

# SEAFARERS LOG

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

## ***National Maritime Day Salutes Past, Present And Future U.S. Mariners***

Maintaining a long tradition, the SIU and its affiliated Paul Hall Center for Maritime Training and Education turned out in force for this year's National Maritime Day observance at U.S. Department of Transportation headquarters in Washington, D.C. Taken immediately after the ceremony on May 22, the large group photo below includes World War II mariners, Paul Hall Center apprentices, featured speakers, SIU officials and others. Among those pictured are (back row, from left) SIU VP Contracts George Tricker, Port Agent Victor Nunez, Secretary-Treasurer David Heindel, President Michael Sacco, Gen. Stephen Lyons (USA, commander of the U.S. Transportation Command), Maritime Administrator Mark Buzby, SIU VP Great Lakes Tom Orzechowski and SIU Exec. VP Augie Tellez. In the photo at right, Apprentice Shannon Gail Peterson is flanked by Gen. Lyons and Administrator Buzby as they display a life ring that was used during the ceremony. *Pages 12-14.*



## ***Matson Christens ConRo Lurline***

The SIU recently helped welcome the new Matson vessel *Lurline*, built by union members at the General Dynamics NASSCO shipyard in San Diego. The Jones Act ship is an 870-foot-long, 3,500 TEU, 44,200 deadweight metric ton, combination container ship/roll-on, roll-off (ConRo) vessel featuring LNG-capable engines. Christened and launched at the yard June 15, the *Lurline* is the lead ship of a two-vessel contract.

At right, the ship's final grand block is eased into position in early February. The photo at left, taken by drone in May, shows the nearly completed ship. Visit the SIU website for additional information about the vessel and the ceremony. (Photos courtesy Matson)



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# President's Report

## Fourth Arm of Defense Ready

Global tensions were on the rise last month in the aftermath of attacks on two foreign-flag tankers in the Gulf of Oman. While I'm thankful the mid-June incidents, which happened in international waters, did not result in any serious injuries to the crew members, they definitely underscored the ongoing need for a strong U.S. Merchant Marine.

If that sounds like an overstatement, here's what the U.S. Central Command stated in response to the attacks: "The U.S. and our partners in the region will take all necessary measures to defend ourselves and our interests. Today's attacks are a clear threat to international freedom of navigation and freedom of commerce."



Michael Sacco

History has taught us that it's not a question of "if" the next conflict will occur, but when and where. That's just reality. And that's a big reason why our nation absolutely must be able to carry the fight and deliver the goods for our men and women in uniform. It's usually a surprise to people who aren't familiar with our industry when they learn that the U.S. Merchant Marine delivered more than 90 percent of the materiel needed by our troops in Operation Enduring Freedom and Operation Iraqi Freedom. But, as Sea-

farers know, American citizen mariners have answered the call dating back to the very earliest days of our country.

The Central Command added, "The United States has no interest in engaging in a new conflict in the Middle East. However, we will defend our interests."

It goes without saying that my sincere hope is that these two attacks were isolated mistakes that won't be repeated.

And it also goes without saying that if the balloon goes up, the SIU will answer the call. We are proud to serve as America's fourth arm of defense. That's a role we've upheld – without exception – every time we've been needed since our founding in 1938.

### New Tonnage

Not all of the recent news was stressful. A few days after the aforementioned incidents, the SIU helped welcome a new Matson ship in San Diego that'll sail in the Jones Act trade. This union-built beauty, the *Lurline*, means ongoing job security for SIU members. Like other Jones Act ships, it boosts America's national, economic and homeland security. Like many other new U.S.-built vessels, it has LNG-capable engines.

Congratulations to Matson and to the union workers and executives at General Dynamics NASSCO in San Diego on the christening and launch. It's a great milestone and a tribute to our industry's shared commitment to produce state-of-the-art vessels that carry the world's best-trained crews.

### Well-Earned Honors

Be sure to check out our coverage of the new "American Maritime Heroes" campaign that recently was launched by the major coalition American Maritime Partnership (AMP). The first two honorees – U.S. Secretary of Transportation Elaine L. Chao and, collectively, the U.S. Merchant Marine of World War II – are nothing short of fantastic, in my estimation.

Secretary Chao is on a short list of greatest advocates our industry has ever known. That's why I was incredulous when she recently came under attack by some in the press for having the audacity to be part of a politically active family. My bottom line is that Secretary Chao's pro-maritime record speaks for itself, and that's including crucial behind-the-scenes work for which she won't take credit.

As for our mariners from The Greatest Generation, their service and sacrifice remain unsurpassed in our industry. One of our late pensioners who sailed during the war managed to put a humorous spin on it. He'd often say, "Just remember, if it weren't for us, we'd all be speaking German."

That always cracked me up but the truth in it is noteworthy.

A hearty tip of the SIU white cap to Secretary Chao and to the U.S. Merchant Marine of World War II!

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

# AMP Underscores Maritime's Positive Impacts on Alaska, Washington State

The American Maritime Partnership (AMP) recently highlighted the positive effects of the Jones Act on the Pacific Northwest.

The SIU is affiliated with AMP, the primary coalition representing all components of the domestic maritime industry.

Citing a new study conducted by PricewaterhouseCoopers on behalf of the Transportation Institute, AMP's first announcement focused on the state of Washington. The domestic maritime industry in Washington ranks sixth among all American states for jobs and labor income relating to the Jones Act, according to the study, and employs more than 22,500 individuals. The industry also produces \$6.12 billion for the local economy, and generates more than \$1.5 billion in worker income.

"The Jones Act is a juggernaut when it comes to helping us, and we are not talking about a relic, but a key tool in growing our economy for the future," said U.S. Sen. Maria Cantwell (D-Washington) while speaking at Seattle maritime event. "As shown in this report, the Jones Act has created 22,000 jobs here in Washington State, a 34 percent increase since the last report in 2014."

The second study focused on the state of Alaska, where the domestic maritime industry employs more than 6,500 individuals, produces \$1.98 billion for the local economy, and generates \$469 million in worker income.

"In my state, a strong domestic maritime industry is not a luxury, it's a necessity," said U.S. Sen. Lisa Murkowski (R-Alaska). "The welfare of our people and our economy is dependent on the U.S. maritime industry, providing over 6,000 Americans with maritime jobs that significantly contribute to the economies of Alaska and our nation. I proudly support the work of the Alaska and American Maritime Partnerships, and am pleased by the growth of maritime industry jobs in Alaska."

"The Jones Act is vital to maintaining a strong and stable domestic maritime industry that transports goods to Alaska and, as this study indicates, helps strengthen our economy by providing good-paying jobs," said U.S. Sen. Dan Sullivan (R-Alaska). "Further, the Jones Act protects our homeland, ensuring that in times of dispute, Alaska and other states across our country will not be caught in the crossfire and held hostage by foreign-flagged vessels."



TOTE's SIU-crewed *North Star* is one of many Jones Act vessels delivering economic benefits to the Pacific Northwest.

"The Jones Act is vital for protecting the U.S. maritime industry and promoting a very important sector of Alaska's economy," said U.S. Rep. Don Young (R-Alaska). "Simply put, the Jones Act is critical to maintaining a strong maritime workforce and ensuring the U.S. has shipbuilding capabilities that can keep pace with our competitors. This study is further proof of its immense success and the importance of protecting the Jones Act. For the sake of our maritime industry, our jobs, and national security, we must continue to support the Jones Act for years to come."

Some of the largest domestic shipping leaders also spoke on the importance of the maritime industry to Washington and Alaska.

"The new economic data is proof positive that U.S.-built vessels crewed by American mariners provide our communities and our country substantial benefits from jobs and investments," said Tom Crowley, chairman and CEO of Seafarers-contracted Crowley Maritime Corporation. "This study shows the domestic maritime industry is integral to the economic success of Alaska, the Pacific Northwest and the entire nation. The men and women in the maritime industry also provide irreplaceable support to our military's readiness and homeland security. These benefits demonstrate why experts and elected officials readily support the U.S. maritime industry and the legal framework protecting it."

TOTE Maritime Alaska President Grace Greene stated, "TOTE is honored to call Washington home and we are proud of the many contributions that our employees, vendors, contractors, partners and peers have made over the last 40 years to help drive one of the most significant economic engines in the Pacific Northwest, the domestic maritime industry. TOTE's success, and that of our industry, is rooted in our commitment to safety, innovation and focused investments that create a significantly positive impact for those we serve and the areas in which we operate."

"The Pacific Northwest is a leader in the domestic maritime industry, supporting nearly 22,500 family-wage jobs and contributing over \$6.12 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 the American Maritime Partnership. "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."

## SIU Members Ratify Penn Maritime Pact

### Union Crews Approve New Three-Year Agreement

SIU members working for Penn Maritime recently ratified a new three-year contract featuring annual wage increases while maintaining benefits. The agreement, approved by an overwhelming majority, took effect May 1 and lasts through April 2022.

In addition to boosting wages, the contract maintains health benefits at the top level available to SIU members (Core-Plus); maintains Seafarers Pension Plan benefits; and increases company contributions to the Seafarers Money Purchase Pension Plan. It covers approximately 200 Seafarers.

The SIU bargaining team consisted of Vice President Atlantic Coast Joseph Soresi, Vice President Gulf Coast Dean Corgoy, Assistant Vice President

Michael Russo, Engineer **Jeff Rydza**, Mate **John Harvard** and ABT **Mike Lyons**.

Soresi said, "The negotiations went well and we ended up with a good contract. I think the majority of the members are pleased with the outcome."

"I think it went really well," said Lyons. "I'm very excited for the new contract, and very happy with it. There were some things that we didn't get, but overall, I think the majority of the membership is pretty happy with the results."

Penn Maritime operates up to 15 tugboats and barges in the Gulf region, primarily moving asphalt along inland and coastal waterways. The company was acquired by Kirby Corporation in 2012.

# SIU Applauds Launch of 'Maritime Heroes'

When the American Maritime Partnership (AMP) in early June announced the kickoff of its year-long celebration titled "American Maritime Heroes," the SIU enthusiastically backed the first two honorees: U.S. Secretary of Transportation Elaine L. Chao, and the U.S. Merchant Marine of World War II.

In an online post applauding the selections, the union noted, "Secretary Chao is a tireless, unwavering advocate of the American maritime industry. Her effectiveness and commitment to our industry are unsurpassed. The SIU is proud and humbled to respectfully count her as a friend."

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."

Chao's support for American-flag shipping and U.S. mariners is nothing new. Beginning in 1986, when she became Deputy Administrator of the U.S. Maritime Administration, she has consistently advanced programs that boost the industry. This also held true during her service as Chairwoman of the Federal Maritime Commission (1988-89), as Deputy Secretary of Transportation beginning in 1989, and as Secretary of Labor from 2001-2009.

The SIU further stated, "We are honored to have hosted Secretary Chao at our affiliated school in Piney Point, Maryland, in 2002, 2005 and 2017. We deeply appreciated her keynote remarks in October 2003 when the late SIU President Paul Hall was inducted to the DOL Hall of Fame. And we enjoyed celebrating together in June 2005 when she christened the Pride of America in New York City. More recently, we were heartened when one of her first official acts as Transportation Secretary was delivering



DOT Secretary Elaine L. Chao speaks at the 2017 SIUNA convention in Piney Point, Maryland.

keynote remarks in Beaumont, Texas, as the car carrier *Liberty Passion* formally reflagged under the Stars and Stripes in March 2017. Later that same month, SIU President Sacco was a featured speaker at a gathering in the nation's capital that served as both a formal welcoming of Secretary Chao and an observance of the department's 50th anniversary."

Sacco added, "There is nobody better

qualified to be Secretary of Transportation than Elaine Chao, as she has demonstrated since day one. Throughout her time in government, she has been a steadfast friend to the SIU and to maritime labor. She has stood up to defend the Jones Act, the Maritime Security Program, cargo preference and the other key programs that keep our industry alive. She understands the importance of providing jobs to America's work-

ing families, and she has seen firsthand the value of the United States Merchant Marine to our nation's defense and prosperity."

AMP's other selection – the U.S. Merchant Marine of World War II – hits home with the union. More than 1,200 SIU members lost their lives to wartime service; their names are individually memorialized on a large plaque at the union's affiliated school in Piney Point, Maryland.

Overall, the U.S. Merchant Marine of World War II proved nothing short of indispensable for the Allies. As noted by AMP in its kickoff of the American Maritime Heroes campaign, "Almost 250,000 merchant mariners transported tens of millions of tons of war supplies and more than seven million servicemen under the most challenging circumstances imaginable. As a result, they suffered the highest casualty rate of any service during World War II, with one mariner out of every 26 lost. Often defenseless against enemy vessels, these merchant mariners continued to sustain the war effort. A total of 8,241 merchant mariners died in World War II, and many others were captured and became prisoners of war. Today only about 2,000 remain."

The late SIU historian John Bunker wrote in 1951, "Before any of the nation's armed services were ready for all-out duty in World War II, the merchant marine and the men who manned it were on the front lines of global action. No executive manifestos; no formal enlistment, no testings of loyalty or pledges of devotion to their country's service were required to put SIU crews into action or prove their willingness to face danger – and death."

For more information on the campaign, which will culminate on the 100th anniversary of the Jones Act becoming law, visit <https://americanmaritimeheroes.com/>

## Building Named in Honor Of Late SIU VP John Fay

New residential facilities in the U.K. memorialize one of the SIU's most steadfast officials.

