapshots were taken at the hiring hall in Algonac, Michigan. Pictured from left in photo at immediate right are AB Yousef Mohamed, receiving his A-book, and Jarman. The photo at the far right includes Recertified Steward Ahmed Sharif, picking up his first pension check, with Brdak.



ABOARD SLNC YORK – Pictured from left in the group photo above are Steward/Baker Robert Wright, Oiler Orlando Pajarillo, Oiler Dave Baclaan, Asst. Cook Abdalhakeem Hussein, AB Clifford Carroll, Bosun Ryan Scott and SIU Oakland Port Agent Nick Marrone II. The photo at right from the *Argent Marine* ship includes (from left) Bosun Ryan Scott and Captain Tim English. These snapshots were taken June 26 in San Francisco.



ABOARD APL ROOSEVELT – Pictured from left are Chief Cook Perry Asuncion, Chief Steward Steven Bowmer and ACU Walter Harris. Photo was taken June 21 in Oakland, California.

ABOARD USNS WILLIAM BUTTON – The deck gang aboard the Crowley-operated ship includes Recertified Bosun Greg Jackson, ABs Samuel Thatcher, Warren Armstead, Robert Goldson, Nate Guevara and Editho Bar-raca, and OSs Mark Campbell, Frank Muna and Roy Vencer.



ABOARD HARLEY MARINE NY TUGS – In photo at left, Mate Andrew Beard and Deckhand Dave Jakubowski stand in the wheelhouse of the tug *St. Andrews*. Tankermen Richard Brockway and T.J. Bonilla demonstrate the surest way to land on the SIU Facebook page and in the LOG in center photo. The photo at right includes Tankermen T.J. Bonilla and Jimmy Hargrove displaying the current SIU contract aboard the tank barge *Stoddard Sea*.

At Sea and Ashore with the SIU



ABOARD MAHI MAHI – Pictured from left aboard the Matson ship are ACU John Canson, Chief Steward Gerald Archie and Chief Cook Joel Molinos. Photo was taken June 24 in Oakland, California.



B-BOOK IN NY – Tankerman Corey Harris (right) receives his B-book from SIU Patrolman Ray Henderson at the Harley Marine New York office in Elizabeth, New Jersey.



AT HOUSTON HALL – In photo at left, AB Daniel Ikegwu (left) receives his A-book from Safety Director Kevin Sykes. The photo at right shows OMU David Cornelius (left) taking the oath before receiving his full book from Patrolman J.B. Niday.



ABOARD WEST VIRGINIA – Recertified Bosun John Cedeno shared these snapshots (above, below and at immediate right) from the Intrepid Personnel and Provisioning tanker. Pictured in the photo above (from left) are Oiler Mario Cruz, Bosun Cedeno, OMU Paul Ianni



AB Derek Minnix performs needle maintenance.



AT OAKLAND HALL – In photo above, Chief Steward Clifton Medley (left) receives his A-book from Patrolman Adrian Fraccarolli. The photo below shows Chief Cook Steven Riley (right) picking up his full B-book from Port Agent Nick Marrone II.



AB Juberto Perez is tasked with splicing hard lines.



Nobody takes a more creative group selfie than a Seafarer. This one features the chief mate, Pumpman Scott Fuller and Bosun Cedeno.



Independence Day Tradition Thrives Aboard SIU-Crewed *Midnight Sun*

Even the most enthusiastic steward department appreciates an occasional break.

For the galley gang aboard the *Midnight Sun*, those moments often coincide with holidays, including Independence Day 2019.

“Our captain, Daniel Severino, did it again,” said an appreciate Chief Cook **Sal Ahmed**. “For the holiday, he took care of barbecuing outside on the flame grill. We thank him for giving us a break and for doing a great job as grill master. Our thanks also go to Recertified Bosun **Darryl Smith** and his AB crew for tak-

ing care of cleaning and setting up the grill.”

Ahmed said there was no shortage of appealing menu items. The spread included lobster, barbecued chicken, hamburgers, smoked Alaskan salmon and much more.

“Everyone was happy with the food, and we’re always happy to celebrate our nation’s birthday,” Ahmed added.

The rest of the steward department includes Recertified Steward **Dennis Skretta** and SA **Else David**.

The vessel is operated by TOTE Services.



From left: Chief Cook Sal Ahmed, Capt. Daniel Severino, Recertified Steward Dennis Skretta



Recertified Steward Dennis Skretta checks out some of the goodies and the display he put together.



Enjoying the feast are (from left) AB Bakr Elbana, AB Gamal Muflahi, OMU Kasim Ahmed and GUDE Walid Saleh.



Electrician Trevor Cohn (left), OMU Arlie Villasor



Recertified Bosun Darryl Smith



In photo above (from left), DEU Faissal Alamri, AB Troy Ingersoll and a rider help themselves. The *Midnight Sun* is operated by TOTE Services. The photo at the immediate right shows the *Midnight Sun* underway on the high seas.



Drive Away

When it comes to renting a vehicle, Union Plus can help get you the best deal. Check out the **Union Plus Car Rental Program's** discounts and services for union members and save up to 25% on rates at companies including Avis, Budget and Hertz. Drive away in style—for less!

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8/19

Learn more at unionplus.org



With Seafarers Aboard Maersk Michigan



Bosun Gregorio Cudal chips and paints the main deck drain hole.



The vessel docks in the Middle East earlier this year.



GVA Evelyn Cruz (left) receives the Maersk Line, Limited monthly safety award. She is pictured with vessel master Capt. T. Pham, who provided all of these photos.



Standing, from left are AB Gregory Baker, Bosun Gregorio Cudal, and AB Tomas Robinson. Pictured in front, from left are ABs Randell Paredes, Hiten Shrimankar and Osei Baffoe.



The steward department includes (from left) Chief Cook Mohammad Abou-Abdou, Chief Steward Terrellyn Wallace and GVA Evelyn Cruz.



