

# SEAFARERS LOG

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

## ***ARC Adding Three Ships to Fleet***

### **Vessels Enrolling in Maritime Security Program; Net Gain of Two Ships for SIU**



The SIU helped celebrate new American-flag tonnage as Seafarers-contracted American Roll-on Roll-off Carrier (ARC) hosted an uplifting ceremony Sept. 20 in Baltimore. The company is adding three newer ships to its fleet, including the *ARC Resolve* (pictured above left, at immediate left, and the vessel's wheelhouse at immediate right). SIU President Michael Sacco (above right) was a featured speaker at the ceremony. Beforehand, visitors toured the *ARC Resolve*, including (bottom photo, from left) SIU VP Atlantic Coast Joseph Soresi, Paul Hall Center Apprentices Cody Carroll, Dave Martin, Juan A. Vallejo, Briana Davis, Marta Ruiz, Chris Kluth, Emmanuel Outeiral and Nick Chiappini, and SIU Piney Point Port Agent Victor Nunez. *Pages 3, 12, 13.*



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# President's Report

## Job Well Done

Seafarers may recall that it was only a few months ago when I began one of these columns by congratulating them for a great, typically professional response to a sudden flurry of vessel activations.

Turns out those activations were just a warmup.

As reported elsewhere in this edition, our members recently stepped up and helped crew 33 U.S. military support ships for a widespread exercise beginning in mid-September. This was not a small task, but Seafarers came through with flying colors. So did our officials in the hiring halls and at the manpower office. Overall, this is believed to have been the largest activation since the Persian Gulf War.



Michael Sacco

Although in some ways this may be viewed as "just doing our jobs," the sheer scope of the activations warrants a pat on the back. I'm proud of our members for answering the call so promptly and so thoroughly. Particularly in light of the fact that it really wasn't 100 percent certain these were exercises (the activations coincided with some interesting happenings overseas), you once again proved that you're America's fourth arm of defense.

I know we'll remain at the ready, but in the meantime, congratulations to all concerned on a job well done.

## Honoring WWII Mariners

Speaking of the U.S. Merchant Marine's vital role in national defense, the U.S. House of Representatives has unanimously passed legislation that would honor the remaining mariners from World War II with a Congressional Gold Medal.

The Senate now has an excellent opportunity to recognize these members of the Greatest Generation.

For those unfamiliar with the history, the U.S. Merchant Marine of World War II truly made the difference between victory and defeat. The SIU was there from the beginning – even before the United States officially entered the war, in fact. The SIU-crewed *Robin Moor* was sunk by a German submarine in May 1941.

More than 1,200 of our members lost their lives in the war. They were part of a larger group that suffered a higher casualty rate than any of the armed services.

Unfortunately, we've always had to scrap for recognition and acknowledgement. But, we've proven it can be done. We proved it in 1988 with the long-overdue awarding of veterans' status for World War II mariners, and we proved it again 10 years later with the proper extension of the cutoff date for that recognition.

Now, the Merchant Mariners of World War II Congressional Gold Medal Act is a fitting, final chance to collectively tip our nation's cap to the remaining seamen who helped make victory possible.

This simple but powerful gesture would be fitting, satisfying, and deeply appreciated by the mariners and their families. The SIU stands behind them 100 percent.

## Celebrating New Tonnage

Whether you navigated to this column online or in print, you couldn't have missed our coverage of the recent ceremony in Baltimore where three newly reflagged ships were named (they're joining the American Roll-on Roll-off Carrier fleet). The day itself was inspirational, and I particularly enjoyed hearing so many compliments about our rank-and-file members.

Gaining new tonnage under the American flag is never a given, whether it's for the Jones Act trade or international voyages. It takes significant investment and commitment – and those steps are based in part on the availability of reliable, well-trained mariners, including SIU members.

Our industry faces plenty of challenges, but we're also making substantial progress. Ceremonies like the ARC event reinforce my confidence that our best days are still ahead.



