

SEAFARERS LOG

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

Seafarers Assist in Texas Recovery **Hurricane Harvey Devastates Portions of Lone Star State**



The SIU stepped up before, during and after a catastrophic storm struck Texas in late August. From moving vessels out of harm's way to helping restore waterborne commerce, and from assisting fellow Seafarers with free meals to donating relief supplies through the area labor federation, members and officials "have had a great response," said SIU VP Gulf Coast Dean Corgey, who's standing sixth from left in group photo above at right. He particularly praised the efforts of hundreds of SIU boatmen throughout the ordeal, including those pictured directly above. The larger group photo includes members and officials who volunteered to help fellow citizens on Sept. 2. *Page 2.*

New SIU Jobs Aboard Liberty Peace

The union recently welcomed new jobs aboard the cargo ship *Liberty Peace*. A reflagging ceremony had been scheduled for late August in Port Arthur, Texas, but it was postponed due to Hurricane Harvey. Pictured aboard the ship Aug. 26 in Beaumont, Texas, are Bosun Michael Presser, AB Randolph Jemmott, AB Morris Foster, AB Eddie Ebanks, AB Richard Hindson, AB Donald Desir, OMU Paul Klear, Chief Cook Noah Schluder and SA Dennis Cossio.



General Dynamics NASSCO Floats Out USNS Williams

New jobs for members of the SIU Government Services Division are on the horizon, following the recent float-out of the *USNS Hershel "Woody" Williams*. Built at union shipyard General Dynamics NASSCO in San Diego, the expeditionary sea base is expected to be complete in the first quarter of 2018. *Page 3.* (Photo courtesy General Dynamics NASSCO)

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President's Report

America Benefits from Cargo Preference

Within the maritime industry, we regularly refer to the figurative “three-legged stool” that keeps the American-flag fleet in operation. The components are well-known to many, in title if not necessarily in detail. They are the Jones Act, the Maritime Security Program, and cargo preference laws.

Note that when we talk about cargo preference, we are indeed referring to multiple laws. There is a tendency at times to think of cargo preference exclusively as the Food for Peace program, but there's more to it.



Michael Sacco

First, though, I have to say that when military leaders, government officials and people from every component of the U.S. maritime industry all agree that a federal program works and benefits the country's economy and defense, you would think its future is solid. But, for cargo preference, the outlook could depend on the day of the week, or on what particular concern is being debated on Capitol Hill. Despite boasting more than a century of proven results, efforts remain to undermine cargo preference.

For those who aren't closely familiar with the specifics, cargo preference laws require shippers to use American-crewed, U.S.-flag vessels to move certain government-impelled, ocean-borne cargoes. The three major cargo preference statutes are the Military Cargo Preference Act of 1904, which stipulates that 100 percent of military cargoes be shipped on U.S.-flag vessels; Public Resolution 17 (enacted in 1934), which requires all cargo generated by the U.S. Export-Import Bank be moved via U.S.-flag vessels (unless granted a waiver); and Public Law (PL) 480, the 1954 Food for Peace measure. PL-480 calls for a certain percentage of domestically grown agricultural goods and government aid to be transported on American-flag ships.

Earlier this year, the person who oversees the movement of all military goods and personnel told a Congressional hearing how important cargo preference is to the armed forces. Gen. Darren McDew, commander of the U.S. Transportation Command, told two subcommittees of the House Armed Services Committee, “There are several pieces of U.S. law that are part of the industrial base and it's not just one. The Jones Act is probably the anchor for it, but without the Jones Act, without the Maritime Security Program, without cargo preference, our maritime industry is in jeopardy and our ability [to] project the force is in jeopardy.”

A month later, the head of the Navy League of the United States responded to a *Washington Post* editorial against PL-480. In a letter published April 29, Navy League National President Skip Witunski wrote, “Our nation's cargo preference programs, including the Food for Peace Program, are instrumental to sustaining the U.S. Merchant Marine and maintaining our national defense sealift capability with the attendant billions saved.”

PL-480 has faced many attacks in recent years. Despite the fact that Food for Peace has been one of America's most successful foreign aid programs, and even though it has received strong bipartisan support from president after president and members of Congress, there remain those who want to take the program's funds and distribute the actual dollars directly to those in need.

The previous administration tried this via a pilot program that reduced the percentage of cargo carried by U.S.-flag vessels from 75 percent to 50 percent, while providing foreign governments and non-governmental organizations with money to hand out for aid in affected regions. Predictably, those dollars were distributed with little to no accountability. And, the damage caused to the U.S.-flag fleet has been considerable: the loss of almost 20 ships.

PL-480 isn't the only program affected by funding cuts. Cargo generated by the Ex-Im Bank is way down because the bank has not been able to do its job, but that's a topic that'll have to wait for another column.

Cargo preference laws normally aren't something you'll hear discussed on cable news shows or read about in newspapers. But, they are an important component of America's commercial shipping capability – and they help maintain our manpower pool of reliable, U.S.-citizen mariners. That's why the SIU will continue fighting to uphold and strengthen these critical laws.

Editor's note: Hurricane Irma was expected to hit Puerto Rico and then make landfall in the continental United States around press time for this edition of the Seafarers LOG. Please check the News section of the SIU website for updates. We also routinely post updates on our Facebook and Twitter pages.



Seafarers gather at the SIU hall in Houston for a meal, as part of the union's relief efforts.

SIU Helps Houston Rebound from Harvey

The rain from Hurricane Harvey hadn't completely stopped before SIU members and officials in Houston mobilized to assist victims of the massive storm that battered large parts of Texas in late August.

Teaming up with other trade unionists through the Texas AFL-CIO and the Texas Gulf Coast Area Labor Federation, Seafarers donated and handed out various relief items at the start of what is expected to be a years-long recovery. The SIU hall in Houston – offering meals and other assistance – also became a regular gathering place for members who suffered property damage.

“We've had a great response,” said SIU Vice President Gulf Coast Dean Corgey, who also serves as a commissioner on the Port of Houston Authority. “Special recognition ought to be given to the SIU crews at G&H Towing. When everybody knew the storm was coming, all the guys reported for duty and stayed on the boats. They did their job and sacrificed, even while some of them knew that their own homes were being flooded. But they kept navi-

gation safe, and then when the channels reopened, they were there. They fulfilled their duties in an extremely professional manner, under exceptionally difficult circumstances.”

Corgey said that while it wasn't yet possible to identify an exact number of SIU members in the region who'd suffered property damage from the hurricane, “Overall, it doesn't appear to be as bad as it might have been, but we know we've got members who are hurting. We're doing everything we can to help.”

Harvey made landfall along the middle Texas coast on Aug. 25. The Category 4 storm was the first “major” hurricane (as classified by the National Weather Service) to strike south Texas since Celia in 1970, and the first hurricane to hit the state's coast since Ike in 2008. Harvey dumped more than 50 inches of rain on parts of the state, and left approximately 30 percent of Harris County (which includes Houston) under water. Damages

Continued on Page 4

GAO Study Shows Need for Sealift Boost

A new study by the U.S. Government Accountability Office (GAO) underscores the need for the United States to further invest in its sealift capacity.

The GAO released its report Aug. 22, outlining the need for the Navy's long-term sealift recapitalization plan in order to protect the continued utility of the Military Sealift Command ships, which provide jobs for numerous SIU members and support the military in several crucial ways.

According to the GAO, “This report (1) describes the readiness trends of the surge sealift and combat logistics fleets since 2012, (2) evaluates the extent to which the Navy has plans to address an aging surge sealift fleet, and (3) evaluates the extent to which the Navy has assessed the effects of widely distributed operations on the combat logistics force. GAO analyzed 3 to 5 years of readiness, maintenance, and exercise data, based on available data; visited surge sealift and logistics ships; and interviewed Navy, U.S. Transportation Command, and Maritime Administration officials.”

The study found that since 2012, the readiness of the surge fleet has decreased, mission-limiting equipment casualties have increased, and maintenance periods are taking longer than expected. Additionally, the GAO determined that the projected sealift capacity, in millions of square feet, would drop from roughly 11 million in 2017 to 3 million by 2035, and then reduced to zero by 2055 without preventive action.

As stated in the study, “Given the fleet's dependence on the combat logistics force, waiting until 2019 or 2020 to conduct an assessment, as

planned, could result in poor investment decisions as the Navy continues to build and modernize its fleet. Furthermore, without assessing the effects of widely distributed operations on logistics force requirements and modifying its force structure plans accordingly, the Navy risks being unprepared to provide required fuel and other supplies.”

In order to prevent this, the GAO recommended that the Navy design a comprehensive sealift recapitalization plan, and assess the effects of that plan on the combat logistics force.

The Navy concurred with the GAO's recommendations, stating in their official comments, “In November 2016, the Deputy Secretary of Defense directed the Navy to develop a plan for recapitalizing the surge sealift fleet. As the GAO report notes, that effort is in progress and is being finalized. Navy has coordinated planning options with Office of Secretary of Defense, U.S. Transportation Command (USTRANSCOM), and the Department of Transportation's Maritime Administration (MARAD). The sealift recapitalization strategy that has been developed includes a three-phased plan that extends the service life of select vessels, acquires a limited number of used vessels, and a new construction, common-hulled shipbuilding program.”

The Navy continued, stating that the Department of Defense's proposal for the Fiscal Year 2018 National Defense Authorization Act (NDAA) requested authorization for the purchase of used ships that, if approved, will begin the recapitalization process.

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Volume 79 Number 10

October 2017

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

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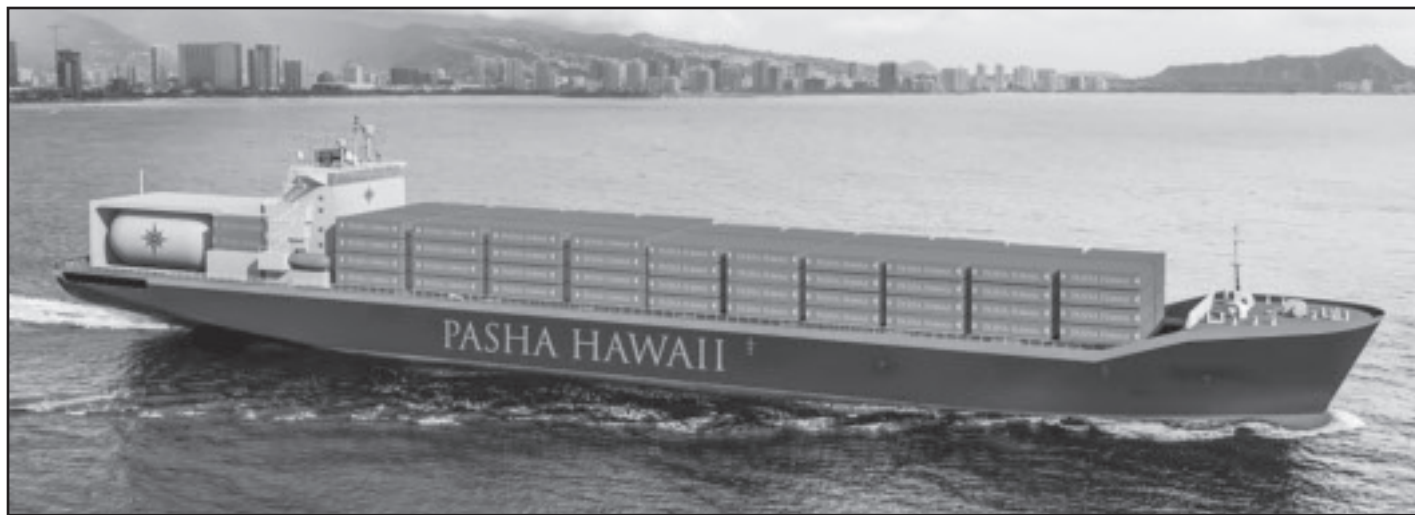
The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.