QMEDs John Morrison and Theodore Gonzales

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgy, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kate Hunt,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

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

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

OAKLAND

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

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(301) 994-0010

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

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

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

TACOMA

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

WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744
(310) 549-400



Inquiring Seafarer

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

Question: Why did you enter this industry and why have you stayed with it?



John Nunez
Chief Cook

My father was a seaman with the SIU for nine or 10 years. Being a chief cook is my favorite job. I like sailing and I like to cook different kinds of meals. This job has made things better for my kids and my life.



Alex-Stephen Amarra
QMED

I got into the industry almost by accident. I was doing odd jobs before I went into the apprentice program. I like the work schedule – it's not like a regular 9-to-5 job. I have more vacation time when I want it. This job also gives me the chance to do what I like – technical stuff, working around engines. Upgrading in Piney Point also makes me stay.



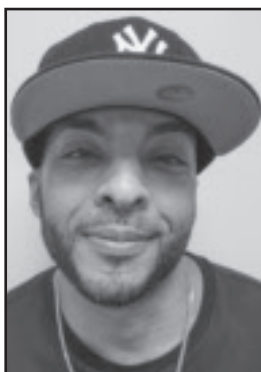
Hussain Nagi Ali
SA

I heard about it from my friends, and it was the best decision of my life to join the SIU 19 years ago. Since then, I've provided my family with a house, food – everything. It's a happy life. I enjoy the travel and seeing the world.



Videlio Roman
Bosun

When I was in the Philippines, I worked as a mariner for almost 22 years. Here in the States, I worked at the Federal Reserve Bank of New York but was laid off, then joined the SIU. I like it, and the benefits are important.



Mike Adorno
Chief Cook

I was working dead-end jobs and there was too much negative stuff happening in my neighborhood. I had two friends already in the maritime industry, (Electrician) Carlos Perez and (Jersey City Patrolman) Eddie Ruiz.... Eddie took me to the hall, I filled out some paperwork, and the rest is history. The money is good and I like to travel and see how big the world is.



Ion Boros
AB

I started working on ships in Romania in 1973. I sailed as an AB, a captain and a pilot. I started sailing on U.S.-flag ships in 2004. It's exciting, and I try to do an excellent job, regardless of which ship I'm aboard or which company I'm working for. I enjoy making my contribution to the job. I also appreciate our pension plan.

Pic From The Past



SIU hawsepiper Don Malozi submitted this 1984 snapshot, taken aboard the American Hawaii Cruises vessel *SS Independence*. He's standing second from right, chatting with (respectively) a fireman, plumber and third assistant engineer. Malozi (Piney Point Class 359) currently sails as chief engineer on the *SS Wright*, and has been a member of the Seafarers-affiliated American Maritime Officers for the last 28 years.

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

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

FADHL AHMED

Brother Fadhl Ahmed, 65, signed on with the Seafarers in 1992, initially sailing on the *Global Sentinel*. A member of the steward department, he last shipped on the *Maersk Alabama*. Brother Ahmed makes his home in Brooklyn, New York.

HENRY COMMAGER

Brother Henry Commager, 66, joined the SIU in 1988. A steward department member, he first sailed on the *Independence*. Brother Commager upgraded on numerous occasions at the Paul Hall Center before concluding his career on the *APL Guam*. He lives in Columbia, Missouri.



WILLIAM CSAPO

Brother William Csapo, 65, became a member of the union in 1978 when he shipped on the *Commerce*. He primarily sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Csapo concluded his career on the *Cape Trinity*. He resides in Vancouver, Washington.



DEMETRIO FAULVE

Brother Demetrio Faulve, 65, donned the SIU colors in 2001, during the SIU/NMU merger. His first SIU vessel was the *Innovator*. A member of the steward department, Brother Faulve upgraded at the Paul Hall Center in 2001 and concluded his career on the *Patriot*. He lives in Long Beach, California.

ANDRZEJ FURMANOWSKI

Brother Andrzej Furmanowski, 67, began sailing with the union in 1999, first shipping on the *Sumner*. He upgraded at the Piney Point school in 2002 and sailed in both the deck and engine departments. Brother Furmanowski most recently shipped aboard the *North Star*. He calls Tacoma, Washington, home.

EDWARD GERENA

Brother Edward Gerena, 65, embarked on his SIU career in 1977 when he sailed on the *Boston*. He upgraded on numerous occasions at the Piney Point school and was a member of the deck department. Brother Gerena concluded his career on the *Eugene A. Obregon*. He resides in Panama City, Florida.

HAROLD HENDERSON

Brother Harold Henderson, 73,

joined the union in 2001, during the SIU/NMU merger. The steward department member's first SIU vessel was the *Kenai*; his last, the *Cape Texas*. Brother Henderson calls Hayward, California, home.

ABDULLA JINAH

Brother Abdulla Jinah, 66, signed on with the Seafarers in 1992, first sailing on the *Independence*. A steward department member, he upgraded at the Piney Point school in 2003. Brother Jinah most recently shipped on the *Maunawili*. He makes his home in Melvindale, Michigan.



MCKINLEY JONES

Brother McKinley Jones, 62, became an SIU member in 1990 when he shipped on the *USNS Persistent*. He was a member of the steward department and upgraded often at the Paul Hall Center. Brother Jones last shipped on the *Cape Washington*. He lives in Portsmouth, Virginia.



FORTAN MARTINEZ

Brother Fortan Martinez, 65, joined the union in 1992. The deck department member's first vessel was the *Independence*. Brother Martinez upgraded on multiple occasions at the Piney Point school. He last sailed on the *Ocean Crescent* and makes his home in Houston.



SAIAD MONASAR

Brother Saiad Monasar, 65, began his career with the union in 1976, initially sailing on the *Trader*. Shipping in the steward department, he upgraded on numerous occasions at the Piney Point school. Brother Monasar's final vessel was the *Cape Jacob*. He is a resident of Bridgeview, Illinois.