The union Nautilus International on May 29 dedicated the John Fay House at Mariners Park in Wallasey, England. Built with financial support from Nautilus and the International Transport Workers' Federation's (ITF) Seafarers' Trust, the apartments are named after the late SIU Executive Vice President John Fay, who died in 2005 at age 73. In addition to his half-century of service with the SIU, Fay also was the first American ever to serve as chairman of the ITF Seafarers' Section, a position he held from 1995-2002.

SIU Secretary-Treasurer and Chairman of the ITF Seafarers' Trust David Heindel – Fay's SIU successor and close colleague, and currently also chair of the ITF Seafarers' Section – was a featured speaker at the ceremonial opening. Several of Fay's family members attended, including his brother, Frank; his son John Jr.; daughter-in-law Christina Fay; daughter Kelly Fay; sister, Cathy Tompkins; and granddaughter, Shaina Fay.

Nautilus (which represents members in the U.K., the Netherlands and Switzerland) described the dozen dwellings as "state-of-the-art independent apartments for retired seafarers and their dependents." They were constructed as part of an ongoing program "to upgrade and expand" services for retired mariners and their families. (Two of the apartments in the

new block were built with a donation from the Aged Veterans Fund and are reserved for merchant seafarers who served alongside the armed forces at times of conflict or during national emergencies.)

During the dedication, Heindel noted that he worked with John Fay for many years. "He became my mentor and someone I admired," he recalled. "John was a true friend and one of those rare individuals who brought calm to any heated discussion. Whether it was contentious labor negotiations or dealing with political leaders, he had a way of making people feel comfortable. And if needed, he had a way of intimidating his counterpart without raising his voice."

Heindel continued, "On a personal note, John loved his family. He was very proud of his children and the path they chose in life.... This building is a testament to John's professional life. I hope his spirit brings the peace and calm that made him the man that I came to know."

Nautilus International General Secretary Mark Dickinson said he was pleased to see the latest development in the 162-year history of the union's welfare work. "We are rightly proud of our past, but we have never sat back and rested on our laurels," he said. "Mariners Park bears witness to the process of constant change and reassessment to ensure that we

(Continued on next page)



The expanded facility features 12 new state-of-the-art dwellings.



Pictured at the dedication are (from left) SIU Secretary-Treasurer David Heindel, John Fay Jr., ITF Seafarers' Trust Head Katie Higginbottom and Nautilus International General Secretary Mark Dickinson.

# NY Waterway Crew Rescues Helicopter Pilot

## Heroic Extraction Takes Place on Hudson River

A NY Waterway ferry crew aboard the *Gov. Thomas Kean* on May 15 rescued the pilot after a helicopter crashed in the Hudson River.

SIU member Capt. **Adam Sciaino** was carrying passengers between West 39th Street in Manhattan and 14th Street in Hoboken when he saw the helicopter go down at about 2:20 p.m. This is Sciaino's second rescue in 10 years with the company.

SIU member Deckhand **Edwin Montoya** deployed the Jason's cradle rescue device off the bow of the ferry and pulled the uninjured pilot (Eric Morales) aboard. There was no one else on the helicopter.

"It was just instinct – just another day for NY Waterway rescues," Sciaino said. "We're right here. Edwin Montoya is an outstanding deckhand. He moved instantly to the rescue."

Both Seafarers have completed safety training at the union-affiliated Paul Hall Center in Piney Point, Maryland.

According to preliminary report from the National Transportation Safety Board (NTSB), Morales had just refueled the helicopter and was trying to maneuver it to the pad where he picks

up passengers when he felt "the loss of the effectiveness of the tail rotor." Shortly thereafter, the aircraft started an uncontrollable spin, at which time the pilot deployed floats for a water landing.

News reports quoted Morales as saying the helicopter functioned normally earlier that day, including a pair of landings.

Montoya recalled, "We were just leaving the Jersey side and saw the helicopter spinning, and then it went down in the water. The pilot was hanging outside of it, standing on it."

The ferry was "very close" to the helicopter, and Montoya said they "approached very slowly and carefully. The whole thing only took three minutes. I asked him (the pilot) a couple of times if anyone else was on board and if he was hurt. He said he was okay and there was no one else. He was a little nervous but had good overall awareness."

Montoya also said that the *Gov. Thomas Kean* had passengers on board during the rescue "so we kept people inside the boat. We did the rescue and then dropped off the passengers in New York and continued our service."

In 32 years, NY Waterway crews



Capt. Adam Sciaino (left) and Deckhand Edwin Montoya

have rescued almost 300 people from the waters of New York Harbor, including 143 people rescued from U.S. Air-

ways Flight 1549 in "The Miracle on the Hudson," the most successful marine rescue in aviation history.

## Congressman Babin Backs Jones Act

A United States congressman from Texas recently used a hypothetical image to drive home a very real point.

U.S. Rep. Brian Babin (R-Texas) on May 16 spoke on the House floor to commend President Trump for not waiving the Jones Act and to express support for the nation's freight cabotage law. The congressman's office created a fictional image of a Chinese-flagged freighter navigating the Mississippi River under the St. Louis Gateway Arch to demonstrate what would happen if the Jones Act were waived or eliminated.

"For the past 100 years, the Jones Act has brought strength and certainty to maritime commerce here in the United States," said Babin. "It has protected the rights of American sailors, created and maintained American jobs, and has been one of the single largest factors in facilitating the strong American economy that we are enjoying. The Jones Act states that goods shipped between U.S. ports are to be built, owned, and operated by the citizens of the United States."

He continued, "Can you imagine a Chinese-built vessel, flying the Chinese national flag, and operated by Chinese citizens traveling through the American heartland to deliver goods to our ports? Although this is a hypothetical situation, it could easily become a reality if the Jones Act is waived. Our national

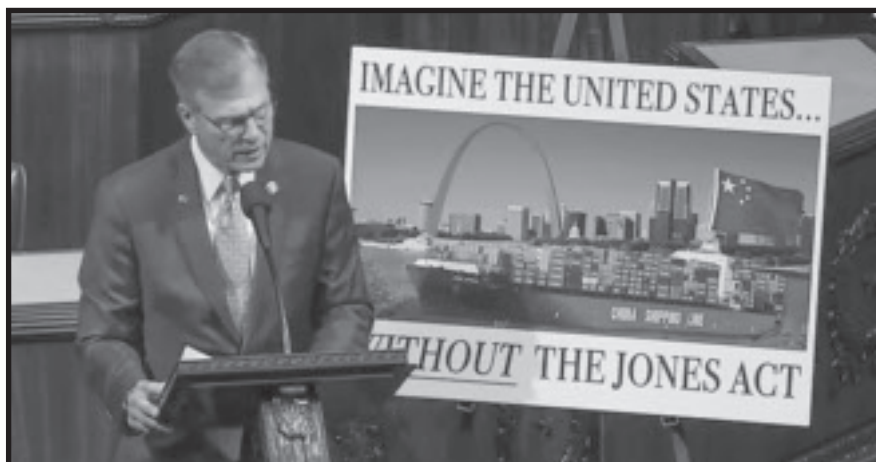
security, economic growth, and our ability to provide American jobs would be in jeopardy. Worst of all, waiving the Jones Act would allow these foreign-operated ships into our waterways and could be opening the door to espionage.

"We need the Jones Act, and I encourage those who want to repeal it to watch my speech and explain why the image that you see in the video would make for a better and stronger America," he concluded.

As reported in last month's *LOG*, multiple news outlets had indicated the president was pondering an extended Jones Act waiver for moving American LNG to domestic ports. However, U.S. Senators Roger Wicker (R-Mississippi), Lisa Murkowski (R-Alaska), Bill Cassidy (R-Louisiana), Dan Sullivan (R-Alaska), John Kennedy (R-Louisiana) and Cindy Hyde-Smith (R-Mississippi) as well as House Minority Whip Steve Scalise (R-Louisiana) met with the president May 1 and came away assured that he will fully stand behind the maritime law.

A new study by PricewaterhouseCoopers found that the nation's freight cabotage law helps sustain nearly 650,000 American jobs while contributing \$154 billion to the nation's economic growth annually.

Moreover, 91 countries across the globe maintain some form of cabotage law.



Congressman Babin speaks on the House floor and uses an illustration to warn of the dangers of waiving the Jones Act.

## Facility Pays Tribute to Late SIU Official

(Continued from Page 3)

deliver not just quality services, but services that meet the real, changing and increasingly complex needs of our retired members and their partners."

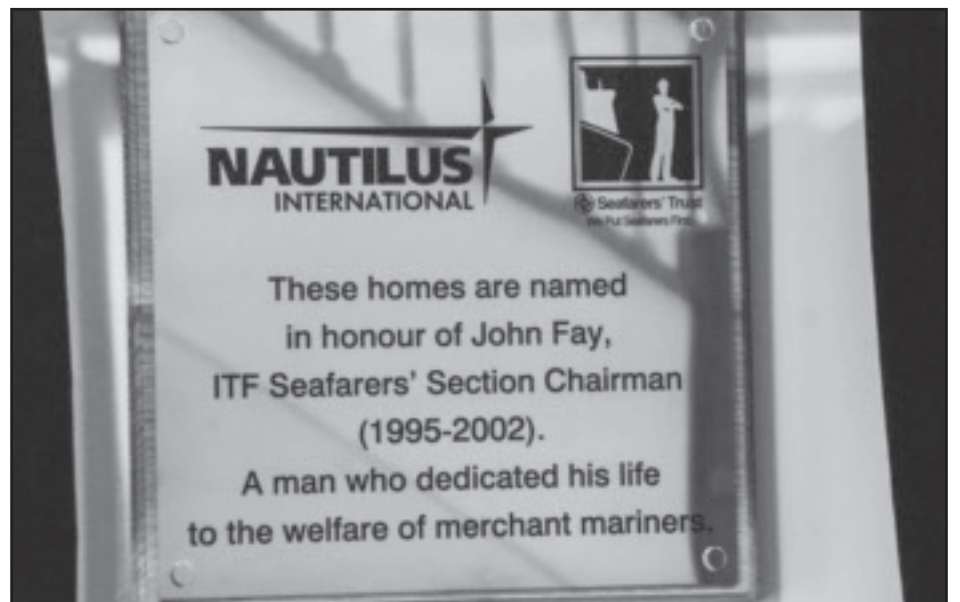
Katie Higginbottom, head of the ITF Seafarers' Trust, said the charity was delighted to support the new development. "My mission in the Trust is to learn from great examples such as this, and to do more work with unions to improve seafarers' welfare around the world," she said.

John Fay Jr. stated, "I can't begin to put into words the thanks and gratitude of the family. This really is a great honor for my dad."

John Fay joined the SIU as a teenager in 1949 and sailed in both the deep sea and in-

land divisions. He came ashore in the mid-1950s and continued working for the SIU for the next 49 years. He served as executive vice president from 1997-2005 after working as the union's secretary-treasurer since 1990. Previously, the Boston native held various port-level positions in Philadelphia, Baltimore, Boston, Brooklyn and elsewhere.

While his contributions to the union's advancement in the United States were substantial, he also played a pioneering role in fully involving not just the SIU but all of American maritime labor in international efforts to promote and protect mariners' wellbeing. Beginning in 1975, he participated in forums and other activities involving the ITF; the International Maritime Organization; and the International Labor Organization.



This plaque is displayed in the new building

## Coast Guard Issues New Radar Observer Rule

The U.S. Coast Guard has published a final rule, titled: "Amendments to the Marine Radar Observer Refresher Training Regulations." The rule amends the requirements for renewal of a Radar Observer Endorsement, eliminating the stipulation that a mariner actively using their MMC complete an approved or accepted refresher or recertification course to maintain a Radar Observer Endorsement.

When the new rule enters into effect

on July 22, 2019, any mariner who serves in a "relevant position" aboard a radar-equipped vessel for one year in the previous five years will no longer be required to complete a radar refresher or recertification course to renew the endorsement.

The official announcement and related links are posted on the SIU website – look under News, then Latest Posts. The article is dated June 11. The respective links go to the policy letter and the rule itself.

# SHBP Awards \$132,000 in Scholarships

Eight individuals – three active Seafarers and five dependents – are one step closer to realizing their educational aspirations thanks to the Seafarers Health and Benefits Plan (SHBP). The SHBP's 2019 Scholarship Committee on May 17 bestowed scholarships totaling \$132,000 on the former group.

Convening at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, the committee selected **OMU Terrell Cuffee** and **Mate Troy Janelle** as recipients of a pair of two-year scholarships worth \$6,000 each. Junior Engineer **Thomas Swayne** was chosen to receive a four-year award worth \$20,000. Dependents picked for four-year, \$20,000 grants were: **Muhab Abdelwahab**, **Emily May**, **Bjorn Soriano**, **Katherine Scott** and **Alana Thomas**.

## OMU Terrell Cuffee

Deep Sea **OMU Terrell Cuffee** hails from Chesapeake, Virginia. He signed on with the union in 2014 and was a member of Paul Hall Center Class 778.

After completing his apprentice training, his initial voyage was aboard the Sealift, Inc.-operated *Advantage* where he sailed in the engine department. When he applied for the 2019 SHBP Scholarship Program, he was a crew member aboard the *LTC John U.D. Page*, another Sealift, Inc. vessel.

Cuffee is 2009 graduate of Chesapeake's Oscar Smith High School. He was active in his community, dedicating numerous hours making positive contributions to neighborhood youths. Cuffee served as a youth leader, mentor and basketball coach. He also volunteered his time assisting in community center events.