Pasha Hawaii Announces Contract for New Construction

The Jones Act fleet will soon grow by two new vessels, thanks to Pasha Hawaii's latest investment in the Hawaii-mainland trade. On Aug. 23, the SIU-contracted company signed an order with Keppel AmFELS – a Texas-based subsidiary of Keppel Offshore and Marine – for two new, state-of-the-art liquefied natural gas (LNG) fueled containerships which will fly the U.S. flag as part of the Jones Act trade.

Construction is already underway on the vessels, with expected deliveries in spring and fall 2020. Each ship will be 774 feet long, with a sailing speed of 23 knots. They'll each be able to carry 2,525 TEUs. In addition to being fueled by LNG, the hulls of both ships will be optimized using computational fluid dynamics, making them some of the most efficient vessels in the world, according to Pasha Hawaii.

"This contract with Keppel allows Pasha Hawaii to continue to move forward in our commitment to providing the best resources possible for our customers and Hawaii's shipping industry, while minimizing our environmental footprint," said George Pasha IV, president and CEO of The Pasha Group. "We are proud supporters of the Jones Act and look forward to working with Keppel's



A rendering of Pasha Hawaii's new LNG containerships being built at Keppel AmFELS in Brownsville, Texas

team of highly skilled shipbuilders."

In announcing the contract, Pasha Hawaii noted that when compared to conventional fuels, LNG is a much cleaner alternative fuel for shipping and offers significant environmental benefits, including the reduction of up to 95 percent of sulphur oxides, nearly 100 percent of particulate matter, up to 90 percent of nitrogen oxides, and up to

25 percent of carbon dioxide emissions.

Simon Lee, president of Keppel AmFELS, said, "We are pleased to have been chosen to build these two LNG-fueled containerships ... for operation in Pasha Hawaii's fleet. Keppel O&M is at the forefront of designing vessels that run on LNG propulsion systems and has the experience in LNG vessel conversions as well as the expertise in new-build specialized

vessels. We look forward to building these ships which will have a direct impact on American jobs at our shipyard and suppliers across the country."

Pasha Hawaii is a wholly owned subsidiary of the family-owned global logistics and transportation company The Pasha Group, one of the nation's leading Jones Act shipping and integrated logistics companies.

U.S. Navy Launches Expeditionary Sea Base

Vessel's Addition to Fleet Signals Arrival of New Jobs for Government Services Seafarers

More jobs for SIU Government Services Division mariners are on the way following the U.S. Navy's recent launch of the expeditionary sea base (ESB) *USNS Hershel "Woody" Williams*. The launch, taking place at General Dynamics NASSCO's shipyard in San Diego on Aug. 19, involved slowly flooding the launching dock with water, until the vessel could float free.

Following launch, the ship completed construction and final outfitting before heading into sea trials, with an expected delivery date in early 2018.

"We're making tremendous progress on this ship," said Capt. Scot Searles, who manages the Navy's Strategic Sealift and Theater Sealift program. "We'll begin

powering many of the ship's engines and systems as early as next month as we prepare to get underway for sea trials in the coming months."

The *Williams* will primarily support aviation mine countermeasure and special operations force missions, the Navy reported. In addition to a flight deck, the ESB has a hangar with two aviation operating spots capable of handling helicopters. It also features "accommodations, work spaces, and ordnance storage for embarked forces; enhanced command, control, communications, computers, and intelligence to support embarked force mission planning and execution; and a reconfigurable mission deck area to store embarked force equipment to include

mine sleds and rigid hull inflatable boats," the Navy noted.

General Dynamics NASSCO – a union shipyard – is building the next ESB; the keel-laying was planned for September. The yard already built the SIU-crewed ESBs *USNS Montford Point* and *USNS John Glenn*, both of which carry SIU crews. The latter two vessels, operated by Ocean Shipholdings, originally were classified as mobile-landing platforms, abbreviated as MLP.

In the past decade, NASSCO has delivered more than 30 oceangoing ships to government and commercial customers, including the world's first LNG-powered containerships (both crewed by SIU members).

TOTE Reveals Plans To Establish New U.S. Mainland to Hawaii Service

Seafarers-contracted TOTE in mid-August announced that it is planning to establish a new domestic shipping service to Hawaii. The company is working with Philly Shipyard to construct four new, environmentally advanced containerships, custom-built for the trade.

In the Aug. 18 news release, TOTE noted, "This week began conversations to secure the new deep-water Kapalama Container Terminal in Honolulu for TOTE, a critical step in making the new service a reality.... For more than 40 years, TOTE and its operating companies have provided dedicated service to Alaska and Puerto Rico. As part of its commitment and stewardship of the communities it serves, the company has invested more than \$600 million to convert its ships to run on natural gas, making its fleet the most environmentally friendly in the U.S."

"TOTE is excited to bring our best-in-class service to the people of Hawaii," said Anthony Chiarello, the company's president and CEO. "TOTE's presence on the islands will provide market stability and introduce new environmentally advanced vessels that will greatly benefit the islands."

While specifying that a "commitment for terminal space in Honolulu is needed to move the new venture forward," the company also said the new vessels would enter service in early 2020 and 2021.

"TOTE's commitment is to provide superior service for our customers as well as the communities we serve, ensuring that goods arrive on time week in and week out," Chiarello added. "TOTE will bring the same commitment to our Hawaii operations to ensure maritime transportation is industry leading."



The *USNS Williams* is pictured at the San Diego shipyard in mid-August. (Photo courtesy General Dynamics NASSCO)

Seafarers Come to Aid of Hurricane Harvey Victims

Continued from Page 2

from the storm are projected to cost tens of billions of dollars.

The SIU's Houston hall itself fared remarkably well and did not flood at all. When the newly built facility opened in 2016, first-time visitors often cited its spacious, comfortable interior and ample parking. But potential flooding was a major consideration in the hall's planning, Corgey said, and while neither he nor the union's other officials necessarily envisioned something as calamitous as Harvey, they chose a relatively elevated spot for preventive purposes.

"The building was also designed and engineered specifically to avoid a catastrophe such as this – to withstand this kind of situation," Corgey said.

The hall was closed for a few days in late August but reopened Aug. 31. A day later, temporary phones were made available for members to call the hall while the regular land lines remained out.

Meanwhile, the SIU began working with the state labor federation for formal relief efforts. As noted on the Texas AFL-CIO website, "The Texas Workers Relief Fund, a 501(c)(3) charitable fund, overseen by the Texas AFL-CIO, has been established to assist workers and their families in their time of need. Funds are provided to help stabilize situations when issues occur such as natural disasters. While we cannot make anyone whole, the Texas Workers Relief Fund sends a message of solidarity and the knowledge that working people affected by this disaster are supported by Brothers and Sisters across the nation."

Donations may be made online or by mail (the SIU has made a contribution). The website for the relief fund is:

<http://www.texasaflcio.org/donate/>

As further noted on the website, anyone who wants to send a check should make it payable to:

Texas Workers Relief Fund
Memo: Hurricane Harvey

And send to:

Texas AFL-CIO
P.O. Box 12727
Austin, TX 78711

Seafarers in need of assistance are encouraged to contact the SIU's Houston hall.

Moreover, the Coast Guard's National Maritime Center (NMC) on Aug. 31 posted instructions for replacing mariner credentials lost due to Harvey. That information is available in an Aug. 31 post in the News section of the SIU website. Mariners also may email the NMC at IASKNMC@uscg.mil or call them at 1-888-IASKNMC (1-888-427-5662).

Involved from the Start

Corgey pointed out that members from the union's deep-sea division also pitched in before the hurricane arrived. Seafarers crewed up a number of vessels in the region and sailed them out of harm's way.

Then, in early September, SIU members helped crew up two government-owned training vessels that were slated for mobilization to Texas. Those ships – the *Kennedy* and the *Empire State* – were expected to serve as housing for Federal Emergency Management Agency personnel and others involved in relief operations.

"From the start, this has been one of the smoothest emergency responses that I've seen," Corgey observed. "Our industry doesn't really get the recognition others get, but the SIU has been deeply involved in this whole operation. I'm proud of our members and really proud of the whole port community here – the Coast Guard, the tug companies, the port authority, the longshoremen. We've made sure we got the port shut down at the right time and then got it back up and running as soon as possible. The flow of commerce here is critical to the whole country."



Starting in the back row, from left: SIU VP Dean Corgey, Houston Police Officers Union President Ray Hunt, SIU Asst. VP Mike Russo and (front) Vincent Russo drop off relief supplies at police union headquarters on Aug. 29.

He added that SIU boatmen overcame exceptionally challenging navigation issues when assisting vessels in and out of port. G&H Towing, which operates more than 30 SIU-crewed boats, has been especially active, he said.

"This is an opportune time for the general public to learn that trucks and airplanes have their roles, but it takes maritime traffic to maintain our economy," Corgey concluded. "I just can't say enough about the job our members have done."

Benefits Conferences Continue in Jersey, Norfolk

The Seafarers Health and Benefits Plan (SHBP) wrapped up the first segment of a series of informational conferences late last month. The most recent gatherings took place Aug. 28 at the SIU hall in Jersey City, New Jersey, and Aug. 30 at the hall in Norfolk, Virginia.

The conferences are scheduled to resume later this year, as follows: Dec.

11 in Tacoma, Washington; Dec. 12 in Wilmington, California; and Dec. 13 in Oakland, California. As previously reported, conferences also have already taken place at the halls in New Orleans; Houston; Jacksonville, Florida; and in Piney Point, Maryland.

Designed to educate rank-and-file members as well as union employees, the conferences focus on various Sea-

farers Plans. Conference goals include making enrollees aware of benefits available to them under each plan. Special emphasis is placed on points that plan participants may not know about.