FRANCISCO OCADO

Brother Francisco Ocado, 65, signed on with the SIU in 2004. He first sailed on the *Tyco Decisive* and upgraded often at the Paul Hall Center. A steward department member, Brother Ocado most recently sailed aboard the *Global Sentinel*. He makes his home in Lexington Park, Maryland.

CELSO ORDONEZ

Brother Celso Ordenez, 65, embarked on his career with the SIU in 1998 when he sailed on the

Cape Florida. He sailed in both the steward and deck departments. Brother Ordenez upgraded at the union-affiliated Piney Point school in 2003 and last sailed aboard the *Freedom*. He resides in Miami.

KIRK PIPER

Brother Kirk Piper, 65, became a member of the union in 1976, initially sailing aboard the *Zapata Ranger*. A deck department member, he upgraded his skills in 1977 at the Piney Point school. Brother Piper last sailed on the *Westward Venture* in 1986. He makes his home in Excelsior, Minnesota.



CHARLES SANDINO

Brother Charles Sandino, 65, joined the Seafarers in 1975 when he worked for G&H Towing. He sailed in both the deck and engine departments and upgraded often at the Paul Hall Center. Brother Sandino's last vessel was the *Developer*. He resides in Texas City, Texas.

WOODROW SMITH

Brother Woodrow Smith, 65, signed on with the SIU in 1970, initially sailing with Vivian Tankships. He primarily worked in the engine department and upgraded at the Piney Point school on numerous occasions. Brother Smith most recently sailed aboard the *Atlantic Forest*. He makes his home in New Orleans.

JOHN THRASHER

Brother John Thrasher, 65, began his career with the Seafarers in 2005, first sailing on the *Virginian*. He shipped as a deck department member and last sailed on the *Black Eagle* in 2014. Brother Thrasher is a resident of Palm Bay, Florida.

CHARLOTTE TUGGLE

Sister Charlotte Tuggle, 65, donned the SIU colors in 1991 when she sailed on the *USNS Wyman*. She sailed in both the deck and steward departments and upgraded often at the Piney Point school. Sister Tuggle most recently sailed on the *USNS John Glenn*. She makes her home in Drury, Missouri.



JOE WALKER

Brother Joe Walker, 65, signed on with the Seafarers in 1974, initially sailing on the *Yukon*. A member of the engine department, he upgraded on several occasions at the Paul Hall Center. Brother

Walker last sailed on the *USNS Chesapeake*. He calls Dixon, California, home.

WAYNE WEBB

Brother Wayne Webb, 60, became a member of the union in 1991 when he shipped on the *USNS Bold*. He sailed in the steward department and upgraded on multiple occasions at the Piney Point school. Brother Webb most recently sailed on the *USNS Gilliland*. He resides in Norfolk, Virginia.



GREAT LAKES

PENNY POLLARD

Sister Penny Pollard, 65, joined the union in 2001 and first sailed on the *Sam Laud*. She shipped in the steward department and upgraded often at the union-affiliated Paul Hall Center. Sister Pollard's last vessel was the *Green Bay*. She lives in Clio, Michigan.



DEAN ROBINSON

Brother Dean Robinson, 65, started shipping with the union in 1973, initially sailing on the *Merle McCurdy*. A deck department member, he last shipped on the *St. Clair* in 1987. He resides in Mesa, Arizona.



INLAND

WESLEY CAREY

Brother Wesley Carey, 62, began sailing with the SIU in 1991 when he shipped on the *Anders*. Sailing in the deck department, he upgraded on numerous occasions at the Piney Point school. Brother Carey concluded his career working for Crowley Towing and Transportation. He is a resident of Hawthorne, Florida.



NICHOLAS CONWAY

Brother Nicholas Conway, 55, became a member of the union in 1985, when he shipped on the *Pride of Texas*. He upgraded on multiple occasions at the Paul Hall

Center and shipped in the deck department. Brother Conway most recently sailed with Crowley Towing and Transportation and settled in Wenonah, New Jersey.

ROBERT HOFFMAN

Brother Robert Hoffman, 64, donned the SIU colors in 1975, initially sailing with Mariner Towing. A deck department member, he upgraded on numerous occasions at the maritime training center located in Piney Point, Maryland. Brother Hoffman most recently sailed on the *Overseas Boston*. He resides in Erwin, Tennessee.



FRANKLYN LORD

Brother Franklyn Lord, 86, donned the SIU colors in 1973 when he sailed with McAllister Towing of Philadelphia. He was a member of the deck department and last worked with Interstate Oil Transportation. Brother Lord lives in Glassboro, New Jersey.

RICHARD SUMMERS

Brother Richard Summers, 65, signed on with the union in 2004, initially sailing aboard the *USNS Hayes*. He worked in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Summers' last vessel was the *Terrapin Island*. He calls Craig, Alaska, home.

BRENDA TAYLOR

Sister Brenda Taylor, 68, joined the SIU in 2012, sailing first on the *Padre Island*. She was a member of the steward department and upgraded at the Piney Point school on numerous occasions. Sister Taylor last shipped on the *USNS Brittin*. She resides in Brandon, Mississippi.

DONALD TILLMAN

Brother Donald Tillman, 65, began sailing with the SIU in 1970 when he worked for Michigan Tankers. He upgraded in 1981 at the Paul Hall Center and sailed in the deck department. Brother Tillman was last employed by Crescent Towing and Salvage. He makes his home in Kenner, Louisiana.



Final Departures



DEEP SEA

ROBERT BIRMINGHAM

Pensioner Robert Birmingham, 83, died April 23. He joined the SIU in 1958, sailing first with Suwannee Steamship. A deck department member, Brother Birmingham last sailed aboard the *El Faro* in 1997. He went on pension in 2000 and made his home in New Orleans.