Three Seafarers-crewed vessels are pictured Sept. 24 in the Chesapeake Bay during the most recent Turbo Activation. From left are the *USNS Mendonca*, *USNS PFC Eugene A. Obregon* and *USNS Gilliland*. (U.S. Navy photo by Jennifer Hunt)

# Seafarers Answer the Call

## TRANSCOM Conducts Large-Scale Sealift Readiness Exercise

When the United States Transportation Command (TRANSCOM) called with an unprecedented assignment, the SIU answered in a big way.

TRANSCOM in mid-September launched the largest-ever sealift readiness exercise as part of its "Turbo Activation" series, ordering dozens of ships to sea.

The SIU crewed up all 33 vessels, filling every unlicensed job.

"On one hand, there is never a doubt that Seafarers will answer the call," stated Bart Rogers, SIU director of manpower. "But in light of the sheer size of this activation, I think the members deserve recognition for stepping up so quickly, without notice, and getting it done. Credit to the people in the halls, too – this was a very large task, and everyone rose to the occasion."

TRANSCOM oversees 10 other U.S. combatant commands (including the U.S. Military Sealift Command), the military services, defense agencies and other government organizations. In announcing the activations, the agency noted, "These exercises typically involve only a few ships but this event ... [will] provide a better assessment of the readiness of U.S. sealift forces than can be accomplished with fewer activations. This scale will also stress the underlying support network involved in maintaining, manning and operating the nation's ready sealift forces."

The Turbo Activation series has, since 1994, served as a no-notice recurring exercise series, sponsored and monitored by the Joint Chiefs of Staff and TRANSCOM. This was the fourth Turbo Activation exercise this year.

The agency further noted, "This TRANSCOM exercise rapidly activates a mix of Military Sealift Command and U.S. Department of Transportation's Maritime Administration (MARAD) ships on the East, West, and Gulf Coasts. The exercise validates the readiness of selected ships and tests their ability to meet activation time standards and Department of Defense mission requirements. The activated ships are directed to transition from a reduced operating status to a fully crewed status, with the quarters made habitable and cargo gear ready, within five days. Activations are commonly followed immediately by a sea trial."

MARAD maintains the Ready Reserve Force, which is a fleet of 46 militarily useful, civilian-crewed ships. This fleet, located throughout the country, is maintained in a reserve status in the event that the Department of Defense needs the vessels to support the rapid, massive movement of military supplies and troops for a military exercise or large-scale conflict. The ships are managed by commercial companies and crewed by civilian merchant mariners. MSC, in close coordination with MARAD, operates, supplies, and maintains the ships that provide logistics support, conduct special missions, move military equipment, supply combat forces, provide humanitarian relief, and strategically position combat cargo around the world.

During the recent exercise, ships were activated in Baltimore; Norfolk, Virginia; Seattle; Harvey, Louisiana; Oakland, California; Wilmington, California; Houston; Jacksonville, Florida; and Tacoma, Washington.



The SIU-crewed *Cape Wrath* is pictured Sept. 20 in Baltimore.

# CR Reauthorizes Export-Import Bank

As part of a Continuing Resolution to fund the government that was enacted on Oct. 1, the Export-Import Bank (Ex-Im) was reauthorized through Nov. 21, 2019. The Bank's reauthorization would have lapsed on Sept. 30 had Congress not acted. To help convince Congress of the importance of reauthorizing the program for a longer period of time, associations and business leaders from various industries have united to express their support for a funded and authorized Ex-Im Bank.

More than 200 companies and organizations joined a letter sent by the National Association of Manufacturers (NAM), which called on the U.S. House and Senate to pass a "robust and long-term reauthorization" of the Ex-Im Bank. The SIU supports a fully authorized and funded Ex-Im Bank, as all cargoes impelled with the support of the bank must be carried on U.S.-flag ships.

As stated by the NAM, "As the U.S.' official

export credit agency, the Ex-Im Bank's mission is to support American jobs through facilitating U.S. exports. Since 2000, the Ex-Im Bank has supported nearly \$450 billion in exports from thousands of mostly small- and medium-sized companies and helped support over 2.5 million American jobs. The Ex-Im Bank has become more important in recent years given the rise of other countries' export credit agencies, from China's three agencies to those in Germany, Canada and beyond, making Ex-Im Bank a vital tool to level the playing field internationally for industries in the United States that need to increase foreign export sales to continue creating well-paying American jobs."