In his SHBP application package, Cuffee recalled that during his apprentice graduation ceremony, he made a promise to himself (and to the union) that one day he'd be sailing as a mate or an engineer.

"Well, it's now time for me to begin the process of fulfilling that promise," he said.

"I have been sailing for six years, and during that time, I have come to be knowledgeable enough to have the confidence to [say] that I will not only become an engineer, but a successful one."

Cuffee has applied for admission to Mid-Atlantic Maritime Academy, where he hopes to major in engineering.

## Mate Troy Janelle

Inland **Mate Troy Janelle** (wife, Rebecca) was born in Portland, Maine, and currently makes his home in Dickinson, Texas. A 2005 graduate of Oak Hill High School in Wales, Maine, he posted an overall 3.502 grade point average (GPA) and ranked ninth in his class of 112 students.

Janelle holds a bachelor's degree in Community Recreation & Sports Management, having graduated from the University of Utah in 2010. Not

long thereafter he landed what he thought was his dream job as a program coordinator at a Salt Lake City recreation center.

As much as he loved his job, he quickly realized that he had amassed far too much student loan debt to prosper and enjoy life on his recreation center salary. At that point he began looking to the maritime industry as a solution. Janelle was accepted for admission at the Maine Maritime Acad-

emy (MMA) in 2012 and enrolled in the school's Small Vessels Operations Program. Two years later, he earned an associate's degree and his next move was to start sailing under the SIU banner. His current duties involve ship assist and escort services for the Texas Ports of Houston, Galveston and Corpus Christi.

"I used my degree and licenses at MMA to get hired at G&H Towing Company as a mate where I have been employed for the past five years," he said. "Changing professions turned out to be one of the best decisions I ever made."

Since joining the maritime industry, Janelle said he has come to realize that "...the educational backgrounds of ashore office employees tend to be drastically different from the vessel personnel that they are overseeing. Often this results in hiring people with the educational background to qualify them for a position but they have no idea how the industry of ships systems actually works."

Janelle sees this situation as a divide that potentially could negatively impact a company's productivity. "This disconnect between the company and its workforce is why I want to get my master's degree," he said. "I believe that getting more people to go from the ship to the office can only provide greater communication and cohesion between the different divisions of companies in our industry."

His goal is to be accepted to the MMA's master's program in international logistics management. "[This] would allow me to use that degree and my work experience in the maritime industry to advance my career from the vessel to the office where I know that both ... would be an asset to any organization."

In addition to MMA, Chanelle has applied for admission to Texas A&M Galveston, Grand Canyon University and Sam Houston State University.

## JE Thomas Swayne

Deep Sea Junior Engineer **Thomas Swayne** (wife, Zakiah) is a native of San Leandro, California and a 1999 graduate of Oakland, California's Skyline Senior High School. An avid athlete, he participated in football, track and field, and wrestling. As a community activist, Swayne contributed countless volunteer hours serving as an assistant in a senior citizen facility.

Swayne joined the SIU in 2001 and successfully navigated the Paul

Hall Center's apprentice program. Since then, he has returned to the Piney Point, Maryland-based campus no fewer than six occasions to enhance his skills. Swayne earned his junior engineer rating in 2006 and currently sails aboard the Sunrise Operations LLC (Pasha) operated *Horizon Enterprise*. His first vessel was the Red River Carriers operated *Black Eagle*.

"It's been 20 years since I gradu-

ated from high school and I always considered myself an overachiever," Swayne shared in his scholarship application package. "I attended a community college hoping to succeed from the bottom up but quickly had to drop out to find employment to support my grandparents and their needs.

"Soon after, I became a merchant marine, lived life, traveled around the world and started a family," he continued. "In today's society, it can be challenging to raise and teach two children, and there is a part of me that's missing. For the last year I have been motivated to go back to school and fulfill a promise I made to myself and grandmother."

During his educational pursuits, Swayne said he hopes not only to obtain an associate's degree but also a bachelor's as well as master's degree and "apply them all in the corporate world of my trade that I've been in for the past 18 years." Ultimately his goal is to secure his engineering license and "be a better asset to any company in my field and influential to the next generation and my peers."

Swayne has applied for admission to the College of Southern Maryland, Cal Maritime and Cal State East Bay. His focus will be on engineering and business administration.

## Muhab Abdelwahab

Muhab Abdelwahab is the son of Deep Sea Able Seaman **Mohamed Abdelwahab** (mother, Eham) who sails aboard the *Maersk Atlanta*. He has three siblings who are ages 20, 25 and 28.

Muhab is a 2019 graduate of Southwest High School in Minneapolis, Minnesota, where he posted an overall 3.92 GPA.

He participated in tennis, cross country, soccer and ping pong and held membership in a myriad of non-athletic student organizations. Included

were: National Honor Society, Muslim Youth of North America, Muslim Student Alliance, Biology Club, Math Team and Choir.

He spent numerous hours volunteering at a wide variety of Minnesota-based bodies such as Minneapolis Community Education, Habitat for Humanity and Hennepin Healthcare just to name a few.

"Growing up as a first-generation American, I recognize the expansive opportunities that come with receiving a degree," he said in his SHBP application package. "My father was the sole breadwinner for my family of six, and my sisters and I became profoundly aware of the obstacles that many immigrant families face. This early realization has motivated me to strive for academic success, taking the most challenging courses offered and involving myself with extracurriculars in high school with the eventual goal of attending college."

Muhab said that as a high school senior, his aspirations became broader:

"I hope to establish programming, specifically targeted at elementary-aged students in underserved communities, to help promote excellence in academia and the professional workforce. I personally have experienced the disparity in our educational system, through the limited access I had to academic-based extracurriculars, and I believe that this type of programming would help elevate many underprivileged communities."

He has applied for admission to the University of Minnesota, Harvard College and Yale University. If accepted, "I will pursue a biological sciences major. These classes will give me hands-on opportunities to learn."

After college, Muhab hopes to attend medical school.

## Emily May

Emily May is 2019 graduate of Alamo Heights High School in San Antonio, Texas. She ranked first in her class of 365 peers and posted a 105.94 GPA.

The daughter of Inland Master **Phillip May** (mother, Nancy, a dietician) who works for G&H Towing, Emily was extremely active in extracurricular activities at her school.

As a baton twirler she regularly entertained audiences during band performances at parades, football games and pep rallies. Emily earned superior ratings and top accolades in her craft during local, regional, state and national competitions. Included were a host of first place awards during American Twirling Federation and National Baton Twirling Association outings.

She also is an accomplished musician (saxophone), having participated in her school's varsity marching band, wind ensemble, jazz band and pep band. Emily was section leader during her junior and senior years and was an active member in a host of school clubs and organizations. Included were the science Olympiad, mayor's fitness council, environmental club, and National Spanish Honor Society.

In the community service arena, Emily spent countless hours enhancing the lives of San Antonio citizens. Among the organizations that benefited from her service were: Animal Defense League of San Antonio, environmental club and Lake Canyon Sailing Club. She also reached out to fellow students, providing tutoring to freshmen and other students requiring help in geometry and preparation for standardized testing.

"I plan to use my skills to study biochemistry for undergraduate and advanced degrees," she said in her application package. "I am passionate about science and research. I see a direct path of influential discovery through cellular communications and am excited for my growth in the field through college and beyond."

Emily has applied for admission to the University of Texas at Austin, Rice University and Baylor University. She plans to major in biochemistry/molecular biology.

## Bjorn Soriano

Bjorn Soriano hails from Olympia, Washington, and is the son of Deep Sea **ABG Leonard Soriano** (mother, Eleanor, a certified nursing assistant) who sails aboard the *Alaskan Navigator*.

A 2019 graduate of Timberline High School, Bjorn has one sibling. He accumulated a 3.92 GPA at Timberline and participated in both the tennis and swimming teams. Bjorn held membership in the National Honor Society, Key Club and Honor Guard.

As a community activist, he donated time

at a neighborhood middle school and served as a reader to elementary school children. During the holidays, he collected donations for the Salvation Army while serving as a bell ringer.

"As a child of Filipino parents, I understood at an early age the value of education," Bjorn said in his application package. "Realizing the sacrifice my parents made by leaving their homeland in hopes for a better life for their children, I made a commitment to myself that I would capitalize on the opportunities provided to me."

Bjorn plans to earn a degree in engineering. He has applied for admission at the University of Washington, Seattle University and Gonzaga University.

## Katherine Scott

Katherine Scott was born in Galveston, Texas. She is a 2018 graduate of Ball High School and currently is attending Galveston College. She is the daughter of Inland Pilot **Martin Scott** (mother, Anne) who works aboard G&H Towing's *David B*. She has one sibling.

Katherine amassed an overall 3.72 GPA in high school and ranked 44 in her class, which numbered 460 graduates. She participated in golf and was a member of the National Honor Society, the student council and Key Club.

As a volunteer, she donated many hours providing assistance to the Galveston Island Humane Society. Katherine also participated in a community endeavor dubbed the Big Event Beach Cleanup.

On the collegiate level, Katherine has already completed five semesters of work and earned 28 credits at Galveston College. She has posted a 3.12 GPA and is majoring in kinesiology.

Her ultimate goal to become a physical therapist. [After obtaining my degree in kinesiology] "I plan to continue on into physical therapy at the University of Texas Medical Branch and eventually become a physical therapist that specializes in pediatric therapy, in order to help children that need it for their everyday lives," she said in her scholarship application package.

## Alana Thomas

Alana Thomas is the daughter of Deep Sea **GUDE Aaron Thomas** (mother, Erinn, a process improvement analyst) who sails aboard *Keystone Shipping Service's Cape Domingo*. She has three siblings.

Alana hails from Jacksonville, Florida, and is a 2019 graduate of Atlantic Coast High School. At Atlantic, she amassed an overall 3.57 GPA and ranked 135 in her class, which numbered 562 graduates.

Alana held membership in and was elected to office in both the National Honor Society and Spanish National Honor Society. As a volunteer, she logged more than 100 hours of service at the UF Florida Health Jacksonville Hospital.

"I specifically want to become a nurse practitioner because it will allow me to expand the leadership qualities I already have and to become a better, more calm problem evaluator and solver," she said in her SHBP scholarship application package. "These are skills I will need once I decide to open my own practice."

Alana has applied for admission to Florida State University, the University of Central Florida and the University of North Florida. She plans to major in nursing and minor in business.



Members of the 2019 Calendar Year SHBP Scholarship Committee (above, from left) were Dr. Gayle Olson, University of New Orleans (retired); Dr. Trevor Carpenter, College of Southern Maryland (retired); Dr. Hank Toutain, dean of students, Kenyon College (retired); Dr. Marla Kohlman, professor, Department of Sociology, Kenyon College; Dr. Michael Glaser, St. Mary's College (retired); and Dr. Keith Schlender, dean emeritus, college of graduate studies, University of Toledo College of Medicine.



# SIU Asst. VP Chester 'Chet' Wheeler Retires

## Spent 32 Years Sailing, 23 as Union Official

Anyone familiar with longtime SIU Government Services Division Assistant Vice President Chester "Chet" Wheeler won't be surprised by the fact he's staying quite active in retirement.

A tireless worker throughout his decades as a mariner and an official, Wheeler, 74, officially called it a career earlier this year. He's enjoying the new lifestyle, but if the particulars of a given day have changed, the pace isn't much different.

"It's fine and I'm busy," said Wheeler, who lives with his wife, Becky, in Cobb, California. "I realize now all the things my wife did without me, and now those are my jobs. I've remodeled a house and was already helping out at a senior center, which I'm continuing. I'm service-oriented anyway, but it's nice to be able to give back. There are some real characters there."

Wheeler also plans to accommodate his wife's request for European travel – admittedly not a huge concession from someone who said travel was the highlight of his 32 years as a mariner.

He cited "family considerations" as the driving force behind his retirement, which officially commenced March 28. Wheeler also said he thoroughly enjoyed both his time at sea and the years spent working as an official.

SIU Vice President West Coast Nick Marrone stated, "Chet had a very steady attitude towards his fairness and diligence in representing his mariners. He definitely was dedicated. He grew up in that fleet and was involved as a delegate under Buck Mercer (the late vice president of the union's Government Services Division). Chet understood the complexities of the Military Sealift Command (MSC) and was able to navigate effectively through the various processes."

SIU Vice President Government Services Kate Hunt said, "Chet and I worked well together over the years. I always respected him as a union representative who really had the best interests of the mariners at heart."

Wheeler came ashore to work for the union in 1997, first as a representative and soon thereafter as an assistant vice president. Prior to the SIU's merger with the National Maritime Union in 2001, he handled all West Coast representational efforts for MSC and the Suisun Bay reserve fleet. In fact, since 1997, Wheeler was involved in every MSC and Suisun Bay contract negotiation and "instruction and policy" negotiation.

Colleagues described him as instrumental in ensuring the safety and health of mariners by negotiating afloat and ashore habitability agreements, watch hours, standards for shipboard water potability and air quality, and shipyard working conditions. He was a guiding force in the three-year negotiation of Civilian Mariner Personnel Instruction (CMPI) 610, a key document covering hours of work and overtime pay. Wheeler also played leading

roles in representing mariners aboard joint high-speed vessels, and in securing significant compensatory time for travel for many CIVMARS.