RICHARD BUCHANAN

Pensioner Richard Buchanan, 76, passed away June 2. He became an SIU member in 1977 when he sailed aboard the *Long Lines*. A deck department member, Brother Buchanan last sailed on the *Intrepid*. He went on pension in 2007 and lived in Reno, Nevada.



JOSEPH FRANCIS

Brother Joseph Francis, 43, died May 8. Signing on with the Seafarers in 2003, he first shipped on the *Observation Island*. Brother Francis was a member of the steward department and last sailed aboard the *USNS Charlton*. He called Norfolk, Virginia, home.

STEVEN GAGNON

Brother Steven Gagnon, 52, passed away April 23. He started sailing with the SIU in 2012 when he shipped on the *Bernard F. Fisher*. A deck department member, Brother Gagnon last sailed aboard the *Patriot*. He lived in Palm Coast, Florida.

ALPHONSO HOLLAND

Pensioner Alphonso Holland, 76, died July 5. He donned the SIU colors in 1965 when he sailed on the *Ridgefield Victory*. Brother Holland primarily shipped in the steward department. He last sailed on the *USNS Red Cloud* before becoming a pensioner in 2004. Brother Holland was a resident of Chesapeake, Virginia.

EVANS SMITH

Pensioner Evans Smith, 88, passed away June 21. He signed on with the union in 1991 when he sailed on the *Cape Florida*. Brother Smith was a member of the deck department and concluded his career working for Crowley Towing and Transportation. He retired in 1999 and settled in Brooklyn, New York.

CHRYLE SYKES

Sister Chryle Sykes, 59, died April 14. She began her career with the SIU in 1989, initially sailing aboard the *Anders*. Sister Sykes shipped in the steward department and last sailed on the *USNS Gilliland* in 2001. She resided in Norfolk, Virginia.

HERBERT WON

Pensioner Herbert Won, 90, passed away May 22. He signed on with the Seafarers in 1954, initially sailing on an Isco Inc. vessel. A deck department member, Brother Won last sailed aboard the *Consumer*. He began collecting his pension in 1993 and made his home in Honolulu.



STANLEY ZEAGLER

Pensioner Stanley Zeagler, 90, died July 7. He began his SIU career in 1953 when he worked for American Dredging. Brother Zeagler sailed in the deck department and also worked as a patrolman. He last shipped on the *Leader*, in 1987. Brother Zeagler lived in Nampa, Idaho.



BRUCE ZENON

Pensioner Bruce Zenon, 66, passed away June 7. He became an SIU member in 1989 when he sailed aboard the *Champion*. Brother Zenon shipped in the engine department and most recently sailed on the *Safmarine Nimba*. He called Gretna, Louisiana, home.

INLAND

PHILIP AUSTIN

Brother Philip Austin, 38, died January 20. He joined the SIU in 2002 when he shipped with American Marine Corporation. Brother Austin sailed in both the deck and engine departments. He remained with the same company for the duration of his career and lived in Honolulu.



CHARLES GARRISON

Pensioner Charles Garrison, 84, passed away May 26. He started his career with the Seafarers in 1973 when he worked for Chesapeake and Ohio Railway. Brother Garrison continued to

work with the same company for his entire career. He became a pensioner in 2006 and made his home in Seaford, Virginia.

WILLIAM MCCONNELL

Pensioner William McConnell, 75, died June 1. He began his SIU career in 1966, when he sailed aboard the *Reiss Brothers*. Shipping in the deck department, Brother McConnell concluded his career working for Mariner Towing. He retired in 2006 and settled in Rochester, Minnesota.

EDWARD STRAUSS

Pensioner Edward Strauss, 67, passed away May 22. He donned the SIU colors in 1977, initially working for National Marine Service. Brother Strauss was a deck department member. He last sailed with Moran Towing of Texas, and went on pension in 2013. Brother Strauss called Masaryk-



town, Florida, home.

PMA

HERMAN CERBANA

Pensioner Herman Cerbana, 73, died June 29. He signed on with the union in 1972 and sailed in the steward department. Brother Cerbana's first vessel was the *President Pierce*; his last, the *R. J. Pfeiffer*. He retired in 2009 and was a resident of Lakewood, Washington.



NMU

PILAR HERNANDEZ

Pensioner Pilar Hernandez, 79, passed away June 20. He joined the SIU in 2001 during the SIU/NMU merger. Brother Hernandez was a deck department member and last sailed aboard the *Argonaut*. He lived in Catano, Puerto Rico.

JORGE RIOS

Pensioner Jorge Rios, 86, died June 14. He sailed with both the SIU and the NMU before the unions merged. The deck department member frequently sailed aboard the *American Condor*. One of his first Seafarers vessels was the *Sea Fox* in 1989. Brother Rios retired in 1998.

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
Chacon, Lucio	87	07/05/2019
Del Valle, Samuel	82	06/23/2019
Dunning, Stanley	90	04/16/2018
Figuerola, Antonio	87	06/01/2019
Guindon, Marie	92	06/11/2019
Hingada, Flaviano	85	06/12/2019
Jones, Eugene	70	07/11/2019
Paige, Joseph	91	09/30/2018
Tsimogiannis, George	79	05/22/2019
Vega, Florencio	92	06/09/2019

REAL ID: TWIC, MMC Unaffected, Remaining IDs May Need Revision

The REAL ID Act, a bill passed by Congress in 2005, is set to come into enforcement in October of 2020. The act is the result of the 9/11 Commission's recommendation that the Federal Government "set standards for the issuance of sources of identification, such as driver's licenses."

According to the Transportation Security Agency (TSA), "Beginning October 1, 2020, every air traveler 18 years of age and older will need a REAL ID-compliant driver's license or another acceptable form of ID to fly within the United States. REAL ID-compliant cards are generally marked with a star located in the upper portion of the card."