Thus far, the meetings have featured remarks by SIU Secretary-Treasurer David Heindel; Seafarers Plans Administrator Maggie Bowen; Sea-

farers Plans Benefits Director Teresa Zelko; and CIGNA Representative Melissa Smith.

Plans officials point out that conferences specifically for SIU members will commence at 10:30 a.m. at each location and continue until approximately noon. The events are open to members, pensioners and their families.



SIU Secretary-Treasurer David Heindel (photo above) speaks during the meeting in New Jersey. Seafarers Plans Administrator Maggie Bowen is seated next to him. In photo at right, members attend the conference in Jersey City, New Jersey.



Senator Baldwin Named 2017 Great Lakes Legislator of Year

The Great Lakes Maritime Task Force (GLMTF) has named U.S. Sen. Tammy Baldwin (D-Wisconsin) the 2017 Great Lakes Legislator of the Year. The award is presented annually to a legislator who has helped advance waterborne commerce on the Great Lakes and St. Lawrence Seaway. This year's award ceremony took place Aug. 22 at Bay Shipbuilding Company in Sturgeon Bay, Wisconsin.

"Senator Baldwin's first term in the Senate has been remarkable for her understanding of and commitment to shipping on the Great Lakes and St. Lawrence Seaway," said Brian D. Krus, president of the task force. "Her grasp of the issues, and more importantly, her response to the challenges facing shipping on the fourth sea coast has been instrumental in moving several projects forward."

The GLMTF is the largest coalition to ever speak for the Great Lakes shipping community. Its members include the SIU and other unions, maritime businesses, port associations and others.

Krus, who also serves as the senior national assistant vice president of the SIUNA-affiliated American Maritime Of-

ficers, praised Baldwin's efforts to build another heavy icebreaker for the Great Lakes. "In 2016, she added \$2 million to begin the design of the icebreaker to the Department of Homeland Security's appropriations bill. This year she has added \$5 million to the Coast Guard Authorization Act to further design of the new icebreaker," he noted.

"Having adequate U.S. Coast Guard icebreaking resources on the Great Lakes is key to the system meeting the needs of commerce," said James H.I. Weakley, first vice president of the GLMTF. "The ice season begins in early December and can extend well into April."

Weakley, who is also president of the Lake Carriers' Association, noted that recent winters were so severe that cargoes were delayed or outright canceled because the Coast Guard did not have enough icebreakers, which cost the nation nearly 6,000 jobs and \$1.1 billion in economic activity.

"Superior, Green Bay and Milwaukee are among the leading international ports on the Great Lakes," said John D. Baker, second vice president of the GLMTF and

president emeritus of the ILA's Great Lakes District Council. "The cargoes longshoremen load and unload in those ports support hundreds of jobs in Wisconsin. The Lakes/Seaway system has the capacity to handle more cargo, so there are more jobs to be had if our national policies promote waterborne commerce. Tammy Baldwin understands that and is always looking to advance shipping on our fourth sea coast."

Baldwin is the fourth legislator from Wisconsin to receive the award, along with Sen. Ron Johnson (R), Rep. David R. Obey (D) and Rep. Mark Green (R).

Founded in 1992, the Great Lakes Maritime Task Force promotes domestic and international shipping on the Great Lakes. It's 79 members are drawn from both labor and management, representing U.S.-flag vessel operators, shipboard and longshore unions, port authorities, cargo shippers, terminal operators, shipyards and other Great Lakes interests. Its goals include ensuring Lakes dredging is adequately funded; construction of a second Po-sized lock at Sault Ste. Marie, Michigan; protecting the Jones Act and other U.S.



U.S. Sen. Tammy Baldwin (D-Wisconsin)

maritime cabotage laws and regulations; maximizing the Lakes overseas trade via the St. Lawrence Seaway; and expanding short sea shipping on the Lakes.



Richard Trumka
President, AFL-CIO

New AFL-CIO Report: Majority Think Unions Key To More Benefits on the Job

A new Labor Day report unveiled Aug. 30 by the AFL-CIO shows that working people are working more and taking fewer vacation days. The report is based on findings from a national survey conducted for the federation by the polling firm Greenberg Quinlan Rosner Research, and was produced in collaboration with the Economic Policy Institute and the Labor Project for Working Families.

While 78 percent of workers say they have the day off on Labor Day, more than a quarter of those people expected to do some work, and more than half of those working will not receive overtime benefits. More than half of Americans surveyed said they were working more holidays and weekends than ever, and 43 percent said they brought work home at least one night a week.

Union members are more likely to receive Labor Day off and overtime pay compared with their nonunion counterparts. Sixty-six percent of union members receive overtime pay on Labor Day, compared with 38 percent of unrepresented members. Women, often the primary caregivers in their families, are less likely than men to report access to paid time off – 68 percent compared to 74 percent.

The majority of American workers credit labor unions for many of the benefits they receive.

"Union workers empowered by the freedom to negotiate with employers do better on every single economic benchmark," said AFL-CIO President Richard Trumka. "Union workers earn substantially more money, union contracts help achieve equal pay and protection from discrimination, union workplaces are safer, and union workers have better access to health care and a pension."

Additionally, 72 percent of those surveyed said they thought unions were either very or somewhat responsible for working people having paid time off on Labor Day and other holidays.

Fifty-four percent of workers would join a union tomorrow if given the option. This includes 41 percent of Republicans surveyed. Respondents also expressed major concern that weakening unions could hurt workers' benefits in the future.



Great Lakes Towing Adds New Tug Cleveland To SIU Contracted-Fleet

SIU members and officials were on hand Aug. 1 in Cleveland to help formally welcome the Seafarers-crewed tugboat by the same name (*Cleveland*). The state-of-the-art harbor tug, billed as the first domestically constructed tugboat specifically built to comply with new U.S. Coast Guard Subchapter M regulations, joined the Great Lakes Towing fleet earlier in the summer. The group photo below features (from left) SIU St. Louis Port Agent Chad Partridge, Algonac Port Agent Todd Brdak, AB Tim McKenna and Asst. VP Bryan Powell. The other two photos (respectively) show the christening and the boat's first harbor assist, the latter of which happened in mid-July.





OVER THE MOON FOR THIS PHOTO – SIU members' commitment to safety is eclipsed only by their proclivity for submitting quality photos to the *Seafarers LOG*. Here is one such image, received from the Ocean Shipholdings-operated *USNS John Glenn*. Observing the historic eclipse Aug. 21 from the port bridge wing while the vessel was docked in Long Beach, California, are (from left) 2M Andrew Wellman, 3AE Curtis Van Wormer, SK Jason Devine, SA Esmeralda Cueto and Steward/Baker Evelyn Tayag.



CROWLEY TUG DEPLOYED – SIU-contracted Crowley Marine Services in late August announced its deployment of the Seafarers-crewed tugboat *Veteran* to Los Angeles/Long Beach, California, "to provide enhanced docking safety for all vessels, including large petroleum tank vessels with deep drafts greater than 65 feet calling on Long Beach Berth 121."



ABOARD SEATTLE – In this Aug. 25 snapshot, Navy Sailors conduct cargo-handling operations aboard the SIU-crewed *MV Seattle* at U.S. Naval Base Guam. The *Seattle* is operated by JM Ship LLC. (U.S. Navy photo by Mass Communications Specialist Benjamin A. Lewis)

At Sea and Ashore with the SIU



ABOARD CAPE ISABEL – Members of the reduced operating status crews from both the *Cape Inscription* and *Cape Isabel* are pictured aboard the latter vessel in southern California. Standing left to right in the larger group photo at left above are SA Domiciano Nonato, Oiler Victor Martinez, AB Lloyd La Beach, Bosun Anthony Pace, AB Jake Mitchell and Patrolman Gordon Godel. The three people in the photo at center above are (from left) Pace, Mitchell and Patrolman Mike Bell. Both ships are operated by Ocean Duchess Inc.



SEAFARING FAMILY – Pictured recently at the SIU-affiliated Paul Hall Center are (from left) Recertified Bosun Ron Paradise and Recertified Steward Dana Paradise. The brothers came by their career choice honestly: Their late father is Recertified Bosun Leo Paradise, who sailed with the union for more than 40 years.



ABOARD HORIZON ENTERPRISE – Standing left to right in photo at right above are Bosun George Khan and AB Fadhli Said. The other photo shows ABs Said and Romeo Escalera splicing line aboard the Sunrise Operations ship.



GRASSROOTS ACTION – Patrolman Adam Bucalo (second from right) recently was sworn in as a central labor council delegate in Jacksonville, Florida. Florida AFL-CIO President Mike Williams is at right, administering the oath.

At Sea and Ashore with the SIU



ABOARD OVERSEAS LONG BEACH – Bosun John Cedeno (in the chair in photo at left) submitted these snapshots from the OSG ship in Beaumont, Texas, weeks before Hurricane Harvey's arrival. Pictured from left to right in photo at right are STOSs Will Jordan and Jose Garcia, while the remaining pic features AB Mohammed Haruna.



BOOKS GALORE IN JACKSONVILLE – Getting sworn in for their full B-books at the union hall are (photo at left above, from left) SA Patricia Placek and FOWT Donell Criswell (that's Patrolman Joseph Koncul at right). In the other photo, AB Jonathan Rivera-Rodriguez (left) proudly displays his newly acquired A-seniority book. With him is Patrolman Adam Bucalo.

SAILING FOR PACER GOOSE – As reported in last month's *LOG*, the SIU-crewed *Maersk Peary* and *Ocean Giant* earlier this year deployed in support of Operation Pacer Goose, the annual resupply mission to Thule Air Base in Greenland. The Waterman-operated *Ocean Giant* is pictured in the background of the photo at the lower right, waiting to go to the dock with a Canadian icebreaker, while the *Maersk Peary* (operated by Maersk Line, Limited) is shown at the lower left. Pictured from left in photo at the immediate right are Chief Cook Carlton McMiller and Recertified Steward Tony Spain, getting ready to dish up fresh roast suckling pig. The photo at the far right shows AB Fortunato Ranario and Pumpman Virgilio Demegillo.



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UNIONPLUS

10/17

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.

USNS VADM K.R. WHEELER (Tote), May 25 – Chairman **Samuel Thatcher**, Secretary **Steve Parker**. Chairman discussed plans to draft letter to headquarters regarding unresolved issues among crew. He also reported resignation among members due to shortage in steward department. Secretary thanked steward department for assistance. Educational director advised members to go to Piney Point. Treasurer reported funds from shirt and hat sales. No beefs or disputed OT reported.