"Most importantly," said retired SIU Counsel Deborah Kleinberg, who worked very closely with Wheeler, "Chet guided thousands of CIVMARS, wage mariners and Suisun Bay boat handlers, representing employees in grievances and disciplinary actions, and assisting employees who were injured or ill. He helped mariners leave their vessel assignments to attend to ill family members. He assisted many employees with the medical exam process, retirement counseling, workers' compensation advocacy and making sure mariners could return home from afar when sick or injured."

Never one to worry about popularity, Wheeler definitely earned respect and appreciation both from fellow officials and from rank-and-file members. This was reflected by his having not one but two retirement parties – the first at the Oakland, California, SIU hiring hall in February, the second closer to his home in northern California in late April.

At those gatherings, Wheeler received large binders packed with appreciative messages from people he represented and worked with through the years. Here's a small sampling of those sentiments:

"Thanks for all the advice, support, wisdom and guidance you so gracefully gave to all the mariners. You will be sorely missed." – Bill Machie, Second Asst. Engineer

"Thank you for looking out for us, your brother CIVMARS, all these years. You always commanded attention with your booming voice and no-nonsense talks about our rights. Many mariners benefited from your advice." – Rob Cruz

"I have known you for close to 20 years and have admired your work and indefatigable efforts to make the working conditions, quarters and lives of CIVMARS better. I have seen firsthand how CIVMARS and agency folks alike respected, liked and in some cases, loved you." – Joe Vincenzo, SIU Asst. VP

"It has been an honor to have worked with you. I have learned so much from you and am grateful for all of your efforts. Your dedication to the Seafarers is unmatched." – John Madden, SIU Associate Counsel

When presenting the albums, Kleinberg said, "If a person's career is measured by how many people he has supported and helped during their life's work, then your career is truly without measure. You were instrumental in helping me and all you have come in contact with, obtain a better understanding and appreciation of the unique working environment of federal mariners. Your extraordinary passion, hard work, persistence and exceptional dedication to seagoing workers and their families inspired me each day to live up to your example. I know for certain that your advocacy and unwavering efforts will never be duplicated."

Reflecting primarily on his time as an official, Wheeler said, "I'm proud of the representation we gave them. It was a 24/7 job and it's a complicated unit. Also, issues affecting government services can also affect the



Wheeler (left) is pictured with SIU President Michael Sacco in 2008.

private sector."

Wheeler said Kleinberg was "the best support I could have," and expressed solid confidence in Vincenzo as his successor.

Moreover, Wheeler said that while he never was pressured to enter the maritime industry, it came naturally. "My great grandfather was an indentured servant in the Swedish merchant marine beginning when he was 10 years old," he noted. "My uncles all went to sea and I grew up around water on the coast. I was surrounded by seamen. But I didn't have to go to sea; I like it."

He said his fondest memory of shipboard life is "I got to travel a lot of places. In the old days, when I sailed, it took maybe a week or two weeks to unload. There were lots of adventures."

His advice for those entering the industry? "Get as much out of it as you can," Wheeler replied. "It's an adventure. Make this your adventure. The other thing is, learn everything you can. We have a great school (the union-affiliated Paul Hall Center for Maritime Training and Education). Keep going back and keep learning. It's a wonderful occupation and I'm really glad I did it."



Retiring SIU Asst. VP Chet Wheeler (second from left in photo directly above) always felt most at home with fellow CIVMARS. He's pictured at a 2016 MTD event in San Diego with members of the SIU Government Services Division and with other officials. The photo at right is a cover page in one of the two keepsake albums Wheeler received at a retirement gathering.





**SALUTING WWII MARINERS, AUTHOR** – SIU Executive VP Augie Tellez (right) surprises author William Geroux with a framed, declassified listing of the U.S. Merchant Marine convoys bringing supplies to the Soviet Union during World War II via the Arctic convoys to Murmansk and Archangel. Geroux recently published a book on the subject: “The Ghost Ships of Archangel – The Arctic Voyage That Defied the Nazis.” The event was hosted on Capitol Hill by U.S. Rep. John Garamendi (D-California) and U.S. Rep. Don Young (R-Alaska), both longtime backers of the maritime industry.



**WITH SEAFARERS ON WEST COAST** – The SIU contingent at the yearly tribute in San Pedro, California, included Wilmington Port Agent Jeff Turkus (fourth from right) and (among others) GUDE George Galanas, GVA Kris Bechtel, Bosun Rick Barnhart, GUDE Hamza Jinah and Bosun Rudy Nuno.

## National Maritime Day Celebrated Coast to Coast

The annual National Maritime Day ceremony hosted by the U.S. Department of Transportation always proves noteworthy, but it’s definitely not the only such observance. The SIU once again in 2019 also turned out for ceremonies in Texas, Virginia and California; some Seafarers also marked

the occasion aboard ship. Additionally, a high-ranking SIU official made a surprise presentation at a pro-maritime get-together in Congress.

The photos on this page were taken at those respective gatherings.



**ABOARD HONOR** – Vessel Master Capt. Shawn Hagerty reports: “On May 22nd at 1230 hours local, while at sea from Charleston to Bremerhaven, the *M/V HONOR* held an onboard National Maritime Day ceremony. The all-hands event included learning about the history of National Maritime Day from our Third Officer and hearing this year’s Presidential Proclamation read by both Kings Point and Maine Maritime Academy cadets. We ended with eight bells struck on the ship bell followed by a moment of silence.” Thanks to Capt. Hagerty for the photo, which features the whole crew of the TOTE Services-operated vessel.



**NORFOLK CEREMONY** – Chief Cook Michele Woodley (left) and SIU Safety Director Anthony Houston (right) helped represent the union at the city’s Half Moone Cruise and Celebration Center.



**GALVESTON GATHERING** – Pier 21 was the site of the tenth annual National Maritime Day ceremony in Galveston, Texas. The group photo at right includes SIU Safety Director Kevin Sykes (third from left) with U.S. Coast Guard personnel. In the photo above, longtime SIU member Fr. Sinclair Oubre addresses attendees before the tossing of a memorial wreath.



# USNS Maury Completes Whirlwind Voyage via Panama Canal

RN/MSO **Brandon Maeda**, medical department representative aboard the *USNS Maury* provided the photos appearing on these two pages.

The photos were taken during what Maeda described as the completion of roughly an 11,500 nautical mile voyage which had the *Maury* sailing from Florida to Hawaii

via the Panama Canal. The return trip took the vessel and crew from Hawaii to California; once again through the Panama Canal and back to the East Coast.

In his correspondence to the *LOG*, Maeda portrayed the *Maury's* SIU crew as an interesting blend of mariners, a real microcosm of the United States. "We have seamen

who are originally from America, Asia, [the] Caribbean, Africa, Arabia and the Pacific Islands," he said. Included are "both men and women, young and old, from the east, west and gulf coasts with a sprinkling of military veterans."

The vessel is operated by Ocean Shipholdings, Inc.



Bosun Kwesi Adu-Gyamfi



AB Demilton Wheat



ABG Eugene Evans



ABG George Fababier

In the photos below, the *USNS Maury* approaches, enters and exits the locks at the Panama Canal.







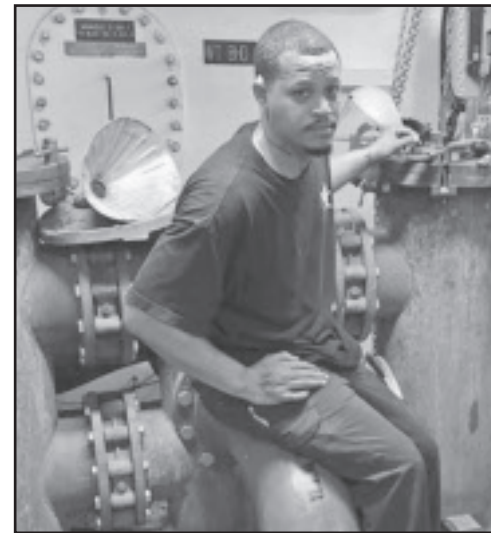
STOS Christian Mercado Nunez



STOS Terrance Paige



QE4 Daniel Resultan



Oiler Derrick Walker



Oiler Michael Ribeiro



Oiler Zachary Cartwright



GVA Camilo Villafania



GVA Isaka Koanda



GVA Mason Abdulfattah Kamhed



SKS Michael Dupee



SA Crystal Cobbs



CC Brandon Hamilton



MDR Brandon Maeda



**A-BOOK IN PINEY** – Chief Cook Rachel Janssen (left) received her A-book June 5 from SIU President Michael Sacco (right) in Piney Point, Maryland. Janssen most recently sailed aboard the *Horizon Spirit* before heading to the Paul Hall Center.



**CIVMAR MEETING** – Members of the SIU Government Services Division met in mid-May in Norfolk, Virginia, with SIU VP Government Services Kate Hunt (standing fourth from left) and SIU Government Services Representative Sam Spain (standing far left).

## *At Sea and Ashore with the SIU*



**ABOARD CROWLEY TANKER CALIFORNIA** – These photos were taken in mid-April in Martinez, California. Pictured at the gangway (above, left) is AB Raymond Contreras. Chief Cook Najeeb Ginah (above, center) is shown in the galley, while the remaining photo includes (from left) Bosun Ruben Datu, Port Agent Nick Marrone II and QMED/Pumpman Joshua Zelinsky.



**BOOKS GALORE IN HONOLULU** – Three members recently received their respective full B-books at the hall in Hawaii. AB Rolan Aguilar is at right in photo at left, with Shureen Yatchmenoff, administrative assistant. Assistant Storekeeper Tanya Awong stands at left in photo above, with Port Agent Hazel Galbiso. The photo at the immediate right includes Wiper Chanel Peters and Yatchmenoff.



**A-BOOK IN JAX** – QMED Samir Tarsha (left) gets his A-book from Safety Director Joseph Koncul at the hiring hall in Jacksonville, Florida, on May 9. The two were classmates in Piney Point (No. 736) and have been close friends ever since.

# At Sea and Ashore with the SIU



**MILESTONES IN SAN JUAN** – Steward department Seafarer Bernice Reyes (left) is pictured at the new hiring hall, proudly displaying her first vacation check and her first Maritime Defense League receipt after completing her initial voyage. Her next planned stop was the union-affiliated Paul Hall Center in Piney Point, Maryland, for upgrading training. Pictured at right is Port Agent Amancio Crespo.



**FULL BOOK IN PINEY** – Chief Cook Luis Perez Acosta (left) receives his full membership book from Port Agent Victor Nunez in early May. The Seafarer was enrolled in the certified chief steward course at the union-affiliated Paul Hall Center.



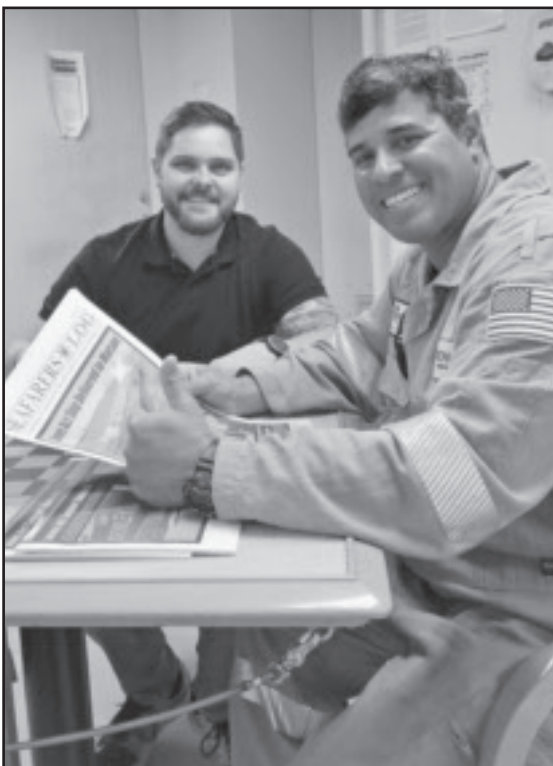
**ABOARD SAFMARINE NGAMI** – Pictured from left are AB Saidu Sesay, AB Orlando Da Cruz, Bosun Leroy Sierra, AB Roberto Flores and AB Ron Ramos. Their chief mate submitted the photo in early June and noted, "I've been sailing master and mate for almost 20 years. This is one of the most productive teams I've encountered." The vessel is operated by Maersk Line, Limited.



**NEW CONTRACT APPROVED** – Seafarers at the Association of Maryland Pilots have unanimously approved a new five-year contract featuring wage increases, seniority bonuses and per-diem gains. Pictured recently at the Solomons Island station are (from left) members Adam Xenides and Kevin Kuhne, and Port Agent Victor Nunez. Xenides is the shop delegate.



**DELIVERING FOOD AID** – Bosun Jerrold Foke submitted these photos of fellow Seafarers aboard the Crowley-operated *Ocean Glory*. The snapshots were taken in April while the heavy lift ship was in Djibouti, delivering U.S. food aid (wheat grain) ultimately bound for Yemen. Pictured at the gangway (above, left) is AB Daniel Mensah. AB Lomarro West is shown in the photo at center, while the photo at right features Chief Steward Johnny Palencia.



**ABOARD WEST VIRGINIA** – Pictured recently on the Crowley tanker in Houston are (from left) Patrolman Kelly Krick and Recertified Bosun John Cedeno.



**TAKING THE OATH IN HOUSTON** – AB Nexlon Colon Diego (right) is sworn in for his full B-book by Patrolman J.B. Niday at the hiring hall in late May.