The effects of this change will be less for active mariners than other Americans, thanks to the prevalence of the Transport Worker Identification Credential (TWIC) and the U.S. Merchant Mariner Credential, which can be used in place of other forms of identification. In addition, a U.S. passport or a passport issued by a foreign government is also a compliant form of identification. However, a mariner's family members or a retired member with an expired TWIC should ensure that they obtain a REAL ID compliant card.

The first step should be to visit your state driver's license agency's website, as the requirements vary by state. It's worth noting that some states have been issuing licenses with stars for years, some of which may still not be compliant.



This is a sample graphic of what a REAL ID compliant drivers license looks like. This one was issued by the Commonwealth of Pennsylvania.

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.

CHEMICAL PIONEER (USS Transport), April 14 – Chairman **David Seeman**, Secretary **Richard Jones**, Deck Delegate **J Michael Nardella**, Steward Delegate **John Val Teodosio**. Steward department was commended for a job well done. Educational director discussed importance of keeping documents current. He advised members to upgrade as often as possible at the Piney Point school. No beefs or disputed OT reported. Crew went over information related to new contract. Cook needed on ship. Next port: Lake Charles, Louisiana.

USNS STOCKHAM (Crowley), April 15 – Chairman **Munassar Ahmed**, Secretary **Shanita Flachbart**, Educational Director **Randy Slue**, Deck Delegate **Ethan Mims**. Chairman advised crew to be safe and work together. Secretary reminded members to keep house clean and to wipe their feet upon entering. Crew is to wipe bulkheads down after touching with dirty hands. No beefs or disputed OT reported. Members requested travel reimbursement when traveling with bags. Also requested new TV and new calendar in crew lounge. Crew asked that more apparel be offered at the SIU slop chest. Next port: South Korea.

ENDURANCE (TOTE), April 27 – Chairman **Dominic Marco**, Secretary **Gregory Johnson**, Deck Delegate **Kevin Stehlik**, Engine Delegate **Benjamin Stanley**, Steward Delegate **Sandra Vann**. Members are to leave vessel only when a relief is present or after being cleared by master. Food is not permitted on decks or in staterooms. Chairman reported a smooth voyage and praised crew for getting ship in order. Steward

department was thanked for a job well done. Chairman reminded members to keep medical certifications up to date. New linen to be provided to crew as needed. Secretary asked members to wash their own linens and be mindful not to overload the washing machine. Crew was thanked for keeping house clean. Educational director reminded members to ensure better pay by upgrading at the Paul Hall Center. He directed crew to read the LOG for course schedule and urged them to keep documents current. No beefs or disputed OT reported. Members requested change in frequency for physical requirements and an increase to vacation days per trip. Crew requested new pillows for oncoming members and travel vouchers for each exiting member. Crew asked for update to video library and Wi-Fi access. Steward department was thanked again for great food.

ISLA BELLA (TOTE), April 28 – Chairman **Timothy Fogg**, Secretary **Robert Wilcox**, Educational Director **Mahare Kidane**, Deck Delegate **Paul Riley**, Engine Delegate **Landon Clemons**, Steward Delegate **Yoaquin Gonzalez**. Members reviewed good and welfare from last meeting. Chairman reminded crew to stay on top of documents and thanked them for their hard work and professionalism. Secretary thanked members for a great job keeping accommodations clean. Educational director discussed new engine courses. No beefs or disputed OT reported. Members read and discussed President Michael Sacco's report in the *Seafarers LOG*. Chairman plans to check on details related to low flash-point course. Crew requested increase in optical and life insurance benefits. Members thanked

Aboard Global Sentinel

Pictured from left are SIU Baltimore Port Agent John Hoskins, SIU Piney Point Port Agent Victor Nunez, Capt. Carl Winter, Chief Steward Brian Bautista and SIU Baltimore Patrolman DeCarlo Harris. Photo was taken in Baltimore earlier this year while the ship was mobilizing for sea trials and a cable load in New Hampshire. The vessel is operated by Transoceanic Cable Ship Co.



steward department for a job well done with food and service.

OVERSEAS CHINOOK (Overseas Ship Management), May 5 – Chairman **Arnaldo Fernandez**, Secretary **Jack Hart**, Steward Delegate **Christopher Kirchofer**, Engine Delegate **Walter Sainvil**, Steward Delegate **Rocel Alvarez**. Next payoff to be at sea. Chairman thanked steward department for a job well done. Secretary reminded crew to leave clean rooms for oncoming members. He urged members to donate to SPAD to help support the Jones Act. Educational director encouraged crew to attend upgrading courses at the Paul Hall Center and to keep documents up to date. He advised longer-tenured seamen to inquire about latest pension information with the union. No beefs or disputed OT reported. Crew expressed gratitude to union for securing more and more jobs. Members requested vacation pay to be given every 30 days and refrigerators be available in each

room. Crew asked for increase to pension and health care benefits. Next port: Philadelphia.

WEST VIRGINIA (Intrepid Personnel and Provisioning), May 30 – Chairman **John Cedeno**, Secretary **Milton Younnett**, Educational Director **Victor Martinez**, Engine Delegate **Paul Ianni**. Chairman shared information following recent visit from Houston patrolman. He discussed various topics including new health care and benefits form, Jones Act, Seafarers Appeals Board, medical coverage, 401k participation, and rotary shipping. Crew was encouraged to upgrade at the Paul Hall Center and participate in 401k. Educational director reminded members to keep documents current and explained the importance of SPAD. No beefs or disputed OT reported. New microwave and speed bag received and installed. Chairman reiterated the importance of working safely. New pillows arrived. Water bottles and electrolyte popsicles

available. Crew discussed issues with smoking on board. They requested increase in vacation days and optical coverage. Members would like 401k match for their contributions. Captain pleased with Recertified Bosun Cedeno and AB **Joe Caruso** for their work executing complete maintenance and paint job to entire lifeboat davit in only four days. Next port: Tampa.