LIBERTY (Tote), June 25 – Chairman **Jerrold Foke**, Secretary **Lloyd Ingram**, Deck Delegate **James May**, Steward Delegate **Juan Vega**. Chairman reported misunderstanding regarding ratings has been resolved following dialogue between patrolman, bosun and company. Secretary reported safe trip and quick turnaround in Europe. Overtime sheet procedures discussed to ensure members receive time to check over vouchers before signing. Steward delegate reported an ending of a good trip and anticipation of New Jersey port. No beefs or disputed OT reported. Members were reminded to get the necessary 125 days this year in order to upgrade. Steward department commended for tremendous job with fine meals. Members have minor complaints about mattresses. Next Port: Halifax, Virginia.

ALLIANCE ST. LOUIS (Maersk Line, Limited), June 28 – Chairman **Nicholas Smithling**, Secretary **Jane Altieri**, Educational Director **Matthew Dutillo**, Deck Delegate **Adiawor Otumfo**, Engine Delegate **Alvin Surrency**, Steward Delegate **Shelby Curtis**. Under old business, crew discussed need for new ice machines, washer and dryers to accommodate crew and climate of ship's route. Chairman reported a difficult voyage but noted the crew held together and made the best of the trip. Educational director reminded members to keep track of their documents and to upgrade at Piney Point school. No beefs or disputed OT reported. Electrician commended for a great job fixing issues on board. Next Port: Freeport, Texas.

HONOR (Tote), July 9 – Chairman **Nathaniel Leary**, Secretary **Carlos Olascoaga**. Members encouraged to keep upgrading. Steward department thanked for doing a great job cooking and cleaning. Secretary reminded crew to clean rooms before leaving the ship. No beefs or disputed OT reported.

YORKTOWN EXPRESS (Crowley), July 30 – Chairman **Nathaniel Sherrill**, Secretary **Michael McDermott**, Educational Director **James Demouy**, Deck Delegate **Clifford Carroll**, Engine Delegate **Daniels Boye**. President's report and other highlights of *Seafarers LOG* read. Education director reminded members to keep up to date with documents and to take advantage of portal. No beefs or disputed OT reported. Members suggested modification to Seafarers Pension Plan.

JEAN ANNE (Tote) July 30 – Chairman **Thomas Johnson**, Secretary **Ismael Garayua**, Educational Director **Joseph Letang**. Crew discussed what they described as the demanding frequency of physicals. Chairman advised members to read president's report and mentioned the importance of donating to SPAD. Educational director encouraged members to upgrade and to keep documents up to date. No beefs or disputed OT reported. Members suggested increasing pension and decreasing time required to qualify for retirement.

MAERSK IOWA (Maersk Line, Limited), July 30 – Chairman **Egidio Ferreira**, Educational Director **Eufemiano Gomes**. Crew expressed lack of satisfaction with contract. Educational Director advised members to sign up for safety classes with Maersk. No beefs or disputed OT reported. Members urged to read *Seafarers LOG*. Crew requested Wi-Fi and DirecTV. Vote of thanks given to steward department for job well done. Crew requested information about standby reliefs.

USNS MONTFORD POINT (Ocean Shipholdings), July 12 – Chairman **Kenneth Steiner**, Secretary **Cesar Dela Cruz**,

Seafarers Support Our Troops



The Seafarers-crewed *USNS Yukon* (foreground) conducts a replenishment with the U.S. navy's guided-missile cruiser *USS Princeton* in the Arabian Gulf on Sept. 5. According to the Navy, the *Princeton* "is deployed to the U.S. 5th Fleet area of operations in support of maritime security operations designed to reassure allies and partners and preserve the freedom of navigation and the free flow of commerce in the region." The *Yukon* is crewed by members of the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist 3rd Class Kelsey J. Hockenberger)

Educational Director **Thomas Jones**, Treasurer **Christopher Maye**. Chairman reported good crew and discussed importance of SPAD. Crew met and said farewells to Guam Port Agent John Hoskins (now based in Baltimore) and welcomed his replacement, Fred Sanchez. Educational director encouraged members to upgrade and keep credentials up to date. No beefs or disputed OT reported. Members request more television channels as well as Wi-Fi access, noting the importance of communicating with loved ones. Crew reiterated their welcoming of new port agent and mentioned a new self-publishing author aboard the ship, Christopher Maye. His book is due out soon.

ISLA BELLA (Tote), July 9 – Chairman **Junior Augustin**, Secretary **Lauren Oram**, Educational Director **Lamont Robinson**, Deck Delegate **Paulin**

Augustin, Engine Delegate **George Velez**, Steward Delegate **Yoaquin Gonzales DeJesus**. Crew requested memory foam mattress covers. Chairman reported safe-working crew. Secretary reminded members to see steward for fresh linens, noting importance of clean rooms for oncoming crew. Company currently running cable to all rooms. Captain starting a ship library, inviting all to donate. Educational director urged everyone to check their documents, aiming to allow six months to renew. He informed members of opportunities for company-paid classes relating to work. No beefs or disputed OT reported. Members encouraged to read *Seafarers LOG* in order to stay informed. They were reminded full editions are posted on SIU website, along with selected articles that may be accessed as stand-alone pieces.

Crew seeks clarification pertaining to FMLA requirements. Requests made for internet-accessible computer in lounge as well as a slop chest on board. Members would like an increase in vacation, survivor and pension benefits. Next Port: Jacksonville, Florida.

SAFMARINE NGAMI (Maersk Line, Limited), July 9 – Chairman **Mathew Bevak**, Secretary **Lionel Packnett**, Educational Director **Aleksander Djatschenko**, Deck Delegate **Andre Skevnick**, Engine Delegate **David Vega**, Steward Delegate **Louie Aceridano**. Secretary reminded members to upgrade in order to expand opportunities to earn more money. Treasurer discussed additions to lounge including a new DVD player and Xbox game system. No beefs or disputed OT reported. Members encouraged to donate to SPAD. New mattresses requested.



Spotlight on Mariner Health

Aneurysms Could Be Life-Threatening

An aneurysm is a localized, blood-filled, balloon-like bulge in the wall of the blood vessel. They can materialize in any blood vessel anywhere in the body and are classified according to where they are located.

The most common and life-threatening types of aneurysms are as follows:

An **abdominal aortic aneurysm** occurs when the large blood vessel – the aorta – becomes enlarged and bulges outward. The aorta supplies blood to the abdomen, pelvis, and the legs. Abdominal aortic aneurysms are most often found in men over 60 who have many risk factors for heart disease. These may include high lipid panels, emphysema, family history, high blood pressure that is not controlled, obesity and smoking.

Another type of aneurysm is the **cerebral aneurysm**. This type manifests itself when the wall of a blood vessel in the brain becomes weakened (from injury, heredity or disease)

and ruptures. The Circle of Willis is an area in the brain that can be particularly affected. The cerebral aneurysm is extraordinarily dangerous and must be treated quickly if rupture is determined to be imminent.

The third most common and life-threatening type of aneurysm the **thoracic aortic**. This type features an abnormal ballooning, or bulging of the portion of the aorta that passes through the chest. The most common factor contributing to this type of aneurysm is atherosclerosis or hardening of the arteries.

The foregoing trio of aneurysms are life-threatening and require immediate access to hospitals for treatment. Remember, aneurysms are the result of weakened blood vessel walls and can be triggered by numerous conditions including heredity, disease, or injuries. As an aneurysm increases in size, the risk of it rupturing escalates. Bleeding can occur and death can happen quickly.

Healthy Recipe

Baked Flounder with Old Bay Seasoning

(Servings: 25)

Ingredients

6 ¼ pounds flounder fillet, defrosted
¼ cup of old bay seafood seasoning
1/3 cup margarine, melted
1/8 cup fresh parsley, chopped

Preparation

- Place the fish on sheet pans then drain off any water from the pans.
- Season the fish with the old bay. Place into 2" hotel pans evenly about 9-12 filets to a pan.
- Drizzle the melted margarine over the tops of the tilapia filets.
- Bake in a 325-degree Fahrenheit oven for about 15-20 minutes until flaky and internal temp of 145 degrees is reached.
- Garnish with fresh chopped parsley.

Nutrition Information: Per Serving (excluding unknown items): 130 Calories; 6g Fat (40.4 percent calories from fat); 19g Protein; trace Carbohydrate; trace Dietary Fiber; 66mg Cholesterol; 109mg Sodium. Exchanges 2 ½ Lean Meat; 0 Vegetable; ½ Fat.

(Provided by the Paul Hall Center's Harry Lundeberg School of Seamanship)



AB Allan Makiling



SIU team members concentrate on their work.



AB Desta Gebrai



Patrolman Warren Asp



AB Justin Bowe



Recertified Bosun Darryl Smith



AB Jason Bentz



Seafarers Brandon Tanton (left) and Tim Kelley help spruce up the home.

‘Important to be Part of Community’ SIU Members Again Step Up for Paint Tacoma Beautiful

While no one takes their efforts for granted, Tacoma, Washington-area SIU members are as reliable as the calendar when it comes to giving back to their community.

Besides individual philanthropic outreach, Seafarers team up twice a year for major projects that have become SIU staples in the Pacific Northwest. One of those missions is named Santa’s Castle, and involves toy donations to U.S. military families. The other is called Paint Tacoma Beautiful – a larger, regional effort to spruce up homes for citizens who otherwise don’t have the means to handle it.

This summer marked the eleventh year of SIU participation in Paint Tacoma, as a group of 17 Seafarers painted and repaired a home for area resident Elviera Brown, a senior citizen. They finished the work in August.

“The program is great,” said Brown, who complimented the SIU team’s work ethic. “It’s a great help for me, especially since I don’t have the money that’s needed to have the house painted (by contractors). It looks good. I’m happy.”

For AB Justin Bowe, one of this year’s volunteers, the value of beautifying Brown’s home went far beyond anything monetary.

“I’ve lived in Tacoma almost nine years,” he said, “and I’m getting to the point where, because we’re such itinerant people, service like this helps make your community more of a home, rather than just a place you live between ships. When we finished, I felt like I’d done something important and worthwhile with my vacation time rather than sit around. I think it’s important to get out there and be part of the community.”

Recertified Bosun LBJ Tanoa also enjoyed the volunteerism.

“It was a great experience being able to give back and give time to the community,” he stated. “In some ways, it was like working on a ship – you have to do preparation and maintenance. It was a big effort and the homeowner really appreciated it. I think it’s a really positive thing for us to do.”

Fellow Recertified Bosun Tar Ahmed echoed those sentiments.

“The experience of being out at sea really did help us do this job more efficiently,” he said. “We power-washed it, chipped, cleaned and painted. Seeing the homeowner with a big smile on her face made me feel proud and made me smile in my heart. I’m glad we can do something for others.”

Recertified Bosun Darryl Smith heard about this year’s outreach when he stopped at the union hall, and he didn’t hesitate to sign up.

“I feel that a few hours out of my life to give a helping hand isn’t too much to ask,” he said. “Everything went smoothly, and we had a good turnout to give that help that was needed.”