The letter concluded, "Without quick action to secure a long-term and robust Ex-Im Bank reauthorization that fixes past quorum issues, thousands of American exporters and tens of thousands of American workers who rely on the Ex-Im Bank will be put at risk."

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# SIU Celebrates 3 New Vessels

## ARC Ceremony Also Stresses Vital Importance of Mariners

On a morning set aside to welcome new tonnage into the American-flag fleet, U.S. Merchant Mariners also got plenty of recognition.

The accolades were delivered Sept. 20 in Baltimore, during a pier-side ceremony hosted by Seafarers-contracted American Roll-on Roll-off Carrier (ARC). The company is adding three vessels to its fleet: the *ARC Integrity*, *ARC Independence* and *ARC Resolve*, the latter of which was docked near the celebration. All three will enroll in the U.S. Maritime Security Program (MSP).

SIU President Michael Sacco was a featured speaker, and the union turned out in force. Also representing the SIU at the gathering were Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Atlantic Coast Joseph Soresi and Port Agents John Hoskins and Victor Nunez. Apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education also were on hand, while SIU crew members aboard the *ARC Resolve* welcomed

guests for pre-ceremony tours.

Maritime Administrator Mark Buzby delivered keynote remarks. Also formally addressing the crowd of 200 or so were ARC President and CEO Eric Ebeling; Major Gen. Michael Wehr of the U.S. Transportation Command (TRANSCOM); and Jim White, executive director of the Maryland Port Administration. Capt. Mike Murphy of the Seafarers-affiliated American Maritime Officers capped the festivities with a toast to the vessels and crews.

Sacco explained the importance of not just the MSP but the entire U.S. Merchant Marine in relation to U.S. national, economic and homeland security. He commended ARC, TRANSCOM and the Maritime Administration (MARAD) for their respective commitments to the industry, and then gave a passionate description of the men and women who comprise the U.S. Merchant Marine.

"They are patriots," Sacco stated. "They are damn proud to be America's fourth arm of de-

*Continued on Page 12*



The *ARC Resolve* (above) was docked at the Helen Delich Bentley Port of Baltimore Sept. 20 when she and two sister ships ceremonially were added to the American Roll-on Roll-off Carrier Fleet.



Port Agent John Hoskins, Capt. Jon Phillips (an SIU hawsepiper), Bosun Yamira Colon, Port Agent Victor Nunez



OS Jose Rodriguez, SIU Baltimore Port Agent John Hoskins, AB Arles Ballestero, AB Eric Reich

## ARC's New Additions To Fleet Mean More Jobs for SIU Members

The newest additions to ARC's fleet are replacing three older vessels in the U.S. Maritime Security Program, but the company is keeping two of the older ships in its commercial American-flag service

— meaning it's a net gain of two vessels for the SIU.

Two of the new RO/ROs — the *ARC Integrity* and *ARC Independence* — are sister ships classified as large car/truck carriers

or LCTCs. Each is 747 feet long.

The other ship, the *ARC Resolve*, is a pure car/truck carrier or PCTC and is 653 feet long.

According to the company, "These three new vessels all have a main deck that can accommodate cargoes up to 6.5 meters in height (21.32 feet), which will make them among the most capable vessels in the U.S.-flag commercial fleet for government and project cargoes."

The *ARC Resolve* was docked near the recent naming ceremony at the Helen Delich Bentley Port of Baltimore, and it made a great impression on its first crew.

"It's a beautiful ship and it's in really good condition," said Bosun **Yamira**

**Colon**. "Everything about it is excellent, and we will maintain it."

"It's a good ship and the rooms are really nice," said AB **Steve Thorak**.

Chief Steward **Tom Hely** had a practical outlook after having joined the ship two days earlier. "It's pretty new and everything worked," he said with a chuckle.

The *ARC Resolve's* first SIU crew included Colon, Thorak, Hely, ABs **Eric Reich** and **Arles Ballestero**, OSs **Jose Rodriguez** and **Melody White**, Oilers **Hycienth Asagwara**, **Zachary Manzi** and **Antonio De Luna**, Chief Cook **Thomas Cyrus** and SA **Mohamed Khodeiri**.