GREEN BAY (Central Gulf Lines), June 2 – Chairman **Albert Williams**, Educational Director **Todd Williams**, Deck Delegate **Julius Thomas**, Engine Delegate **James Tolan**. Chairman thanked crew for working well together. Educational director reminded members to keep papers in order and to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Crew expressed concern with the quality of ship's drinking water. Steward department was thanked for good food.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
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Deck Department Upgrading Courses

Able Seafarer Deck	August 17 October 12	September 13 November 8
AB to Mate Modules	Modules must be taken in order. Those who are not in the mates program cannot apply for these courses. Contact the Admissions Office for further details.	
ARPA	September 28	October 4
Crane Familiarization	October 5	October 11
ECDIS	September 21 November 16	September 27 November 22
Fast Rescue Boat	August 17	August 23
GMDSS	August 31	September 13
Lifeboat	August 24 September 21 October 19 November 16 December 14	September 6 October 4 November 1 November 29 December 27
Radar Observer	September 14	September 27
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	September 14 November 9	October 11 December 6
100 Ton Master	October 19	November 8

Engine Department Upgrading Courses

Advanced Refer Containers	July 13	July 26
BAPO	September 14 November 9	October 11 December 6
FOWT	August 17 October 12	September 13 November 8
Junior Engineer	September 28	November 22
Machinist	October 19	November 8

Title of Course	Start Date	Date of Completion
Marine Electrician	August 10	October 4
Marine Refer Tech	October 5	November 15
Pumpman	November 9	November 15
Welding	August 17 September 14 October 19	September 6 October 4 November 8

Steward Department Courses

Advanced Galley Operations	September 21	October 18
Certified Chief Cook	Modules run every other week. The next class will start August 10.	
Chief Steward	October 19	December 6
Galley Operations	September 14 November 9	October 11 December 6
Orientation/Assessment Chief Cook 2.0	August 17 September 14 September 28	August 23 September 20 October 4
Orientation/Assessment Chief Steward 2.0	August 10 August 24 September 21 October 5	August 16 August 30 September 27 October 11

Safety Upgrading Courses

Basic Training/Basic FF	September 21 October 19 November 2	September 27 October 25 November 8
Basic Training Revalidation	August 9 August 30	August 9 August 30
Basic Training/Adv. FF Revalidation	September 14	September 20
Combined Basic/Advanced Firefighting	August 17 September 21	August 23 September 27
Government Vessels	August 17 August 24 September 28	August 23 August 30 October 4
Medical Care Provider	August 24 September 28	August 30 October 4
Tank Ship Familiarization - DL	September 21	September 27
Tank Ship Familiarization - LG	September 14 November 9 December 7	September 20 November 15 December 13

UPGRADING APPLICATION

Name _____
Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No

If yes, class # and dates attended _____

Have you attended any SHLSS/PHC upgrading courses? Yes No

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

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

COURSE	START DATE	DATE OF COMPLETION
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_____	_____	_____
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_____	_____	_____
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_____	_____	_____
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LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

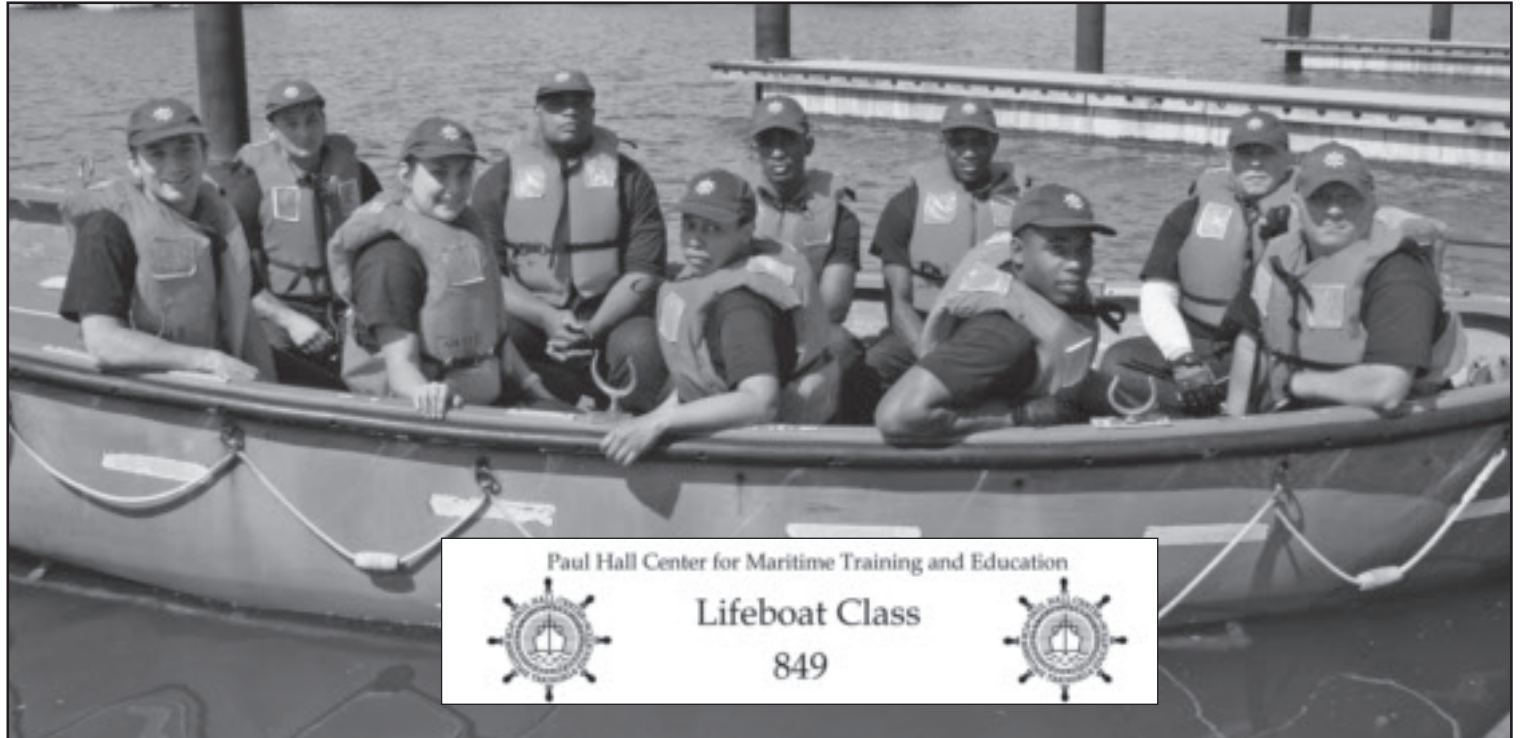
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: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