Port Agent Joe Vincenzo, who originally spearheaded the union’s participation both in Paint Tacoma and (a decade ago) Santa’s Castle, said he particularly appreciated a subtle but noteworthy aspect of this year’s SIU paint gang. Against a backdrop of nationwide tension exacerbated by a fatality during demonstrations in Charlottesville, Virginia, the SIU’s diverse group smoothly showed off not only their handiwork but also their genuine camaraderie.

“Each year provides new context and meaning to our outreach,” Vincenzo noted. “For example, when we painted the home of a World War II U.S. Merchant Marine veteran

in 2008, the homeowner himself provided the storyline.

“At other times, it’s what’s going on politically or economically that gives additional meaning to our project here in Tacoma,” he continued. “This year, I can’t help but think about the multi-cultural demographic and strong team aspect of our SIU group. I truly wish for the sake of all that is good and fitting in this troubled world of ours that stories like this one could have a wider readership. I think it would inspire others to transcend the pigeonholes that we are all put in from time to time, and help change the way we sometimes see each other. But the tolerance and acceptance that is shown by our membership by and large is uplifting.”

Comprising this year’s SIU group were Vincenzo, Tanoa, Bowe, Ahmed, Smith, Patrolman Warren Asp, Safety Director Ben Anderson, Administrative Assistant Brenda Flesner, QMED Matthew Gilliland, OMU Brandon Tanton, AB Allan Makiling, AB Desta Gebrai, AB Robert Calvo, AB Tim Kelley, AB Anwar Alsharif, AB Jason Bentz and GUDE Andrees Ahmed.

Together, they logged nearly 100 man-hours, bringing the SIU’s cumulative total hours to nearly 1,500 over the past 11 years.

“It’s worth noting that most of our volunteers are at the top of their game and are longtime, rank-and-file members,” Vincenzo pointed out. “Only a handful are just getting started with their seagoing careers and the SIU. It’s also worth mentioning that this was Warren’s first year on point organizing the work parties. He was a bosun in his nearly 15 seagoing years, and he really brought to bear his acumen as lead person on the deck plates. Warren did a great job, as did all of the Tacoma Seafarers.”



AB Anwar Alsharif



OMU Brandon Tanton



QMED Matthew Gilliland



AB Tim Kelley



AB Robert Calvo



Many of the SIU volunteers are pictured with homeowner Elviera Brown (third from left). Standing left to right are Port Agent Joe Vincenzo, Anwar Alsharif, Brown, Justin Bowe, Jason Bentz, Warren Asp, Darryl Smith, Robert Calvo, Tim Kelley and Brandon Tanton.

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

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(301) 899-0675

ALGONAC

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(810) 794-4988

ANCHORAGE

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(907) 561-4988

BALTIMORE

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

GUAM

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

HONOLULU

606 Kalihi St., Honolulu, HI 96819
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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

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(815) 723-8002

MOBILE

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

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(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

SANTURCE

1057 Fernandez Juncos Ave., Stop 16
Santurce, PR 00907
(787) 721-4033

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by members of the most recent bosun recertification class at the Paul Hall Center for Maritime Training and Education.

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



Roberto T. Flauta

I was a foreign-flag merchant mariner earlier in my career. When I immigrated to America, some of my friends walked me into an SIU union hall. I joined without really knowing what the union was about, and it was one of the best things I've done in my career. I've now been with the SIU for 25 years, and I've always felt like my job was secure.



Walter D. Ritvalsky

I separated from the U.S. Coast Guard around the time the first Gulf War build-up was starting. They were in desperate need for merchant seamen to man the ships, and I answered the call. It has truly been a whirlwind adventure and enabled me to maintain a very stable financial footing in life.



Stig Sasse

I wound up with the SIU after the merger with the NMU. I stuck around because going to sea is just what I do, and I really enjoy it.



Hussein Mohamed

I would like to start by saying thank you to our union leadership for all their hard work. I've been sailing for more than 17 years, and my advice to all SIU members would be to work hard and be responsible.



Abel Vazquez-Torres

I joined the SIU because I needed a change in my life. I remain with the union because I saw the potential of the industry, the benefits of being a member of this union. It's been amazing, because they didn't just make a sailor out of me, they made me a professional.



Rodney S. Roberson Sr.

I am the first and only one of my family to be a member of the U.S. Merchant Marine. I served in the U.S. Army and U.S. Marine Corps, and this has been the most exciting experience of my career. I've met a lot of great people; I've traveled and seen many things around the world. The SIU has been good to me and my family over the many years I've sailed. I want to say thank you to all those who have given me the opportunity to have a better life.



Marc Aaron Marcus

After high school, college wasn't in the cards for me, and the desire to travel was a strong influence in my joining the SIU. The length of time off – as compared to 9-to-5 land jobs – became very attractive later on, and the freedom to try other things ashore if this career didn't work out, has kept me in this industry. I've always been assured of making a decent living with the SIU, ever since I graduated from Piney Point in 1970.



Albert Konning Jr.

I joined the SIU because I heard all my friends saying good things about the union. I remained and will continue to remain with the SIU because the union did a lot for me during my immigration, and helped me become a U.S. citizen. May God bless the SIU!



LBJ Tanoa

I've been around the world twice on ships. One of my favorite moments of my career was when I started on the Hawaiian cruise ship *Independence*. I've learned a lot from recertified bosuns, and at the same time, we enjoy working with different kinds of members. And that's why I love the SIU: diversity.

Pic From The Past

Matson's converted C-3 freighter *SS Hawaiian Merchant* sails from San Francisco Bay on Aug. 31, 1958, with 20 containers on deck. The voyage marked the company's introduction of cargo containerization to the West Coast-Hawaii trade.



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

No-Fee Passports Become Available for Mariners

As reported in a previous edition of the LOG, U.S. citizen seamen working on board a U.S.-flag vessel are eligible to receive a no-fee U.S. passport. The regular fee to obtain a passport is \$110. **This no-fee passport may only be used for travel related to your job as a merchant mariner on a U.S.-flag vessel.** If you travel overseas for personal reasons, you will still need a regular passport.

A no-fee passport must be obtained from the Special Issuance Agency. You must submit a letter from your employer, certifying that you are working on board a U.S.-flag vessel; as well as a copy of your merchant mariner credential. These documents, along with the passport application, should be mailed to the following address: U.S. Department of State, Special Issuance Agency, 44132 Mercure Cir, PO Box 1185, Sterling, VA 20166-1185

You should allow five to six weeks to receive your passport, although your employer can request that the passport be expedited if necessary. If you have any questions, you may contact the Special Issuance Agency at 202-485-8200.

October & November Membership Meetings

Piney Point.....	Monday: October 2, November 6
Algonac.....	Friday: October 6, November 10
Baltimore.....	Thursday: October 5, November 9
Guam.....	Thursday: October 19, *Friday: November 24
Honolulu.....	Friday: October 13, November 17
Houston.....	*Tuesday: October 10, Monday, November 13
Jacksonville.....	Thursday: October 5, November 9
Joliet.....	Thursday: October 12, November 16
Mobile.....	Wednesday: October 11, November 15
New Orleans.....	Tuesday: October 10, November 14
Jersey City.....	Tuesday: October 3, November 7
Norfolk.....	Thursday: October 5, November 9
Oakland.....	Thursday: October 12, November 16
Philadelphia.....	Wednesday: October 4, November 8
Port Everglades.....	Thursday: October 12, November 16
San Juan.....	Thursday: October 5, November 9
St. Louis.....	Friday: October 13, November 17
Tacoma.....	Friday: October 20, November 24
Wilmington.....	Monday: October 16, November 20

*Houston change created by Columbus Day observance

*Guam change created by Thanksgiving Day observance.

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

USS RISING: A CAPITAL FUNDING CAMPAIGN

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CROWD FUNDING SITE: www.youcaring.com/USSRising

Dispatchers' Report for Deep Sea

August 16, 2017 - September 11, 2017

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	9	7	0	10	4	0	1	26	14	2
Anchorage	1	1	1	2	0	0	1	4	2	0
Baltimore	3	0	0	3	1	1	0	14	5	1
Fort Lauderdale	10	9	3	16	3	7	3	29	14	2
Guam	1	1	0	0	0	0	0	5	2	0
Harvey	8	2	5	6	3	5	1	12	2	4
Honolulu	5	4	0	6	5	1	2	16	7	3
Houston	39	9	14	33	2	14	9	82	14	28
Jacksonville	31	11	6	29	8	9	10	69	29	17
Jersey City	37	5	0	35	5	0	11	61	15	4
Joliet	2	1	0	1	2	0	0	6	1	1
Mobile	9	6	5	3	5	6	2	25	3	8
Norfolk	19	17	3	21	10	3	7	26	26	8
Oakland	5	4	1	7	2	0	0	25	7	5
Philadelphia	4	1	0	2	7	1	1	3	7	0
Piney Point	1	3	1	1	1	1	0	3	4	1
Puerto Rico	10	5	0	1	2	0	1	17	11	0
Tacoma	20	10	6	17	7	2	12	64	16	10
St. Louis	9	1	2	3	1	1	1	6	1	3
Wilmington	14	7	1	21	6	1	8	54	24	10
TOTALS	237	104	48	217	74	52	70	547	204	112
Engine Department										
Algonac	0	3	0	2	2	1	1	3	4	0
Anchorage	1	0	0	1	0	1	0	0	0	0
Baltimore	2	3	1	2	4	0	0	1	5	3
Fort Lauderdale	7	4	0	7	1	1	1	19	6	2
Guam	1	0	0	0	1	0	0	1	1	0
Harvey	2	0	0	4	5	0	1	6	2	1
Honolulu	5	0	0	6	2	0	2	18	7	0
Houston	11	4	2	10	7	2	4	29	9	6
Jacksonville	13	15	0	12	10	1	10	33	16	2
Jersey City	12	2	1	9	3	0	5	21	7	1
Joliet	4	1	0	3	0	0	0	5	2	0
Mobile	3	2	1	3	2	1	3	10	4	1
Norfolk	12	9	5	15	9	5	4	21	14	6
Oakland	4	5	0	4	3	0	4	9	9	2
Philadelphia	0	1	0	2	3	0	2	2	3	0
Piney Point	0	2	0	0	3	0	2	1	4	0
Puerto Rico	2	2	0	0	1	0	0	7	7	1
Tacoma	14	6	3	9	2	1	4	34	8	5
St. Louis	1	1	0	0	0	0	0	2	1	1
Wilmington	16	7	3	9	7	1	7	23	16	5
TOTALS	110	67	16	98	65	14	50	245	125	36
Steward Department										
Algonac	2	1	2	0	2	1	0	4	1	1
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	2	0	0	2	1	0	0	5	0	1
Fort Lauderdale	9	2	1	4	1	1	2	12	3	1
Guam	2	1	0	0	1	0	0	2	1	0
Harvey	4	1	0	3	2	0	2	9	1	1
Honolulu	13	2	0	7	0	0	1	18	3	1
Houston	11	4	1	14	1	2	6	35	6	2
Jacksonville	16	6	2	10	5	0	4	25	10	3
Jersey City	10	4	0	10	4	0	4	18	5	0
Joliet	0	0	1	0	1	0	0	2	2	1
Mobile	1	1	0	2	3	0	1	4	2	0
Norfolk	9	4	0	5	6	1	3	17	11	0
Oakland	8	2	1	7	4	2	3	22	6	1
Philadelphia	3	0	0	1	0	0	1	6	0	1
Piney Point	5	1	0	0	0	0	0	7	3	0
Puerto Rico	0	2	0	3	1	0	0	2	6	0
Tacoma	15	3	0	5	1	1	4	29	3	1
St. Louis	0	0	0	1	0	0	0	3	1	0
Wilmington	18	7	1	11	8	1	7	36	10	0
TOTALS	128	43	9	85	41	9	38	256	76	14
Entry Department										
Algonac	1	5	8	2	6	4	0	3	13	12
Anchorage	0	0	3	0	0	3	0	0	2	2
Baltimore	0	0	0	0	0	1	0	0	0	2
Fort Lauderdale	1	4	6	2	2	5	2	0	8	9
Guam	0	1	0	0	0	0	0	0	3	1
Harvey	0	0	2	0	0	1	0	0	0	5
Honolulu	1	7	3	0	6	4	1	1	9	2
Houston	4	10	4	3	5	10	3	9	13	13
Jacksonville	0	14	20	1	13	29	3	4	13	46
Jersey City	2	10	5	2	7	12	2	4	22	9
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	1	1	3	0	0	3	0	1	3	1
Norfolk	2	10	21	2	8	25	5	0	26	28
Oakland	1	10	7	1	7	3	0	1	22	13
Philadelphia	0	2	0	0	0	0	0	0	3	0
Piney Point	0	4	3	0	0	2	0	0	3	3
Puerto Rico	0	0	1	0	0	1	0	0	0	1
Tacoma	2	16	4	2	9	3	1	4	28	27
St. Louis	0	0	1	0	0	0	0	0	0	1
Wilmington	0	11	12	1	6	18	2	19	24	52
TOTALS	15	105	104	16	69	124	19	46	192	228
GRAND TOTAL:	490	319	177	416	249	199	177	1,094	597	390