Rear Adm. Margaret Kibben (USN, Ret.)



Rear Adm. Mark Buzby (USN, Ret.)  
Maritime Administrator



Gen. Stephen Lyons, USA  
Commander, USTRANSCOM



Jennifer Boykin, President  
Newport News Shipbuilding



Rear Adm. Timothy Gallaudet, Ph.D. (USN, Ret.)  
Deputy NOAA Administrator



Jennifer Gonzalez Colon  
Commissioner, Puerto Rico

# SIU Celebrates National Maritime Day in Nation's Capital

The SIU made a typically strong showing for this year's National Maritime Day observance in the nation's capital. Union officials and an enthusiastic group of apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education – two of whom played key roles in the ceremony – were on hand at Department of Transportation (DOT) headquarters for the annual gathering May 22.

The SIU contingent included President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President Great Lakes Tom Orzechowski and Port Agent Victor Nunez. Paul Hall Center Apprentice **Shannon Gail Peterson** served as the official wreath-tender while fellow Apprentice **Charles Patchin** sounded eight bells, consistent with tradition.

Hosted by the DOT's Maritime Administration, the ceremony drew hundreds of people from all segments of the industry. This year's theme was "Empowering Women in the Maritime Community."

Speakers were (in order) Deputy Maritime Administrator Richard Balzano (master of ceremonies); Rear Adm. Margaret Kibben, USN (Ret), who also gave the invocation; Maritime Administrator Rear Adm. Mark Buzby, USN (Ret); Gen. Stephen Lyons, USA, commander of the U.S. Transportation Command; Rear Adm. Timothy Gallaudet, Ph.D., USN (Ret), assistant secretary of commerce for oceans and atmosphere and deputy NOAA administrator; Jennifer Boykin (keynote), president, Newport News Shipbuilding; and The Hon. Jennifer Gonzalez Colon, commissioner, Puerto Rico.

Awards were presented to: Capt. Arthur R. Murray Jr. for his service as a merchant mariner during World War II; Andrew Bouchot of the U.S. Merchant Marine Academy, who saved the life of a stowaway while training at sea; and Catherine Morrison, a real-life "Rosie the Riveter" who worked as a welder during World War II. The administration also showed a video highlighting the historic role women have played in various components of the American maritime industry.

The speakers covered an array of maritime topics. In addition to remarks consistent with this year's theme, many also reinforced the ongoing, indispensable role of the U.S. Merchant Marine as America's fourth arm of defense. Several recognized the Paul Hall Center apprentices and thanked them for attending.

Buzby during his remarks relayed greetings from Transportation Secretary Elaine L. Chao, a maritime stalwart who was in Germany that day.

He continued, "As we celebrate our industry today, I salute all the women from the maritime industry, afloat and ashore, who continue to make a difference.... Maritime Day celebrates our indispensable industry and commemorates a historic yet largely forgotten technological achievement: the first trans-Atlantic crossing of a ship under steam power, the *SS Savannah*. Its voyage from Savannah, Georgia, to Liverpool, England, that took place began on May 22, 1819, and marked the passing of the era of sail power and the coming of the first industrial age, which would transform the speed of commerce and the entire nature of naval warfare. That's part of why Maritime Day is so important. It's a time to honor those who served, too many of whom gave their lives as patriotic merchant mariners."

He said the day offers a chance "to pause to remind ourselves of just how critical maritime issues are to the security and prosperity of this island nation of ours – something that's generally out of the public's focus. It's also up to us to ensure that there is always a new generation of American mariners prepared to relieve the watch."

"Two centuries on from the historic cruise of the *Savannah*, America's strength still rises and falls with the health of the maritime community," Buzby concluded. "We will need it to meet the challenges ahead, and I have great confidence in the future because of the people here today."

Lyons opened his speech by "recognizing the hard-working men and women of the United States Merchant Marine and the maritime industry that have made and continue to make significant economic and national security contributions to the United States of America in peace time and war."

He recalled the crucial service of World War II mariners specifically and the U.S. Merchant Marine in general through the centuries, which he said "has made significant contributions to our nation's survival."

Lyons noted that upwards of 9,000 civilian U.S. seamen died in World War II (including more than 1,200 SIU members), either during the formal hostilities or afterward as a result of injuries sustained.

*Continued on next page*



Paul Hall Center Apprentice Shannon Peterson carries a life ring, used this year in lieu of a wreath. SIU President Michael Sacco is at the right.



From left: SIU President Michael Sacco, Exec. VP Augie Tellez, VP Great Lakes Tom Orzechowski and Secretary-Treasurer David Heindel stand for the Pledge of Allegiance.



The U.S. Coast Guard Ceremonial Honor Guard arrives.



The U.S. Coast Guard Ceremonial Honor Guard posts the Colors.



Paul Hall Center Apprentice Charles Patchin prepares to ring "eight bells."

# President Trump Issues Proclamation for National Maritime Day 2019

On National Maritime Day, we honor the men and women who, throughout our history, have served with professionalism, dedication, and patriotism in the United States Merchant Marine. We recognize these seafaring merchant mariners for helping to fuel our economy, maintain our sea power, and support our national security.

Merchant mariners extend goodwill into all parts of the world, serving as a peaceful United States presence on international waterways. Today, American mariners facilitate the import and export of billions of dollars of goods, including fuel, agricultural products, and raw materials through the Marine Transportation System. They are also among the first to respond to help their fellow citizens in the wake of national disasters.

During times of war, merchant mariners courageously sail into combat zones to provide sealift for the Department of Defense, carrying weapons and supplies to America's fighting forces. In every con-

flict, United States citizen mariners have answered the call to duty and risked their lives. Some have sadly made the ultimate sacrifice for their country.

Because the United States Merchant Marine plays a central role in bringing American goods to market and in bolstering our military readiness abroad, we must encourage more people to pursue career opportunities on America's waterways and the oceans of the world. For this reason, I recently signed an Executive Order to help veterans of the Armed Forces transition seamlessly into civilian careers in the United States Merchant Marine by allowing them to apply relevant military training and experience toward becoming credentialed merchant mariners. This will help support a robust, well-equipped, and safe merchant fleet crewed by well-trained mariners.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first

transoceanic voyage by a steamship in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2019, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twentieth day of May, in the year of our Lord two thousand nineteen, and of the Independence of the United States of America the two hundred and forty-third.

DONALD J. TRUMP

## Event Theme Recognizes Importance of Empowering Women in Maritime Industry

Continued from Page 13

"Fast forward to today," he stated. "The DOD and TRANSCOM continue to depend on U.S.-flag merchant ships, their incredible trade networks, and our incredible mariners – exceptional mariners who sail. These ships that carry important exports in peace time rapidly transition to a Navy auxiliary in war time, delivering the vast majority of supplies and equipment to protect and sustain our military forces globally."

He described the merchant marine as "an essential part of our DOD war plan. This is why I remain a strong advocate of Administrator Buzby and MARAD's selfless work to preserve emergency preparedness programs like VISA, and incentive programs like the Maritime Security Program. It's vitally important to the United States of America to retain the viability of a fleet of ships that sail underneath the U.S. flag. This fleet provides assured access to the United States Transportation Command and the Department of Defense, and these programs and the work that MARAD does are critical to our national security."

He concluded, "To all the merchant mariners around the globe, thank you for your patriotism, for your support, and your unwavering commitment to defend our great nation. Together, we deliver."

Boykin, who oversees a union shipyard with 24,000 employees, discussed changing times in the maritime industry and how she recognizes the significance of having become the first woman president of Newport News Shipbuilding.

"There's never been a more exciting time to be a shipbuilder," she said. "For the first time in over a decade, all of our available drydocks are full... We have more work under contract than we've had in two decades." (For ex-

ample, the yard recently signed a contract to build two aircraft carriers. That means 14 years' worth of work, she explained.)

Gonzalez-Colon saluted America's rich maritime history and emphasized the reliable service provided by Jones Act ships to Puerto Rico. She recalled Hurricane Maria and credited the domestic maritime industry for timely delivery of all the supplies needed to survive and rebuild. She said it was a

"lifeline" and that the "American shipping industry" made recovery possible.

Domestic maritime is "a loyal, dependable partner" with the territory, she stated.

Gallaudet, a Navy veteran, recalled serving on an aircraft carrier during Operations Iraqi Freedom and Enduring Freedom. "We could have done none of that without the sealift and supplies from our merchant marine," he said.



Catherine Morrison (second from right), age 95, worked as a welder during World War II to support the war effort. She's pictured with (from left) Gen. Lyons, Jennifer Boykin and Maritime Administrator Buzby.



SIU VP Contracts George Tricker (standing, center) and SIU Piney Point Port Agent Victor Nunez (standing, left) chat with Paul Hall Center apprentices before the ceremony.

## Urgent Notice/Reminder

### Culinary 2.0 Training Available at Paul Hall Center

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

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

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

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

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

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

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

## Correction

An article in the June LOG misidentified the union affiliation of Christopher Kalinowski. He's a member of the International Organization of Masters, Mates and Pilots (MM&P).

### July & August 2019 Membership Meetings

Piney Point.....	Monday: July 8, August 5
Algonac.....	Friday: July 12, August 9
Baltimore.....	Thursday: July 11, August 8
Guam.....	Thursday: July 25, August 22
Honolulu.....	Friday: July 19, August 16
Houston.....	Monday: July 15, August 12
Jacksonville.....	Thursday: July 11, August 8
Joliet.....	Thursday: July 18, August 15
Mobile.....	Wednesday: July 17, August 14
New Orleans.....	Tuesday: July 16, August 13
Jersey City.....	Tuesday: July 9, August 6
Norfolk.....	Thursday: July 11, August 8
Oakland.....	Thursday: July 18, August 15
Philadelphia.....	Wednesday: July 10, August 7
Port Everglades.....	Thursday: July 18, August 15
San Juan.....	Thursday: July 11, August 8
St. Louis.....	Friday: July 19, August 16
Tacoma.....	Friday: July 26, August 23
Wilmington.....	Monday: July 22, August 19

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

## ATTENTION SEAFARERS

Contribute To The  
Seafarers Political Activities Donation  
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## Dispatchers' Report for Deep Sea

May 16, 2019 - June 15, 2019

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	18	6	1	11	6	0	5	29	12	2
Anchorage	4	1	1	1	0	1	2	5	2	2
Baltimore	7	4	1	1	3	0	1	8	4	2
Fort Lauderdale	27	15	3	18	10	1	10	35	20	6
Guam	1	0	0	1	0	0	0	4	0	0
Harvey	13	3	2	4	5	1	3	22	4	3
Honolulu	6	7	1	3	5	0	2	15	6	1
Houston	46	20	13	42	24	6	29	93	35	17
Jacksonville	33	19	6	23	19	1	20	54	28	10
Jersey City	39	10	4	25	11	3	13	61	14	8
Joliet	3	3	0	2	3	1	0	4	4	1
Mobile	11	10	2	7	5	1	6	17	9	4
Norfolk	25	10	5	15	9	6	13	43	18	19
Oakland	15	3	4	7	5	1	7	18	4	5
Philadelphia	1	4	0	1	4	0	2	4	2	1
Piney Point	4	6	1	4	3	0	4	4	7	1
Puerto Rico	8	2	1	4	0	0	3	16	8	2
Tacoma	20	11	5	20	12	2	18	55	14	5
St. Louis	2	0	2	2	0	2	2	3	2	2
Wilmington	30	10	6	17	8	1	13	53	21	11
<b>TOTALS</b>	<b>313</b>	<b>144</b>	<b>58</b>	<b>208</b>	<b>132</b>	<b>27</b>	<b>153</b>	<b>543</b>	<b>214</b>	<b>102</b>
<b>Engine Department</b>										
Algonac	2	0	4	0	0	2	0	5	0	2
Anchorage	1	1	0	0	0	0	0	2	1	0
Baltimore	2	2	1	5	3	0	2	4	3	1
Fort Lauderdale	9	11	1	6	9	0	7	15	12	1
Guam	0	1	0	0	1	0	0	1	2	0
Harvey	1	5	0	4	1	0	3	4	5	0
Honolulu	5	6	1	8	2	1	1	15	7	2
Houston	20	9	4	11	6	2	9	34	13	5
Jacksonville	22	14	2	10	7	1	10	31	26	3
Jersey City	12	6	2	8	7	0	7	20	8	2
Joliet	2	0	1	1	0	0	2	3	1	3
Mobile	4	4	1	3	8	0	1	5	3	3
Norfolk	15	13	9	16	13	4	11	21	14	9
Oakland	4	6	1	6	0	0	3	10	7	3
Philadelphia	3	2	1	1	3	0	1	2	2	1
Piney Point	4	3	0	2	2	0	1	2	3	0
Puerto Rico	3	5	0	4	1	0	2	9	8	0
Tacoma	11	7	2	9	4	0	3	28	8	2
St. Louis	3	0	0	1	1	1	0	3	3	0
Wilmington	10	10	2	7	7	2	7	21	15	4
<b>TOTALS</b>	<b>133</b>	<b>105</b>	<b>32</b>	<b>102</b>	<b>75</b>	<b>13</b>	<b>70</b>	<b>235</b>	<b>141</b>	<b>41</b>
<b>Steward Department</b>										
Algonac	4	0	0	0	0	0	0	7	1	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	3	0	1	0	0	1	2	4	0
Fort Lauderdale	7	2	0	7	1	0	7	16	5	1
Guam	1	0	0	0	0	0	0	2	1	0
Harvey	5	2	2	3	1	1	2	8	1	1
Honolulu	9	1	1	4	0	0	2	22	0	1
Houston	20	4	1	18	5	1	9	38	4	2
Jacksonville	22	9	0	17	7	0	9	32	18	1
Jersey City	7	1	1	10	0	2	2	16	4	1
Joliet	0	0	0	0	0	0	0	0	0	2
Mobile	2	2	0	3	0	0	2	7	5	0
Norfolk	10	6	3	11	8	1	5	22	9	5
Oakland	15	5	1	11	3	1	5	34	4	0
Philadelphia	3	0	0	1	0	0	0	6	0	0
Piney Point	2	3	3	0	1	3	2	3	4	0
Puerto Rico	2	1	0	0	3	0	2	7	5	0
Tacoma	11	0	2	7	2	1	5	16	8	3
St. Louis	2	0	1	1	0	0	0	3	0	1
Wilmington	11	7	1	10	3	0	7	35	25	2
<b>TOTALS</b>	<b>133</b>	<b>46</b>	<b>16</b>	<b>104</b>	<b>34</b>	<b>10</b>	<b>60</b>	<b>276</b>	<b>98</b>	<b>20</b>
<b>Entry Department</b>										
Algonac	2	6	16	1	3	9	1	4	10	13
Anchorage	1	3	0	0	0	0	0	1	7	1
Baltimore	0	0	2	0	0	2	1	0	1	2
Fort Lauderdale	0	3	2	0	3	2	2	0	6	2
Guam	0	0	0	0	0	1	0	0	1	1
Harvey	1	2	3	0	1	0	0	1	5	4
Honolulu	0	6	2	1	3	2	1	0	9	2
Houston	2	14	11	1	6	4	4	5	26	15
Jacksonville	1	24	25	1	21	14	6	2	40	43
Jersey City	0	19	8	2	10	6	2	0	27	11
Joliet	0	1	2	0	0	1	0	0	2	1
Mobile	1	1	0	1	0	0	0	0	0	1
Norfolk	0	15	25	0	11	27	4	0	26	35
Oakland	1	12	10	2	4	5	7	4	24	12
Philadelphia	0	1	1	0	1	1	0	1	1	0
Piney Point	0	3	0	0	2	2	3	0	1	0
Puerto Rico	1	0	0	0	0	1	2	2	0	0
Tacoma	2	10	10	4	6	0	2	7	17	19
St. Louis	0	0	0	0	0	0	0	1	0	1
Wilmington	1	16	11	4	12	4	5	3	40	24
<b>TOTALS</b>	<b>13</b>	<b>136</b>	<b>128</b>	<b>17</b>	<b>83</b>	<b>81</b>	<b>40</b>	<b>31</b>	<b>243</b>	<b>187</b>
<b>GRAND TOTAL:</b>	<b>592</b>	<b>431</b>	<b>234</b>	<b>431</b>	<b>324</b>	<b>131</b>	<b>323</b>	<b>1,085</b>	<b>696</b>	<b>350</b>

## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

**Tom Orzechowski,**

*Vice President Lakes and Inland Waters*

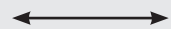
**Dean Corgey, Vice President Gulf Coast**

**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

### NEW ORLEANS

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

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN JUAN

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

*This month's question was answered by members of the most recent class of recertified stewards.*

**Question: Why did you join the SIU, and why have you remained with the union?**



**Frank Ramones**  
*Recertified Steward*

I joined the SIU because of the opportunities that I got. I was able to send my daughter to graduate school, thanks to the economic stability afforded by the union. Plus, I travel the world for free! I enjoy everything this organization has done for me.



**Robert Owens**  
*Recertified Steward*

After a 10-year stint in the Navy, I wanted more adventure. I've traveled to all parts of the world thanks to the SIU. The union has provided me and my family a most beautiful life, and joining has been one of the best decisions I've made.



**Rocky Dupraw**  
*Recertified Steward*

My parents decided to send my younger brother to Piney Point, and asked if I wanted to go. It was the best decision I've ever made. The SIU has provided my family and me with a better quality of life.



**Angela Robertson**  
*Recertified Steward*

I decided to join the union to travel, and meet people from different parts of the world. Continuing to travel and meet new people keeps me sailing SIU.



**Fakhruddin Malahi**  
*Recertified Steward*

I joined the union in 1998 in San Francisco, and joined the steward department. I started from the bottom, and built my way up to recertified steward. The SIU is a great union, and works with the best maritime school in the U.S.



**Ali Munsar**  
*Recertified Steward*

I joined the union because my dad was in the union, and he told me how nice it was to go to sea, and that was the truth. I love it, and I am going to get my kids to join the union. I want to thank everyone in the union for everything you've done for me.

## Pics From The Past



These 1984 photos were taken during and after the *SS Inger* paid off in New Jersey. The inset features then-SIU Representative Kermet Mangram (now a retired VP). The larger image shows Bosun Stanley Jandora and his wife "happily reunited," according to the original caption.

*If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to [webmaster@seafarers.org](mailto:webmaster@seafarers.org)*

# Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



## DEEP SEA

### AUBREY BENJAMIN

Brother Aubrey Benjamin, 65, signed on with the Seafarers in 1997, initially sailing with Crowley Towing and Transportation. A member of the deck department, he last worked with Maersk Line, Limited when he sailed on the *Constellation*. Brother Benjamin makes his home in San Diego.



### MICHAEL BREWLEY

Brother Michael Brewley, 71, became a member of the union in 1974 when he shipped on the *Arizona*. He primarily sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Brewley most recently sailed on the *Maersk Memphis*. He resides in Bayonne, New Jersey.



### LAWRENCE CLINE

Brother Lawrence Cline, 65, joined the SIU in 1975, first sailing on the *Arecibo*. He sailed in all three departments and upgraded on numerous occasions at the Paul Hall Center. Brother Cline last shipped on the *Voyager* and lives in Ashford, Washington.

the union in 1991 when he sailed on the *USNS Tenacious*. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Haegele's last vessel was the *Balboa*. He calls Woodbury, Minnesota, home.

### RICHARD HICKS

Brother Richard Hicks, 63, donned the SIU colors in 1976, initially sailing aboard the *Sealand Resource*. A steward department member, he upgraded on numerous occasions at the maritime training center located in Piney Point, Maryland. Brother Hicks most recently sailed on the *Maersk Columbus*. He resides in West Palm Beach, Florida.



### DONALD HUFFMAN

Brother Donald Huffman, 65, became an SIU member in 1978 when he shipped on the *Pisces*. He was a member of the steward department and upgraded on several occasions at the Paul Hall Center. Brother Huffman last shipped on the *Green Lake*. He lives in Jacksonville, Florida.



### LEROY JENKINS

Brother Leroy Jenkins, 71, signed on with the SIU in 1968 and first sailed on the *La Salle*. He upgraded often at the Paul Hall Center and sailed in all three departments. Brother Jenkins most recently sailed aboard the *Cape Island*. He makes his home in Tacoma, Washington.

### JOHN MCMURTRAY

Brother John McMurtray, 65, embarked on his career with the SIU in 1979 when he sailed on the *Arecibo*. A deck department member, he upgraded on multiple occasions at the union-affiliated Piney Point school. Brother McMurtray last sailed aboard the *Beaver State*. He resides in St. Helens, Oregon.

### FRANCISCO RAMILO

Brother Francisco Ramilo, 69, became a member of the union in 2003, initially sailing aboard the *Cape Horn*. An engine department member, he upgraded his skills on several occasions at the Piney Point school. Brother Ramilo most recently sailed on the *Pennsylvania*. He makes his home in College Station, Texas.



### DEREK ROSS

Brother Derek Ross, 65 joined the Seafarers in 1992. His first vessel was the *USNS Denebola* and he primarily sailed in the deck department. Brother Ross enhanced his skills in 1999 when he upgraded at the Paul Hall Center. He last shipped on the *Maersk Denver* before settling in Brooklyn, New York.



### AHMED SHARIF

Brother Ahmed Sharif, 67, signed on with the SIU in 1982, initially sailing aboard the *Maunalei*. He was a steward department member and upgraded at the Piney Point school on numerous occasions. Brother Sharif most recently sailed aboard the *John Boland* before settling in Dearborn, Michigan.

### ROBERT TANAKA

Brother Robert Tanaka, 65, began his career with the Seafarers in 1980, first sailing on the *Oceanic Independence*. He shipped as a steward department member and last sailed on the *Independence* in 1992. Brother Tanaka is a Las Vegas resident.

### EMMANUEL WABE

Brother Emmanuel Wabe, 67, donned the SIU colors in 1993 when he sailed on the *Global Mariner*. A member of the deck department, he upgraded often at the Piney Point school. Brother Wabe most recently sailed on the *Corsica*. He makes his home in Baltimore.



## GREAT LAKES

### ROSS WAISANEN

Brother Ross Waisanen, 65, started shipping with the union in 1996, initially sailing on the *Steel T. Crapo*. The deck department member enhanced his skills in 2005 when he upgraded at the Paul Hall Center. He last shipped on the *John Boland* and resides in Minneapolis, Minnesota.

## INLAND

### STEPHEN HATHORN

Brother Stephen Hathorn, 62, began sailing with the SIU in 1976 when he worked for Crescent Towing and Salvage. A deck department member, he remained with the same company for the duration of his career. Brother Hathorn makes his home in Kenner, Louisiana.

### PETER MADDEN

Brother Peter Madden, 62, donned

the SIU colors in 1978 when he sailed with Hvide Marine. He sailed in the deck department and upgraded often at the Piney Point school. Brother Madden most recently shipped aboard the *Liberty* and resides in Virginia Beach, Virginia.



### ROBERT MCDERMOTT

Brother Robert McDermott, 65, signed on with the union in 1979, initially working for G&H Towing. He sailed in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother McDermott concluded his career with Moran Towing of Texas in 1992 and lives in Anahuac, Texas.

### JAMES NEWCOMB

Brother James Newcomb, 65, joined the SIU in 1971, sailing first on the *Wacosta*. He sailed in both the deck and engine departments and upgraded at the Piney Point school in 1978. Brother Newcomb was last employed with Atlantic Towing. He resides in Virginia Beach, Virginia.

### MANUEL PIMENTEL

Brother Manuel Pimentel, 62, became a member of the SIU in 1977 when he worked for Crowley Puerto Rico Services. He was a member of the deck department and upgraded at the Paul Hall Center in 1979. Brother Pimentel worked for the same company for the duration of his career. He lives in Tampa, Florida.



### ANTHONY PRIMEAUX

Brother Anthony Primeaux, 62, donned the SIU colors in 1975, first shipping with Higman Barge Lines. A deck department member, he continued his employment with the same company for his entire career. Brother Primeaux calls Lufkin, Texas, home.

### RAYMOND RICHARDSON

Brother Raymond Richardson, 59, started sailing with the SIU in 1981, initially working for Red Circle Transport. He upgraded at the union-affiliated Piney Point school on multiple occasions and was a member of the deck department. Brother Richardson most recently shipped with Crowley Towing and Transportation before settling in White Springs, Florida.



### GEORGE ULLYOT

Brother George Ulliyot, 66, embarked on his career with the Seafarers in 1973, sailing first with McAllister Towing of Philadelphia. A deck department member, he upgraded on multiple occasions at the Piney Point school. Brother Ulliyot was last employed by Mariner Towing. He resides in Waterford, New Jersey.



### STEVEN WOODS

Brother Steven Woods, 61, began shipping with the SIU in 1996, initially working for Crescent Towing and Salvage. He sailed in both the engine and deck departments and upgraded on numerous occasions at the Paul Hall Center. Brother Woods continued to work for the same company throughout his career. He lives in Foley, Alabama.



### JOHN ZENTS

Brother John Zents, 64, joined the SIU in 1974 when he worked for Moran Towing of Maryland. He sailed in the engine department and remained with the same company for his entire career. Brother Zents makes his home in Baltimore.

## NMU

### RODOLFO AGUSTIN

Brother Rodolfo Agustin, 65, signed on with the union in 2001. He sailed with the NMU prior to the SIU/NMU merger. Brother Agustin sailed in the engine department. He is a resident of Chula Vista, California.



### JOEL EDWARDS

Brother Joel Edwards, 66, became a member of the SIU in 2001 during the SIU/NMU merger. He was an engine department member and first sailed aboard the *Cape Horn*. Brother Edwards' last vessel was the *Maersk Nebraska*. He is a resident of Brooklyn, New York.

### PILAR HERNANDEZ

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





# Final Departures



## DEEP SEA

### PATRICK CARROLL

Brother Patrick Carroll, 51, died May 5. He joined the SIU in 1991, sailing first on the *Gus W. Darnell*. An engine department member, Brother Carroll last sailed aboard the *Mykonos*. He made his home in Cypress, Texas.

### ELEX CARY

Pensioner Elex Cary, 85, passed away May 31. He became an SIU member in 1966 when he sailed aboard the *Mt. Vernon Victory*. A deck department member, Brother Cary last sailed on the *Enterprise*. He went on pension in 1998 and lived in Milpitas, California.



### RICKEY CAVENDER

Pensioner Rickey Cavender, 62, died May 15. Signing on with the Seafarers in 1970,



Brother Cavender first shipped with Michigan Tankers. He was a member of the engine department and last sailed aboard the *Thompson Pass*.

Brother Cavender started collecting his pension in 2007 and called San Pedro, California, home.