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

8/19

Paul Hall Center Classes

Apprentice Water Survival Class #849 – Graduated April 19 (photo at right, in alphabetical order): JaShon Adams, Brian Branch, Jamie Brown, Troy Hubbard, James Moody II, Sage Parrish, Charles Patchin, Shannon Peterson, Dalvin Storey and Eric Trine-meyer.



Important Notice To All Students

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



Welding – Graduated March 8 (above, in alphabetical order): Rashawn Arrington, Austin Blake, Colton Edmiston, Alex Adelmir Oliva and Michael Smith. Class instructor Chris Raley is at the far left.



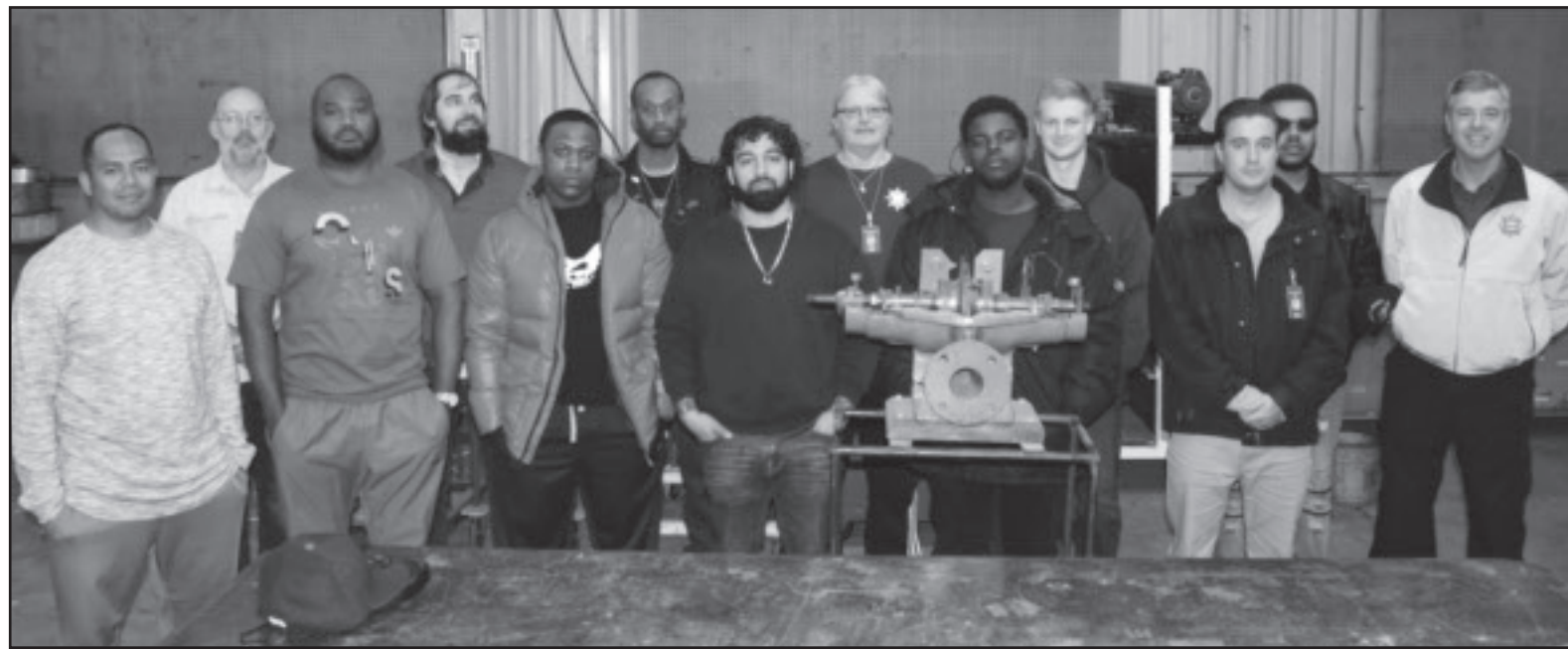
Radar Observer – Graduated March 8 (above, in alphabetical order): James Brooks, Karleen Grenier, Brian Guiry and Chenequa Moet Rodriguez. Brian Moore, their instructor, is at the far left.



FOWT (UAs and Upgraders) – Graduated March 15 (above, in alphabetical order): Samuel Ayers, Reco Bennefield, Eshrak El Sami Dewan, Elhassene Elkori, Casey Frederick, Mohamed Alam Gir, Luzern Hawkins, Trevor Johnson, Joshua Kraynak, Jorge Laboriel Lalin, Tresten Porter, Andy Salado, Mercelino Jose Santos Bermeo, Maksim Shpylyevyy, Jessica Valentin, Anthony Williams Jr., and Thomas Zamora. Class instructor Keith Adamson is at the far left. (Not all are pictured.)

Paul Hall Center Classes

Tank Ship Familiarization DL – Graduated March 29 (photo at right, in alphabetical order): Abdul-Ghaffar Abu-Bakr, Ali Ahmed, Evan Bradley, Ferdinand Malicay Cabanlit, Gary Davis Jr., Patrick Dean, Piotr Kwiatkowski, Morey Lewis, Thomas MacGregor, Daniel Afran Mensah, Efen Asdrubal Ramos-Sosa, Chenequa Moet Rodriguez, Ovidio Joana Santos, Terry Santure, Patrick Slade Jr. and David Tucker.