United Seamen's Service: 75 Years of Dedication to Seafarers

Editor's note: This article was submitted by the United Seamen's Service, which has an office within the SIU hall in Jersey City, New Jersey.

The year was 1942. "Casablanca" was the Oscar-winning film, Bing Crosby's "White Christmas" was the top song, and the Dow bottomed out at 92. President Franklin Delano Roosevelt announced a national economic policy stabilizing wages, farm prices, and rents, and urged rationing scarce essential commodities.

The Second World War raged in both the Atlantic and Pacific, and in the midst of such historic events, the United Seamen's Service (USS) was born with the mission providing services abroad for American seafarers. Within a short time, we did so at 144 global locations.

Now, 75 years later and in light of the technological events that have impacted shipping, vessels and the role of American seafarer along with globalization, our agency continues in fewer locations. But the services provided – nearly 200,000 each year – are still necessary.

It was FDR and the maritime unions who felt the urgency to provide assistance to the exhausted, battle-traumatized, wounded and vulnerable merchant seafarers – strangers in unsavory or small, run-down ports far from home where they would stay for weeks on end. Thus, the USS was founded. The founders would never recognize those harbors today: clean, sprawling and run by computers with some ships that if stood on their end, would exceed the height of the Empire State Building. Nevertheless, the USS services are still vital in six strategic locations across the globe.

America's seafarers were the first casualties of World War II. In harm's way as they manned the vessels that carried supplies to U.S. troops. The U.S. War Shipping Administration recognized a need and developed the idea of the USS, recommended it to FDR and on August 8, 1942 the agency opened its doors around the world.

The centers were a home away from home where, as a safe haven, they provided

hearty meals, medical attention, hotel-like facilities, recreation and personal amenities among the many services that were available. Rest homes for the convoy-weary and even gift shops for the mariners wanting to bring mementos back home provided additional needed, and desired, services.

The war ended and while the needs for more than 100 centers abated, USS services focused on a changing commercial and political world. In 1950, the Korean War outbreak meant that Asian ports were busy and looking to the USS for help in meeting the needs of those seafarers manning vessels carrying supplies and munitions for the military. At the same time, the Italian government offered the agency rent-free space to open a center in Naples, and the USS opened seven facilities in the Middle East to serve the needs there.

The Military Sea Transportation Service (MSTS), predecessor to the Navy's Military Sealift Command, developed a relationship with the USS in 1950 and over the years has rendered invaluable assistance to our agency's mission. The USS serves all American seafarers who deliver military cargo worldwide.

In 1965, our agency opened its first center in Cam Ranh Bay in Vietnam. Many of the USS staff were the last to leave Saigon in 1975, including our present Executive Director, Roger Korner. Throughout our 75-year history, the USS has opened and closed centers as needed; virtually every experienced American seafarer can recall a stop at "the seamen's center" in a harbor they have visited.

The USS is also in the book business, providing reading materials to seafarers. The American Merchant Marine Library Association (AMMLA), founded in 1921, became a USS affiliate in 1973 and has endeavored to make life at sea more enriching and entertaining for the crew by installing sea-going libraries on USNS, Ready Reserve Force, and U.S.-Flag commercial vessels worldwide.

In 1970, USS efforts in Congress resulted in a law signed by President Richard Nixon authorizing the Department of Defense to provide USS support "whenever the President finds it necessary in the interest of



Mariners utilize a United Seamen's Service (USS) vehicle to return to their vessel in Japan. Local transportation is one of many services available to seafarers through the USS.

United States commitments abroad."

As military conflict goes on, American merchant mariners continue to work to support U.S. forces in the Persian Gulf, Afghanistan and elsewhere. The delivery of services to U.S. prepositioning crews and U.S. Fleet Sailors continues to be a priority for the USS. Our centers in Diego Garcia (a small atoll in the Indian Ocean opened in 1981), Okinawa, Busan, and Bremerhaven work closely with military commands in these locations to meet the needs of all seafarers. Other locations are in Casablanca and Yokohama.

Throughout our history, the USS has striven to improve the seafarer's quality of life by delivering necessary services to mariners from our port centers around the world. Over the years, we have had to adjust our course to keep our programs relevant; with the help of labor, management, and U.S. and allied governments, we have succeeded. In today's complex transportation system, such cooperation is crucial.

Thus, within this context we are writing on behalf of the USS Board of Directors and the seafarers we serve to request your support in maintaining USS services worldwide.

Donations to the USS are tax deductible. They may be sent to United Seamen's Service, 104 Broadway, Jersey City, NJ 07306 or donate through our crowd funding website:

www.youcaring.com/ussrising or you may donate through the Combined Federal Campaign (CFC). Our CFC Donor Number is 12086.

SIU Secretary-Treasurer David Heindel recently noted, "If you have sailed into Bremerhaven, Germany; Casablanca, Morocco; Okinawa and Yokohama, Japan; Busan, Korea; and on the island of Diego Garcia in the Indian Ocean, these centers are a home away from home for all seafarers. Many mariners have visited USS centers throughout their 75-year history and I am sure have many fond memories of them and their staff.

"The USS has been struggling to keep these centers open and needs our help," he continued. "If you're in a position to make a donation, in any amount, it would go a long way in assisting this organization to reach their goal in capital funding to maintain these facilities. Please visit their funding website and make your donation today."

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Welcome Ashore

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



DEEP SEA

RAMON BORRERO

Brother Ramon Borrero, 51, began sailing with the SIU in 1987. He originally shipped on the *LNG Libra*. Brother Borrero enhanced his skills often at the SIU-affiliated school in Piney Point, Maryland. He sailed in the engine department, and his last vessel was the *Isla Bella*. He lives in Cayey, Puerto Rico.

DANA BROOKS

Sister Dana Brooks, 58, began her SIU career working on the *Lykes Explorer*. She sailed in the deck department, most recently on the *Ocean Glory*. Sister Brooks upgraded on two occasions at the Piney Point school. She resides in New Orleans.



JOHN CAPPUCCI

Brother John Cappucci, 71, joined the SIU in 2005, working as a member of the deck department. He first sailed aboard the *Saga-more*. Brother Cappucci upgraded at the Piney Point school in 2011. Before collecting his pension, he last sailed aboard the *USNS Mary Sears*. He resides in Winthrop, Massachusetts.



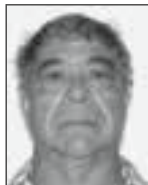
THOMAS DRIGGERS

Brother Thomas Driggers, 68, signed on with the SIU in 1977, working aboard the *Over Anchor*. He upgraded on several occasions at the maritime training center in Piney Point, Maryland. A member of the deck department, Brother Driggers' last trip was aboard the *Green Ridge*. He calls Atlantic Beach, Florida, home.



ISRAEL EDMUNDS

Brother Israel Edmunds, 71, started sailing with the Seafarers in 2006. He was initially employed on the *USNS Bob Hope*. Brother Edmunds was born in Halifax, Virginia, and worked in the steward department. He attended classes on multiple occasions at the Paul Hall Center in Piney Point, Maryland. Brother Edmunds' most recent trip was aboard the *Maersk Memphis*. He is a resident of Newark, New Jersey.



JOHN ELLIAS

Brother John Ellias, 61, joined the SIU in 1978, initially working aboard Waterman's *Jefferson*. On several occasions, he took advantage of educational opportunities

available at the Piney Point school. Brother Ellias sailed in the deck department, and his final ship was the *Washington Express*. He makes his home in Mel-len, Wisconsin.



ROBERT ELLIS

Brother Robert Ellis, 65, donned the union colors in 1978, working for the Virginia Pilot Corporation. The deck department member – a native of Norfolk, Virginia – upgraded multiple times at the Piney Point school. Brother Ellis last sailed aboard the *Overseas Los Angeles* and now resides in Redmond, Oregon.

ODILIO EVORA

Brother Odilio Evora, 63, joined the union in 2003. He first shipped aboard the *Keystone Texas*. Brother Evora attended classes on multiple occasions at the union-affiliated school in Piney Point, Maryland. He worked in the engine department and concluded his career on the *Alaskan Frontier*. Brother Evora settled in Daytona Beach, Florida.



MARIA GARCIA

Sister Maria Garcia, 65, became a Seafarer in 2002, sailing in the steward department. She initially shipped on the *St. Louis Express*. On numerous occasions, Sister Garcia upgraded at the Paul Hall Center. She last sailed aboard the *Independence II* and calls San Antonio home.