### EUGENE CIPULLO

Pensioner Eugene Cipullo, 89, passed away April 8. He started sailing with the SIU in 1969 when he shipped on the *Red Arrow*. An engine department member, Brother Cipullo last sailed aboard the *John Paul Bobo*. He retired in 1994 and settled in Largo, Florida.



### ROY CONN

Pensioner Roy Conn, 80, died April 27. He began his career with the SIU in 1992, initially sailing aboard the *USNS Asertive*. Brother Conn shipped in the deck department and last sailed on the *Jack Lummus*. He became a pensioner in 2006 and resided in Fort Worth, Texas.



### GARY DOYEN

Pensioner Gary Doyen, 76, passed away May 18. He signed on with the Seafarers in 1967, initially sailing on the *Commander*. An engine department member, Brother Doyen last sailed aboard the *Horizon Consumer*. He began collecting his pension in 2007 and made his home in Downey, California.

### SAMUEL ESHUN

Brother Samuel Eshun, 69, died May 6. Born in Ghana, he became an SIU member in 2004. Brother Eshun's first vessel was the *Cape Diamond*. He shipped in all three departments and most recently sailed on the *Maersk Sentosa*. He called East Orange, New Jersey, home.

### ALFONSO GARCIA

Pensioner Alfonso Garcia, 74, passed away May 9. He joined the union in 1985 when he sailed aboard the *Constitution*. A deck department member, Brother Garcia last sailed on the *Endurance*. He became a pensioner in 2010 and lived in Pico Rivera, California.



### JOHN HOPKINS

Brother John Hopkins, 92, died March 27. Born in Oklahoma, he donned the SIU colors in 1979 when he shipped on the *President Adams*. Brother Hopkins worked in the steward department and last sailed aboard the *Rover* in 1999. He lived in Portland, Oregon.

### RAYMOND JONES

Pensioner Raymond Jones, 71, passed away May 17. He signed on with the SIU in 1969, initially sailing on the *Hattiesburg Victory*. Brother Jones was a steward department member and concluded his career on the *Richard G. Matthiesen*. He retired in 2008 and settled in Haines City, Florida.



### CLIFTON MAINERS

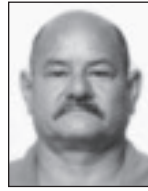
Pensioner Clifton Mainers, 96, died May 22. He joined the union in 1955 when he worked for Z Maritime Operations. An engine department member, Brother Mainers last sailed aboard the *Puerto Rico*. He retired in 1982



and lived in Pinson, Tennessee.

### JOAQUIN PASSAPERA

Pensioner Joaquin Passapera, 78, passed away June 5. He began his career with the SIU in 1962, initially working with Waterman Steamship Corporation. Brother Passapera sailed in the deck department. He last shipped on the *Perseverance* before retiring in 1999. Brother Passapera was a resident of Humacao, Puerto Rico.



### LAWRENCE ROSE

Pensioner Lawrence Rose, 84, died March 29. Initially sailing on the *Cape Horn*, he joined the SIU in 1990. Brother Rose was an engine department member and last sailed on the *Harry Martin*. He went on pension in 2005 and made his home in Melbourne, Florida.

### KYLE SCHULTZ

Pensioner Kyle Schultz, 59, passed away June 8. He donned the SIU colors in 1978, first sailing on the *Great Land*. Brother Schultz was a deck department member. He last shipped on the *Ocean Crescent* and became a pensioner in 2016. Brother Schultz resided in Livingston, Texas.

### WILLIAM WILLIAMS

Pensioner William Williams, 77, died June 3. He joined the union in 1964, initially sailing with McAllister Towing of Virginia. Brother Williams primarily sailed in the engine department and concluded his career on the *Stonewall Jackson*. He went on pension in 2006 and settled in Dupont, Louisiana.

### HOWARD YAEKEL

Pensioner Howard Yaekel, 78, died May 15. Born in Brooklyn, New York, he became an SIU member in 1961. Brother Yaekel was a deck department member and first shipped on the *Steel Artisan*. He retired in 2001 after sailing on his final vessel, the *Quality*. Brother Yaekel lived in Deerfield Beach, Florida.



## GREAT LAKES

### DONALD GIMPEL

Pensioner Donald Gimpel, 84, passed away April 13. He embarked on his SIU career in 1967, when he worked for Price

Brothers. Brother Gimpel was last employed with Great Lakes Towing before his retirement in 2001. He resided in Duluth, Minnesota.



### MERTON LYONS

Pensioner Merton Lyons, 92, died June 7. He joined the Seafarers in 1963 and first sailed with Inland Lakes Management. Brother Lyons was a deck department member. He concluded his career on the *Steel T. Crapo* and became a pensioner in 1992. Brother Lyons made his home in Alpena, Michigan.

## INLAND

### JOHN DANIELS

Pensioner John Daniels, 76, passed away April 24. He joined the SIU in 1961 when he shipped with Interstate Oil. Brother Daniels last worked for IBC Company before going on pension in 2005. He was a resident of Belhaven, North Carolina.



### WILLIAM MEYER

Pensioner William Meyer, 70, died May 16. He started his career with the Seafarers in 1985 when he worked for Sheridan Transportation. Brother Meyer sailed in the deck department and remained with the same company for the duration of his career. He became a pensioner in 2011 and resided in Dania Beach, Florida.

### TED MILLIGAN

Pensioner Ted Milligan, 86, died April 13. He signed on with the union in 1961, initially sailing with Bethlehem Steel. Brother Milligan last sailed aboard the *Leammerhirt*. He became a pensioner in 1995 and lived in Brimley, Michigan.



### ANTHONY NOCELLA

Pensioner Anthony Nocella, 91, passed away May 18. He began sailing with the SIU in 1961 when he worked for P.F. Martin. Brother Nocella last shipped with McAllister Towing of Philadelphia. He retired in 1989 and settled in Haddonfield, New Jersey.

### WILLIAM SHUBERT

Pensioner William Shubert, 87, died May 19. He embarked on SIU career in 1973 when he worked for National Marine Service. Brother Shubert was a deck department member. He continued to work for the same company until he became a pensioner in 1994. Brother Shubert lived in Bessemer City, North Carolina.

### JAMES WOODS

Pensioner James Woods, 65, passed away May 19. He joined the union in 1994, first working for Piney Point Transportation. Brother Woods worked in the engine department and last sailed with Allied Transportation. He went on pension in 2012 and made his home in Charlotte County, Virginia.



## NMU

### GEORGE MORAN

Pensioner George Moran, 84, died May 2. Born in Baltimore, he was an NMU member before the 2001 SIU/NMU merger. Brother Moran began collecting his pension in 1990 and was a resident of Jacksonville, Florida.

### EDWARD QUIGLEY

Pensioner Edward Quigley, 76, passed away May 16. He sailed with the NMU prior to the 2001 merger with Seafarers International Union. He retired in 1999 and lived in Plymouth, Massachusetts.

### FRANCIS WOJCICK

Pensioner Francis Wojcik, 86, died May 19. Born in Maryland, he shipped as a member of the NMU before the SIU/NMU merger. Brother Wojcik became a pensioner in 1993 and resided in Bel Air, Maryland.

*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
Aguilar, Donald	82	06/07/2019
Alonzo, Julio	98	06/24/2018
Burton, Earl	91	05/18/2019
Chisholm, Davis	77	07/18/2018
Cross, Alvin	79	05/24/2019
Cruz, Jaime	99	05/27/2019
Gaines, Paul	90	05/16/2019
Garcia, Francisco	96	05/06/2019
Gibbs, Arthur	90	06/01/2019
Goodo, Henry	85	06/05/2019
Konieczny, Peter	92	05/17/2019
Ladd, Leon	86	04/12/2019
Thompson, Roland	78	05/26/2019

# 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.

**ENDURANCE (TOTE)**, March 14 – Chairman **Dominic Marco**, Secretary **Robert Davis**, Deck Delegate **Richard Grubbs**, Engine Delegate **Benjamin Stanley**, Steward Delegate **Sandra Vann**. Crew discussed old business including December visit from SIU representative during vessel's last arrival in Jacksonville, Florida. Union representative found no issues. Chairman went over new working rules regarding duties assigned while on watch. Duties will be assigned as master deems necessary and during regular shift, not overtime. Secretary advised members to use ship computer to get on SIU website to find new postings regarding jobs, medical requirements, or documentation. He reminded crew to replace linen when leaving the vessel. Educational director urged members to check expiration dates of documents and to upgrade often at Piney Point. Crew brainstormed ways to spend ship's fund and mentioned purchasing two bicycles and tire repair kits. No beefs or disputed OT reported. Members ask for company provided work gear or reimbursement for work gear. Crew noted lack of Wi-Fi availability. Members requested upgrades to computers and entertainment system. Steward department was thanked for a job well done. Members expressed gratitude to counter staff at hiring halls. Next port: Corpus Christi, Texas.

**USNS STOCKHAM (Crowley)**, March 16 – Chairman **Munassar Ahmed**, Secretary **Shanita Flachbart**, Educational Director **Randy Slue**, Deck Delegate **Ethan Mims**. Chairman advised crew to have all current documents and shipping cards upon arrival to vessel. Secretary reminded members to wipe their feet when entering the house. No beefs or disputed OT reported. Crew discussed travel reimbursements,

ventilation repairs and costs of transporting baggage to vessel. They requested new contents for vending machine as well as a new coffee maker. Crew requested new washing machine, microwaveable covers for plates, and bikes to ride to and from gate. Members would like fewer days to be required in order to qualify for pension. Next port: South Korea.

**HORIZON RELIANCE (Pasha)**, April 6 – Chairman **Kissinfor Taylor**, Secretary **Mark Cabasag**, Educational Director **Jason Powell**. Chairman discussed new policy regarding random drug testing. Secretary suggested crew renew their documents six months ahead of expiration. He reminded everyone to keep rooms clean for oncoming crew. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported.

**HORIZON PACIFIC (Pasha)**, April 9 – Chairman **Daniel Ticer**, Secretary **Donald Irvine**, Educational Director **Thomas Flynn**, Deck Delegate **Antjuan Webb**, Steward Delegate **Mercurion Abuan**. Chairman commended crew for a job well done bringing the ship out of the yard. Educational director reminded members of necessary LNG course for new generation ships and encouraged them to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew requests availability of satellite and Wi-Fi aboard ship. Members were thanked for cleaning up the ship safely. Next Port: Oakland, California.

**LIBERTY PASSION (Liberty Maritime)**, April 21 – Chairman **David Campbell**, Secretary **Abraham Mills**, Steward Delegate **Nilsa Manaiza**. Crew was thanked for a safe voyage. Ship payoff will be at next port. Steward department was thanked for keeping the

## Celebrating New Tonnage



The SIU helped welcome Matson's new containership *Kaimana Hila* on May 3 during a reception in Seattle. Pictured from left are ACU Saleh Sewileh, SIU VP West Coast Nick Marrone, Matson CEO Matt Cox, Shoregang Bosun Steve Ackley, Chief Cook Alberto Insong and SIU Port Agent Warren Asp.

ship clean and for their cooperation. No beefs or disputed OT reported. Chairman encouraged crew to go to SIU meetings for updated information. Members expressed gratitude to SIU President Mike

Sacco for a great job leading the way to excellent contract. Crew requested pensioners be given a cost of living increase every two years. They would like an increase in vacation pay and vacation days.

Members request availability of Wi-Fi and satellite phone on ship. Replacement DVD player needed for crew. Vote of thanks given to steward department for good food. Next Port: Freeport, Texas.

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY**

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

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

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

# Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
<b>Deck Department Upgrading Courses</b>		
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
Bosun Recertification	July 20	August 5
Crane Familiarization	October 5	October 11
ECDIS	September 21 November 16	September 27 November 22
Fast Rescue Boat	July 20 August 17	July 26 August 23
GMDSS	July 20 August 31	August 2 September 13
Lifeboat	July 27 August 24 September 21 October 19 November 16 December 14	August 9 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	July 20 September 14 November 9	August 16 October 11 December 6
100 Ton Master	September 7	September 27
<b>Engine Department Upgrading Courses</b>		
Advanced Refer Containers	July 13	July 26
BAPO	July 20 September 14 November 9	August 16 October 11 December 6

Title of Course	Start Date	Date of Completion
<b>Engine Department Upgrading Courses</b>		
FOWT	August 17 October 12	September 13 November 8
Junior Engineer	September 28	November 22
Machinist	October 19	November 8
Marine Electrician	August 10	October 4
Marine Refer Tech	July 13	August 23
Pumpman	July 20 November 9	July 26 November 15
Welding	July 20 August 17 September 14 October 19	August 9 September 6 October 4 November 8
<b>Steward Department Courses</b>		
Advanced Galley Operations	September 21	October 18
Certified Chief Cook	Modules run every other week. The next class will start July 15.	
Chief Steward	July 27 October 19	September 13 December 6
Galley Operations	July 20 September 14	August 16 October 11
Orientation/Assessment Chief Cook 2.0	July 20 August 3	July 26 August 9
Orientation/Assessment Chief Steward 2.0	July 13 July 27	July 19 August 2
<b>Safety Upgrading Courses</b>		
Basic Training/Basic FF	July 13 July 27	July 19 August 2
Basic Training Revalidation	July 26	July 26
Basic Training/Adv. FF Revalidation	September 14	September 20
Combined Basic/Advanced Firefighting	August 17	August 23
Government Vessels	July 27 August 17	August 2 August 23
Medical Care Provider	August 24	August 30
Tank Ship Familiarization - DL	July 27	August 2
Tank Ship Familiarization - LG	July 20	July 26

## UPGRADING APPLICATION

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

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

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

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

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

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

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

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

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

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

# Paul Hall Center Classes

**Apprentice Water Survival Class #848**  
 – Graduated March 22 (photo at right, in alphabetical order): Thomas Bateman, Roche Aurea Bonita, A'trenique Tramani Deamus, Jalen Jaquan Denson, Susha Dore, Jason Hill, Christian Kalinowski, Chauncey Kukahiko, Deshante Luchien, Tyler Maddox, Shawn McDowell, Corey Reseburg, Lydia Robinson, Randy Slue, Calvetta Taylor, Anthony Timmson-Brown and Joel Williams.