Junior Engineer (Plant Management) – Graduated March 29 (photo at left, in alphabetical order): John Abernathy, Ryan Cameron, Oliver Luc Especa, Marquez Fields, Christopher McAfee, Viliamu Milikini, Bryan Moreira, James Parker, Robert Pendarvis, Michael Smith, Boleslaw Tomasz Szatkowski and Keshawn Webster. Christopher Morgan, their instructor, is at the far right.

Government Vessels – Graduated March 8 (photo at right, in alphabetical order): Brandon Edward Cruz Agui, Gervacio Francisco Antonio Simon, Barry Bettis, Tekeisha Brown, Ana Marie Chona Razon Calma, Frederick Conroy, Jeffrey Gleason, Wilbert Hinton, Christopher McAfee, Darius McCastle, Luis Alberto Mejia, Nagi Ahmed Mihakel, Jony Morales Martinez, James Parker, Irvin Rowe, Rahjahn Travail Sorey, Orlin Thomas, Gerald Terria Toledo and Luis Armando Valerio Jr. (Note: Not all are pictured.)



Government Vessels – Graduated March 29 (above, in alphabetical order): Danilo Galos Achacoso, Glenn Valera Agustin, Towfiek Hassan Ahmed, Julien Arevalo, Jason Gregory Bentz, James Bleckley III, Michael Congress, Matthew Conyac, Clifford Cronan, Bebiana Eason, Christopher Eason, Thomas Flores, Brian Frederick, Benjamin Ines, Demarkus McNabb, Charles Ortiz Quinones, Suallah Osman, Robert Resurreccion, Kaishona Stimpfil and Nigel Williams. (Note: Not all are pictured.)

Paul Hall Center Classes



Combined Basic & Advanced Firefighting – Graduated March 8 (left, in alphabetical order): Carlton Banks, Angel Carrillo, Jason Connick, Thomas Jones and Mehdi Youssef. Michael Roberts, their instructor, is at the far left.



Chief Cook 2.0 – Graduated March 15 (above, in alphabetical order): Tekeisha Brown, Fredrick Conroy, Wilfred Lambey and Juan Ramon Palacios Clothier.

Chief Cook 2.0 – Graduated March 29 (above, in alphabetical order): Luis Salome Gonzalez, Jacob Parrilla, Valerie Russo and Manes Sainvil.



Chief Steward 2.0 – Graduated March 22 (above, in alphabetical order): Jatniel Cesar Aguilera Santiago, Jorcell Davis, Ibrahim Abdelrauf Elsayed and Prasert Yowaka Mastrototaro.

Chief Steward 2.0 – Graduated March 22 (above, in alphabetical order): Rudolph Daniels, Sheryl Farmer, Avis Hawkins, Carlton McMiller II and Toney Morris.



Chief Steward 2.0 – Graduated March 8 (above, in alphabetical order): Steven Dickson, Kenneth Hagan, Michael Kozak and Douglas Neubauer. Their instructor, Robert "RJ" Johnson, is at the far right.

Certified Chief Cook – Arturo Montoya (above) graduated from this course March 22.

SEAFARERS LOG



Paul Hall Center
Class Photos
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With Seafarers Aboard Pride of America

The SIU represents deck and engine crew members aboard the *Pride of America* – the only American-flag deep-sea cruise ship. These photos, provided by SIU Safety Director Amber Akana, were taken aboard the ship in May.



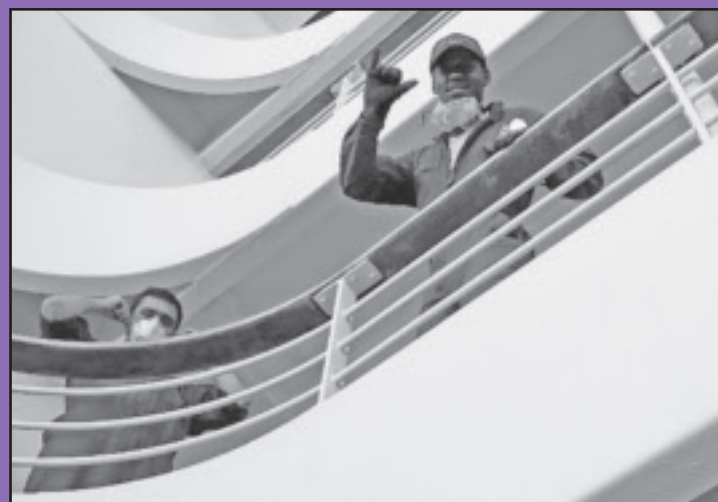
Deck department members enjoy a barbeque as the vessel sails by the Na Pali coastline in Kauai.



AB Alan Eng, Recertified Bosun Renato Govico, AB Nick Sabuco



AB Bobby Licudine



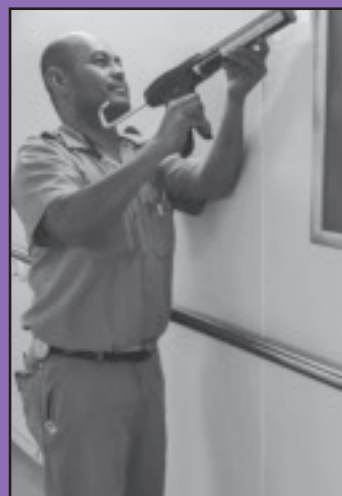
Paul Hall Center Apprentices Jacob Booth (left) and Johnny Matthews



OS Majaddeen Alseraji, OS Patrick Anderson, AB Markee Meggs



Asst. Electrician Henry Cacal



Assistant Carpenter Julee Quiapos



EO Mohtasim Muthala



OS Vener Dela Pena Pelayo



SIU members gather for a photo after a union meeting.