GHALEB GHALEB

Brother Ghaleb Ghaleb, 65, began his seafaring career in 1993. He initially sailed aboard the *Independence*, working in the steward department. Brother Ghaleb's final ship was the *Maunalei*. He makes his home in Garden Grove, California.

MARK HALBERG

Brother Mark Halberg, 66, started sailing with the SIU in 1990. He first shipped aboard the *China Sea*. Brother Halberg upgraded at the Paul Hall Center in 2002. Sailing in the deck department, his final trip to sea was on the *Horizon Kodiak*. He lives in Bainbridge Island, Washington.



THOMAS HALLIBURTON

Brother Thomas Halliburton, 65, became a union member in 2008. He started his career working aboard the *Harriette*, sailing in the deck department. On several occasions, Brother



Halliburton took advantage of educational opportunities available at the Piney Point school. His final trip was on the *Horizon Anchorage* before settling in Eugene, Oregon.

BARRY HARRIS

Brother Barry Harris, 65, signed on with the SIU in 1974. His first ship was the *Long Lines*; his most recent, the *LNG Capricorn*. A member of the engine department, he attended classes multiple times at the maritime training center in Piney Point, Maryland. Brother Harris resides in his home state of Alabama in the city of Mobile.

ZDRAVKO KERESTES

Brother Zdravko Kerestes, 65, donned the SIU colors in 1991, working as a deck department member. He first sailed aboard the *American Cormorant* and upgraded often at the Paul Hall Center. Brother Kerestes last worked on the *OS Santorini* and now makes his home in Croatia.



JOSEPH LAINE

Brother Joseph Laine, 65, began shipping with the union in 1991. He enhanced his skills on multiple occasions at the Piney Point school. A member of the deck department, Brother Laine originally worked aboard the *Sealift Indian Ocean*. Before his retirement, Brother Laine sailed on the *Santorini*. He lives in Port Charlotte, Florida.



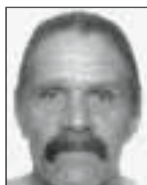
ARMY LEAKE

Brother Army Leake, 71 joined the SIU ranks in 2002. He originally worked aboard the *Mormac Sun*. Brother Leake frequently attended classes at the Paul Hall Center before finishing his career on the *Cape Rise*. The steward department member calls Virginia Beach, Virginia, home.



RUSSELL LOFING

Brother Russell Lofing, 65, started sailing with the SIU in 2001. He first shipped aboard the *Jack Lummus*. The deck department member's final trip to sea was on the *USNS Seay*. He resides in Olongapo City, Philippines.



ISMAEL PURGANAN

Brother Ismael Purganan, 70, became a union member in 1995. He started his career working aboard the *Independence*. Brother Purganan sailed in the deck department. He took advantage of educational

opportunities available at the Paul Hall Center on multiple occasions. Brother Purganan's most recent trip was on the *Horizon Kodiak*. He lives in Renton, Washington.



MOISES RAMOS

Brother Moises Ramos, 65 signed on with the SIU in 2002. The deck department member's first vessel was the *ITB Jacksonville*. Brother Ramos upgraded on multiple occasions at the maritime training center in Piney Point, Maryland. Prior to his retirement, he shipped aboard the *Seabulk Arctic*. Brother Ramos lives in Zephyrhills, Florida.

DAVID RITCHIE

Brother David Ritchie, 71, began shipping with the union in 1998. He originally worked on a Maersk vessel, sailing in the deck department. Brother Ritchie upgraded in 2003 at the maritime training center in Piney Point, Maryland. Prior to his retirement, he sailed aboard the *APL Pearl*. He is a resident of Braintree, Massachusetts.

MARCO RODRIGUEZ

Brother Marco Rodriguez, 66, started sailing with the union in 2003. He first shipped on the *Atlantic Forrest*. Brother Rodriguez was an engine department member and enhanced his skills in both 2004 and 2007 at the Piney Point school. He most recently worked on the *Liberty Glory* and now lives in Houston.

JAMES ROGERS

Brother James Rogers, 65, joined the union in 2004. He first shipped aboard the *Green Cove*. He worked in the engine department and concluded his career on the *Mary Sears*. Brother Rogers calls Jacksonville, Florida, home.

JOE SALCIDO

Brother Joe Salcido, 65, started shipping with the SIU in 1988. Initially, he sailed on the *Bellatrix*, working in the deck department. Brother Salcido last worked aboard the *Freedom* and now resides in Tampa, Florida.

OLIE WEBBER

Brother Olie Webber, 72, joined the SIU in 1969. He was an engine department member, and one of his first vessels was the *OMI Wil-lamette*. Brother Webber upgraded multiple times at the Piney Point school. His final trip was aboard the *Horizon Enterprise*, and he lives in Pahrump, Nevada.

INLAND

DAVID MALCOLM

Brother David Malcolm, 62, began shipping with the union in 1976. He originally worked with H&M Lake Transport. Brother Malcolm upgraded on several occasions at the maritime training center in Piney

Point, Maryland. He sailed in the deck department. Prior to his retirement, Brother Malcolm shipped aboard the *Detroit Princess*. He is a resident of Algonac, Michigan.



MARIJAN MASNOV

Brother Marijan Masnov, 58, started sailing with the union in 1997. Working in the engine department, he initially shipped aboard the *Defender*. Brother Masnov upgraded on several occasions at the Piney Point school. He most recently worked on the *Vision*, and now makes his home in San Pedro, California.



RAYMOND MCGUIRE

Brother Raymond McGuire, 63, signed on with the SIU in 1977. He was employed with G&H Towing for his entire career, working in the deck department. In 2000, he attended classes at the Seafarers-affiliated school in Piney Point, Maryland. Brother McGuire is a resident of Santa Fe, Texas.



KENNETH MCLAMB

Brother Kenneth McLamb, 65, began his SIU career in 1980. He was originally employed on the *Overseas Joyce* as a member of the deck department. Brother McLamb enhanced his skills often at the Paul Hall Center. After many years of working in the deep-sea division, Brother McLamb switched to inland sailing. He last worked aboard the *Legacy* and now resides in Waynesville, North Carolina.

GEORGE SADLER

Brother George Sadler, 67, started shipping with the SIU in 1973. He was initially employed with Moran Towing of Texas. A member of the deck department, he last sailed on the *Liberty*. Brother Sadler is a resident of West Newbury, Massachusetts.



GREAT LAKES

RICHARD SPRINGS

Brother Richard Springs, 65, started sailing with the union in 1977. He first shipped on the *CL Austin*, working in the deck department. Prior to his retirement, Brother Springs worked aboard the *Richard J. Reiss*. He settled in Cleveland.



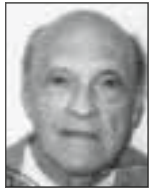
Final Departures



DEEP SEA

NICK ALEXANDER

Pensioner Nick Alexander, 89, died June 22. He was a deck department member, and one of his first ships in the early 1950s was operated by Seatrain Lines. His final vessel was the *Keva Ideal*. Brother Alexander began collecting his pension in 1993 and resided in Texas City, Texas.



CEASAR BLANCO

Pensioner Cesar Blanco, 91, passed away June 9. He joined the SIU in 1966. Brother Blanco shipped as a member of the steward department. He first sailed on the *Vantage Progress*. Brother Blanco last worked on the *Sea-Land Navigator* before going on pension in 1994. He was a resident of San Francisco.



MANUEL CAMARA

Pensioner Manuel Camara, 80, died June 3. A member of the deck department, he first sailed on the *Bradford Island* in 1978. Brother Camara's last vessel was the *Sea-Land Spirit*. He became a pensioner in 2001 and lived in Warren, Rhode Island.



BENJAMIN DIMAPASOC

Pensioner Benjamin Dimapasoc, 89, passed away May 10. He joined the union in 1969, first sailing aboard the *Mobilian*. Brother Dimapasoc was a member of the deck department, most recently aboard the *Sea-Land Pacer*. He went on pension in 1992 and settled in San Francisco.

WILLIAM HOLLAND

Brother William Holland, 61, died July 14. He joined the union in 1997 and first sailed aboard the *USNS Effective*. The deck department member last worked on the *Vindicator*. Brother Holland was a resident of Sebring, Florida.



TIMOTHY KOEBEL

Pensioner Timothy Koebel, 68, died June 12. His first trip to sea was as a deck department member



aboard the *Monticello* in 1979. He most recently worked on the *Charleston* before going on pension in 2016. Brother Koebel lived in Portland, Oregon.

DURELL MCCORVEY

Pensioner Durell McCorvey, 89, died June 2. He began his seafaring career in 1951, working on the *Nathaniel Silsbee*. Brother McCorvey sailed in the deck department, most recently aboard the *Ambassador*. He went on pension in 1991 and settled in Dade City, Florida.



EDWARD MURRAY

Pensioner Edward Murray, 74, passed away June 26. He started sailing with the union in 1964. Brother Murray initially sailed on the *Potomac*, as a member of the engine department. He most recently sailed on the *Overseas Ohio* before retiring in 2008. He settled in Little Egg Harbor, New Jersey.

ALI MUSAID

Pensioner Ali Musaid, 62, died July 17. Brother Musaid became an SIU member in 1976. His first trip was aboard Cove Shipping vessel, working in the deck department. Brother Musaid concluded his seafaring career on the *Overseas Boston*. He began collecting his pension in 2016 and resided in Stockton, California.

ROGER PHELPS

Pensioner Roger Phelps, 67, died June 23. A member of the deck department, he first sailed on the *American Falcon* in 1993. Brother Phelps began collecting his pension in 2015 after sailing on his last vessel, the *Maersk Wisconsin*. He resided in Jacksonville, Florida.

FRED SERRAHN

Pensioner Fred Serrahn, 90, passed away July 9. He joined the SIU in 1951. Brother Serrahn shipped as a member of the deck department. He first vessel was the *Federal*; his last, the *Falcon Princess*. Brother Serrahn went on pension in 1991. He was a resident of Sturgeon Bay, Wisconsin.

VAINUU SILI

Pensioner Vainuu Sili, 74, died June 1. A member of the steward department, he first sailed on the *Santa Maria* in 1978. Brother Sili's last vessel was the *Horizon Navigator*. He became a pensioner in 2005 and lived in Ewa Beach, Hawaii.



SAMUEL TORINA

Pensioner Samuel Torina, 87, passed away July 4. He joined the union in 1951, first sailing with Waterman Steamship Corporation. Brother Torina was a member of the engine department, most recently aboard the *Sea-Land Trader*. He went on pension in 1992 and settled in Seattle.



INLAND

FREDERICK BREIMANN

Pensioner Frederick Breimann, 89, died June 20. His first trip to sea was as a deck department member working for New York Cross Harbor Railroad in 1983. Brother Breimann continued to work for the same company until his retirement in 1989. He lived in Waterloo, New York.