## 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.*



**Junior Engineer (Basic Refrigeration)** – Graduated February 22 (above, in alphabetical order): Patrick Dean, Vincent Freeman, Deondre Gardner, Arvin Tarroza Heras and Yves Mbuiti Nsuami. Instructor Christopher Morgan is at the far right.

**RFPNW (Phase III)** – Graduated March 1 (above, in alphabetical order): Steven Ellis Jr., Joshua Gail, Jamel Smith and Lucas Tideman. Upon the completion of their training, each plans to work in the deck department of SIU-contracted vessels.



**BAPO (Phase III)** – Graduated March 1 (above, in alphabetical order): William Alston III, Toren Bolden, Joshua Nino Bonita, Daveyon Burton, Micah Champion, Keilah Freeman, Marcel Gordon, Darius Jackson-Jordon, Dequan Joe, Brady Martin, Ivan Meza, Orion Milazzo, Kirk Puchert, Quinton Sashington, Betram Solomon Jr., Anias Stanford and Demario Walter. Each plans to work in the engine department aboard union-contracted vessels upon the completion of their training.

# Paul Hall Center Classes

**Government Vessels –** Graduated February 15 (photo at right, in alphabetical order): James Abilad, Barry Bettis, Roni Anival Castillo, Juan Amilcar Colon, Deirick Coltrane II, Daniel Davenport, Dominic Gilmartin, Eric Jackson, Mahare Kidane, Stephen Martin, Jeffrey Nicholson, Guiomar Rancel, Jameel Robinson, Ben Skuban and Eric Williams. (Note: Not all are pictured.)



**MSC Storekeeper –** Graduated February 22 (above, in alphabetical order): Jason Bentz, Carlos Enrique Gibbons, Enchantress Charmaine Johnson, Paul Klear, Demarkus Antoine McNabb, Robert Resurreccion, Douglas Vaughn and Beverly Williams. Instructor Matthew Rogers is at the far left.



**Small Arms –** Graduated February 15 (above, starting second from left): Brett Van Pelt, Abraham Dionela Tunguia and Will Jordan. Instructors John Thomas and Leonard Wayne Johnson Jr. are at the far left and far right, respectively.

**Tankship Familiarization DL –** Graduated February 22 (photo at right, in alphabetical order): Barry Bettis, Joel Boyd, Roni Anival Castillo, Dominic Gilmartin, Maurice Henry Jr., Hussein Kareem Howe, Niven Hurlston, Eric Jackson, Christopher McAfee, Thomas McClure Jr., Jason Newsham, Jeffrey Nicholson, Atm Zahid Reza, Lamont Robinson, Darryl Roundtree, Wilson Ruiz, Tyler Unkle, Oscar Vencer, Travis Williams Sr., and Eric Williams. (Note: Not all are pictured.)



**Government Vessels –** Graduated February 11 (above, in alphabetical order): Francisco Mecator Amada, Alex-Stephen Amarra, Jarrett Andrews Jr., Sandra Baker, Nahun Moises Bernardez Bernard, Albert Chandradat Bharrat, Jack Boscia, Charles Villamia Catunao, Richard Dogcio Digman, Danilo Cabrera Fullante, Tyrone Hernandez, Nadzeya Mikhailovna Kuptsova, Ruthellen McDonough, Jessie Azurin Parente, Kyle Parson, Rolly Aguilar Pascua, Casey Pearson, Antonio Rico Bragado, Wilson Ruiz, Jakeem Montreal-Rashad Simmons and Elston Sintok Yu-Mateo.

# Paul Hall Center Classes



**Basic Self-Unloading** – Graduated February 8 (photo at left, in alphabetical order): Desmon Graham, Maeen Abdulla Jinah, Allen Ludlow, Amer Mousa, Mohamed Omer, Tyrone Wilson and Husam Ali Mohamed Yahya. Instructor Don Jaegle is at the far left.



**Advanced Self-Unloading** – Graduated February 15 (above, in alphabetical order): Douglas Bellmore, Justin Bellmore, Allen Ludlow and Tyrone Simmons. Class instructor Don Jaegle is at the far right.

**BAPO** – Graduated March 1 (above, in alphabetical order): Rodney Holmes, Joshua Kraynak, Lawrence Mills Jr., Tracy Mitchell Jr., Chanel Peters, Marcelino Jose Santos Bermeo and Jessica Valentin. (Note: Not all are pictured.)



**Chief Steward 2.0** – Graduated March 1 (above, in alphabetical order): Christopher King, Antonio Mendez Cruz, Carlos Hugo Sanchez and Elston Sintok Yu-Mateo.

**Galley Ops** – Phase III Apprentice Myles Otis (above) graduated from this course March 1. Upon the completion of his training, he plans to work in the steward department of SIU-contracted vessels.



**Certified Chief Cook (Module 3)** – Graduated February 22 (above, from left): John Kenneth De Borja Panuelos, Aaron Helton-Cox and Curtis Snow.

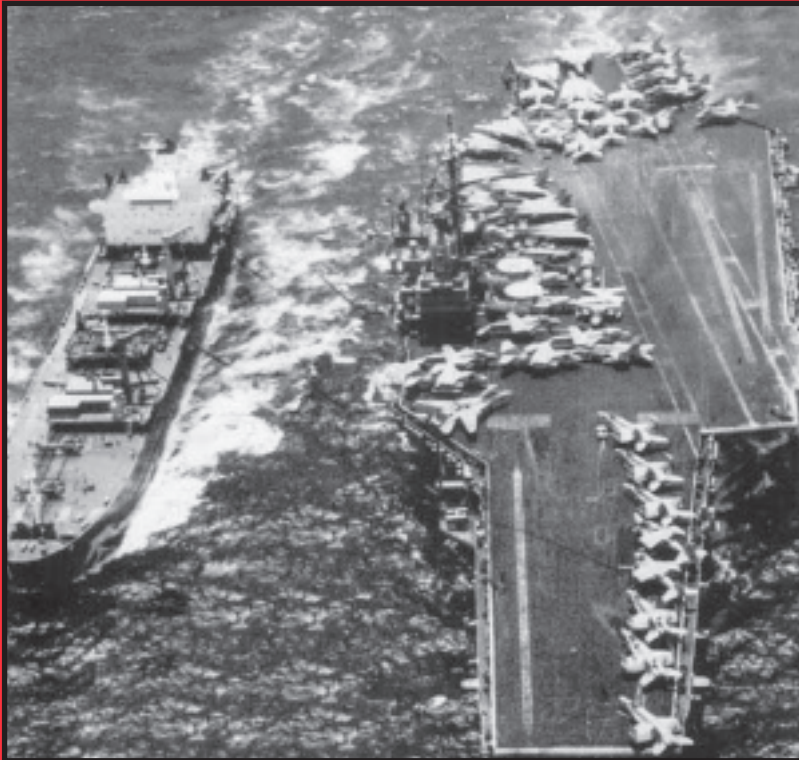
**Chief Steward 2.0** – Graduated February 8 (above, in alphabetical order): James Abilad, Sergio Nunez Castellanos, Oscar Anibal Gomez, Derrick Moore, Donald Spangler and Edward Echague Villanda.

# SEAFARERS LOG



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

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



The *Gianella* (left in photo at left) performs an historic underway replenishment in 1992 with the aircraft carrier *USS Independence*. In the photo above, the *Gianella* (right) assists the *USCGC Polar Sea* (left) on a supply mission to Antarctica in 2002.

## USNS Lawrence Gianella Completes Final Voyage

The last of the T-5 petroleum tankers, the U.S. Military Sealift Command (MSC)-owned, Ocean Ships-operated *USNS Lawrence H. Gianella* has completed its final mission for the U.S. Navy. The SIU-crewed vessel sailed to Norfolk, Virginia, as part of National Maritime Day, bringing the tanker's storied history to a close. The vessel was crewed by SIU members in all three departments.

The final crew of the *USNS Gianella* included Captain Robert J. Mills III, Chief Mate Robert Grove, 2nd Mate Tian Chi, 3rd Mate Dillon Davidson, 3rd Mate Jeffrey Harcq, Bosun Nicholas Hoffman, ABG Owen Hammond, ABG Lionel Hall, ABG Lloyd La Beach, ABG Matthew Furlong, ABG Adam Ropp, Chief Eng. Daniel Lee, 1st Asst. Engineer Jonathan Miller, 2nd Asst. Eng. Charlie Umali, Pumpman Richard Lawson, QMED Bernard Smalls, QMED Samuel Sanders Jr., DEU Eric Jackson, DEU Shawn Smith, Chief Steward Michael Sanders Jr., Chief Cook Linda McPhetridge, GSU Rhonda Williams and GSU Brandon E. Bob.

ABG Hall remarked, "She was a great ship, and we're sad to see her go. It's weird being on a ship that's about to get mothballed, sort of like putting a great old car out to pasture. We all figure with a spit shine and a fresh coat of paint, she'd be sailing another 40 years."

Chief Steward Sanders Jr. said that although the vessel's service life is ending, "The galley was still nice. The galley and the mess halls were in great shape, not at all out of date."

Sanders added, "We were able to attend the Maritime Day event in Norfolk, Virginia, thanks to the company (Ocean Ships). That was a once-in-a-lifetime experience, to be there with the ship serving as the background, and see the vessel off."

Christened in 1986, the *USNS Gianella's* primary role has been to perform point-to-point delivery of petroleum products to Department of Defense storage and distribution facilities worldwide. A 615-foot tanker, the *Gianella* had a capacity of 237,766 barrels and a top speed of 16 knots.

"*USNS Lawrence H. Gianella* is the last and longest-serving U.S. government-owned champion class T-5 tanker," said Matthew Sweeney, MSC tanker project officer. "As the longest-serving T-5 Tanker she moved more petroleum for the U.S. military than any other vessel in U.S. military history."

"*USNS Lawrence H. Gianella* was the last of five T-5 tankers built," said Capt. Mills III, *USNS Lawrence H. Gianella's* ship master since 1998. "The *Gianella* is a liaison between commercial petroleum terminals and Department of Defense fuel facilities around the world."

The other T-5 tankers in the U.S. Navy's inventory were the SIU-crewed *MV Gus. W.*

*Darnell, USNS Paul Buck, USNS Richard G. Matthiesen and USNS Samuel L. Cobb.*

The vessel has a long and interesting history, all involving SIU crews since the ship was christened. The *Gianella* has provided direct support to U.S. troops in multiple wars, performed notable rescues at sea, and took part in almost countless military exercises.

Additionally, "*USNS Lawrence H. Gianella* is fitted with reinforced framing on the hull which allowed us to sail through icy waters to support the annual resupply missions Operation Deep Freeze in Antarctica and Operation Pacer Goose at Thule Air Base, Greenland, in the Arctic," said Mills. "We have supported a total of 11 of these missions."

The ship earned a passage in the U.S. military's book of "first times" when a successful underway replenishment operation was completed with the aircraft carrier *USS Independence* in the Persian Gulf in 1992. The port-side-to-starboard-side fuel transfers while

underway, which took place in late July, is believed to be the first time a civilian-operated tanker replenished a combatant ship of this class under operational conditions, according to a statement issued by the U.S. Navy's chief of information.

The *Gianella* was involved in a rescue in 2007, saving the lives of 13 Cuban refugees whose boat had suffered engine failure in the Gulf of Mexico. The rescued men and women were given medical attention, and fed and housed by the crew of the *Gianella* until they were transferred over to a Coast Guard boat.

However, the vessel has primarily served in military operations throughout its history. It is capable of providing underway replenishment-at-sea services with combatants using the modular fuel distribution system (MFDS), according to Sweeney.

"During the Iran-Iraq War in 1988, *USNS Lawrence H. Gianella* supported U.S. fleet and convoy operations in the Gulf of Oman and

Persian Gulf by providing fuel consolidation CONSOL support to MSC fleet oilers," Sweeney said. "The ship also provided CONSOL and petroleum logistics support for Operation Desert Shield, Operation Desert Storm, Operation Iraqi Freedom and Operation Enduring Freedom."

"While in the MSC inventory, *USNS Lawrence H. Gianella* has incurred minimal down time and its length of time in service is a testament to how well this ship was built," said Mills. "We have typically been crewed by 23 civilian mariners and occasionally travel with two maritime academy cadets."

"We, the crew of *USNS Lawrence H. Gianella*, feel very fortunate to have had the opportunity to serve aboard this ship," Mills concluded. "Serving aboard this ship has been very much like serving with family."

Upon deactivation, the *USNS Lawrence H. Gianella* will be placed in layup in coastal Texas.



The final crew of the *USNS Lawrence H. Gianella*