NORMAN GIFFORD

Pensioner Norman Gifford, 76, died June 22. A member of the engine department, he first sailed with Steuart Transportation in 1972. Brother Gifford last worked for McAllister Towing of Baltimore before collecting his pension beginning in 2003. He lived in Rosedale, Maryland.

CHARLES MAKI

Pensioner Charles Maki, 75, passed away June 6. Upon joining the SIU in 1979, he first sailed on vessels operated by Stc Papa Guy Company. Brother Maki worked in the engine department and was a native of New York. Prior to his retirement in 2012, he shipped with Piney Point Transportation. He resided in Easton, Maryland.



BENJAMIN WHALEY

Pensioner Benjamin Whaley, 72, passed away July 1. He joined the union in 1977, working for Marine Contracting and Towing as a deck department member. Brother Whaley continued to work for the same company until his retirement in 2007. He was a resident of Wadmalaw Island, South Carolina.

JAMES WILSON

Pensioner James Wilson, 80, died June 16. His first trip to sea was as a deck department member for Higman Barge Lines. He last worked for Crowley Towing and Transportation before going on pension in 1999. Brother Wilson lived in Baldwin, Mississippi.



GREAT LAKES

JOHN ENGLEMAN

Pensioner John Engleman, 79, passed away July 2. Joining the SIU in 1963, he first sailed on the *Bob-Lo Island*. Brother Engleman worked in the steward department, last sailing aboard the *South-down Challenger*. He went on pension in 2003 and settled in Caseville, Michigan.



CHARLES LAMB

Pensioner Charles Lamb, 64, passed away June 1. Upon joining the SIU in 1978, he first sailed on the *Edison*. Brother Lamb worked in the deck department and was a native of Michigan. Prior to his retirement in 2010, he sailed aboard the *H Lee White*. He continued to reside in Michigan in Rogers City.



NMU

PETER CAKANIC

Pensioner Peter Cakanic, 87, passed away July 7. He worked as a member of the deck department before retiring in 1994. He lived in North Augusta, South Carolina.

REINALDO CANTISANI

Pensioner Reinaldo Cantisani, 102, died July 22. He shipped as a member of the deck department and went on pension in 1981. Brother Cantisani resided in Costa Brava, Puerto Rico.

LOUIS CLAUDIO

Pensioner Louis Claudio, 89, passed away May 7. He worked as a member of the deck department and retired in 1972. Brother Claudio settled in his home state of New York, in the city of Goshen.

LARRY GARD

Pensioner Larry Gard, 78, died June 30. He retired in 1979 and settled in Shelton, Washington, the same state where he was born.

CHARLIE GHOLSON

Pensioner Charlie Gholson, 92, passed away July 2. After sailing as deck department member, he went on pension in 1986. Brother Gholson was born in Norfolk, Virginia, and called New York home.

CLARENCE GIBBY

Pensioner Clarence Gibby, 94, died June 10. The Alabama native was a member of the deck department before retiring in 1987. Brother Gibby resided in Mobile, Alabama.

VERNON HARRIS

Pensioner Vernon Harris, 93, passed away July 21. He went on pension in 1993 after working as a member of the deck department. Brother Harris continued to reside in his home state of South Carolina, in Glendale.

JACK HUFF

Pensioner Jack Huff, 90, died July 16. After working as a member of the deck department, he began collecting his pension in 1968. Brother Huff was born in Ohio and settled in Mobile, Alabama.

STEVEN O' NIEL

Pensioner Steven O' Niel, 96, passed away July 6. He worked in the deck department until his retirement in 1985. Brother O' Niel resided in his home city, New York.

CARLOS ORTIZ

Pensioner Carlos Ortiz, 75, died June 29. The Puerto Rico native worked in the deck department before going on pension in 2000. Brother Ortiz lived in Palm Bay, Florida.

JOSEPH TAYLOR

Pensioner Joseph Taylor, 90, died May 17. He was born in Quakake, Pennsylvania and worked in the deck department. Brother Taylor began collecting his pension in 1968 and settled in Largo, Florida.

MIGUEL VASQUEZ RIOS

Pensioner Miguel Vasquez Rios, 72, passed away May 21. Born in Puerto Rico, he worked as a member of the engine department until retiring in 2009. Brother Vasquez Rios resided in Baltimore.

Name	Age	DOD
Alvarez, Leopoldo	92	June 10
Aspreas, George	73	June 16
Bache, Edward	91	April 12
Busto, Enrique	86	June 19
Cooper, Charles	90	July 14
Engstrom, Fred	95	April 10
Frade, John	82	June 20
Hernandez, Florencio	90	April 19
Hodge, Hilburn	95	December 20
Holterman, Joseph	90	April 16
Labaczewski, Augustine	89	June 29
McBride, Clarence	74	July 1
Neeves, Albert	89	June 4
Quevedo, Louis	87	March 26
Herschell, Radford	85	December 17
Rivera, Jorge	97	May 8
Shoucair, Rudolph	86	May 19
Spooner, Will	97	July 23
Stone, David	80	July 14
Vaknin, David	69	July 4
Valiente, Carlos	92	July 20



Paul Hall Center Classes



Apprentice Water Survival Class #827 – The following Phase I apprentices (above, in alphabetical order) graduated from this course August 11: Rahsaan Alexander, Erik Andersen, Devon David, Mashrur Islam Dewan, Darren Elder, Thomas Gwynn, Stravon Jordan Jr., Kevin Lueddeke, Jakob Magus, Devon Pullins, Alton Robinson, Shawn Smith and Thomas Tooke.



Government Vessels – Fifteen upgraders (above, in alphabetical order) completed this course July 28: Kendrick Benton, Carmelo Calderon Santini, Jorrell Davis, William Davis, Vincent Depeola, Noah Difrischia, Dylan Faile, Jape Robin Saturinas Geonzon, Frederick Jackson, Barbara McDonald, Jesus Miguel Mendez Mercado, Daniel Miller, Jon Newman, Noah Schluder and Dany Thibault. Class instructor Stan Beck is at the far right.



ECDIS – The following individuals (above, in alphabetical order) graduated from this course July 7: Laurent Almontes Abad, J.K. Mansfield Borden, Jason Hardy, Saleh Mohamed Mothana and Sunnil Motley. Patrick Schoenberger, their instructor, is at the far right.



Tank Ship Familiarization LG – Six upgraders completed the enhancement of their skills in this course July 21. Graduating (above, in alphabetical order) were: Chris Badouin, Richard Jones, Ronaldo Jose Quinones Perez, Andre Robinson Sr., George Emanuel Santiago and Martin Warren.



UA to FOWT (Motor) – The following individuals (photo at left, in alphabetical order) graduated from this course July 14: John Abernathy, Blake Caviness, Kirk Chambers, Raibonne Charles, Bevan Cottone, Gregory Crowder, Justin D'Angelo, Marquez Antonio Fields, Vincent Freeman, Paul Ianni, Mohamad Mahmoud Kammoun, Paul Klear, Sebastian Krowicki, Dequan Jamal Rivera and Nicholas Tejada. Class instructor Keith Admonson is at the far right.

Important Notice

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.

Personal Survival – Twelve upgraders (photo at right, in alphabetical order) graduated from this course July 21: Kristopher Bechtel II, Kendrick Benton, Jorrell Davis, William Davis, Vincent Depeola, Noah Difrischia, Dylan Faile, Frederick Jackson, Barbara McDonald, Jesus Miguel Mendez Mercado, Noah Schluder and Dany Thibault. (Note: Not all are pictured.)



Paul Hall Center Classes



Water Survival – Upgrader Marc Banez (above) completed his requirements and graduated from this course July 14.



Basic Shiphandling & Steering Control Systems – Four upgraders (above, in alphabetical order) graduated from this course July 14: J.K. Mansfield Borden, Jason Hardy, Saleh Mohamed Mothana and Sunnil Motley. Class instructor Brian Moore is at the far left.



Basic Training (Basic Firefighting) – The following individuals (photo at left, in alphabetical order) graduated from this course July 28: Rene Alberto Caballero, John Dahlgren, Mark Fleming, Jose Edgardo Garcia Bulnes, Brian Goudy, Victor Israel Jimenez, Reginald Johnson Jr., Thomas McClure Jr., Raul Morales Vargas, William O'Brien, Eugene Perez Jr., Benny Perez, Mark Sidlo, Michael Woollen and Richard Wythe Jr. Class instructors Joe Zienda and Mike Roberts are at the far left and far right, respectively.

Tankship Familiarization – Twenty-two upgraders (photo at right, in alphabetical order) finished their requirements and graduated from this course August 18: Abdulaziz Mohamed Nagi Alsinai, Larhode Andrews, Travis Appling, Kevin Combs, Felix Arce Garcia, Jape Robin Saturinas Geonzon, Al Greene, Cynthia Harris, Frederick Jones Jr., Michael Kelly, Rafael Angel Leon Ortiz, Marc Marcus, Ryan Palmer, Scott Reynolds, Marcos Antonio Rivera Baez, Christian Rosado, Harry Schreffer III, Jorge Soler, Daryl Spicer, Gabron Turner, James Walker and Kareem Walters. (Note: Not all are pictured.)



Advanced Galley Operations – The following steward department mariners (above, in alphabetical order) graduated from this course July 14: Todd Gallagher, Marcus Logan, Daniel Miller, Mammie Porter and Albert Sison.



Certified Chief Cook – Three mariners completed recently modules in this course. Guy Delyea (above, left) finished Module 3 July 14 while Thomas Humphreys III (center) and Simona Evans (right) satisfied their requirements in Module 5 August 11.

SEAFARERS LOG



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Paul Hall Center
Class Photos
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Bosun Nagi Musaid, AB Kevin Blackman, Port Agent Todd Brdak
H. Lee White

Seafarers Keep Lakes Cargoes Moving

SIU-crewed ships and tugs play key roles on America's fourth sea coast, otherwise known as the Great Lakes. Those vessels carry (among other cargoes) the raw materials that drive the nation's economy: iron ore and fluxstone for the steel industry, aggregate and cement for the construction industry, coal for power generation, as well as salt, sand and grain. SIU-crewed harbor tugs help the Lakers get in and out of port.

The photos on this page were taken during recent service visits from Lakes-area SIU officials.



Chief Cook Mohamed Algalham,
SA Maeen Jinah
H. Lee White



Patrolman Vadym Gutara,
GUDE Willie Doud
St. Clair



Chief Cook Saleh
St. Clair



ABs Jeff Davis (left) and Eric Johnson handle a tow line aboard the tug *Wyoming*.



ACU Dave Warner
St. Clair



AB Jeff Davis
Tugboat *Wyoming*



AB Eric Johnson
Tugboat *Wyoming*