AB Steve Thorak



Oiler Zachary Manzi



Chief Steward Tom Hely



Chief Cook Thomas Cyrus



SA Mohamed Khodeiri



CIVMARS and Navy personnel (photo at left) launch an unmanned surface vehicle from the Seafarers-crewed *USNS Williams* into the Chesapeake Bay. In photo above, the unmanned underwater vehicle *Knighthish* is recovered by the crew on Sept. 14. (U.S. Navy photos by Bill Mesta)

## CIVMARS Help Test Mine Counter-Measures

CIVMARS from the SIU's Government Services Division recently helped the U.S. Navy conduct tests that are important to national defense.

The crew of Military Sealift Command's expeditionary sea base (ESB) *USNS Hershel "Woody" Williams* in mid-September wrapped up a three-day mission that ended in Norfolk, Virginia. The vessel had tested an anti-mine system in the Chesapeake Bay. Specifically, it launched and recovered an unmanned surface vessel (USV) and an unmanned underwater vessel (UUV), *Knighthish*.

According to the Navy, "The USV and UUVs are mine counter measure capabilities and the ship went to sea to determine the feasibility of operating these vessels from an ESB."

"Considering the contested environ-

ments which our ships sail in, counter-mine capabilities are very important because we have to be able to keep the enemy at bay," said Capt. David Gray, the *USNS Williams* officer in charge and the ship's prospective commanding officer. "Mines of today are very inexpensive to make. Our adversaries can produce mines for a few hundred dollars and inflict a tremendous loss of life while causing millions of dollars of damage. So, we need the assets out there to detect and destroy these threats ahead of time, and keep the world's shipping lanes open."

A team of Navy Sailors, CIVMARS and civilian technical experts carried out the task of launching and recovering the USV and UUV into the Chesapeake Bay on Sept. 14-15. The two-day operation required shipboard personnel to transport each unmanned vessel from its storage

area inside the mission bay to the designated launching point next to the side of the ship. The ship's crane was used to lift each unmanned vessel off the deck and into the ocean. Once each vessel was launched, they were recovered from the ocean with the ship's crane and returned to the mission deck. In total, the USV was successfully launched and recovered twice and the UUV four times over the two-day period.

According to Gray, the Sept. 14 evolution was the first time a USV has been successfully launched and recovered from any Naval ship. USVs have been launched from other Navy ships, but not recovered, the Navy reported.

After the conclusion of the evolutions, Capt. George McCarthy, master of the *USNS Williams*, recognized the crew's efforts.

"Thank you to everyone aboard the vessel for conducting a safe, efficient and effective evolution here over the last couple of days," he said. "Most importantly, we were able to successfully demonstrate the concepts we set out to."

"There was a lot of hard work across the spectrum of people aboard the ship: civilians, Sailors and CIVMARS," he added. "My thanks to everyone for a great job."

The ship is crewed by a hybrid team of civil service mariners and Sailors who operate and maintain a large flight deck, berthing and messing accommodations and provide command and control support for embarked forces.

The *USNS Williams* was built by union members at the General Dynamics NASSCO shipyard in San Diego. It entered service in early 2018.

## Seafarers on Maersk Montana Help Rescue Imperiled Boater

SIU mariners aboard the *Maersk Montana* recently sprang into action to save a boater whose vessel was sinking.

While the *Montana* was en route to Antwerp, the ship diverted to answer a distress call. The doomed sailboat *La Belle Vie* was taking on water about 200 miles off the coast of Ireland, and the lone sailor, Mikhail "Miki" Chumachenko, was in desperate need of rescue.

"On Sept. 20, 2019, aboard the *Maersk Montana* we received a SOS call pertaining to a sailboat in need of assistance. The boat had a damaged keel and needed help, so the ship headed to assist," said

Electrician **Eddie Almodovar**.

The SIU members aboard also included Bosun **Sunnil Motley**, ABs **Thellis Barnes**, **Fethanegest Demoz**, **Urgel Peligro**, **George Phillips** and **Kevin Salter**, QMED **Jeffery Bull**, GVA **Al Greene**, Recertified Steward **James Cameron**, Chief Cook **Mark Keller** and SA **Claribel Cabral**.

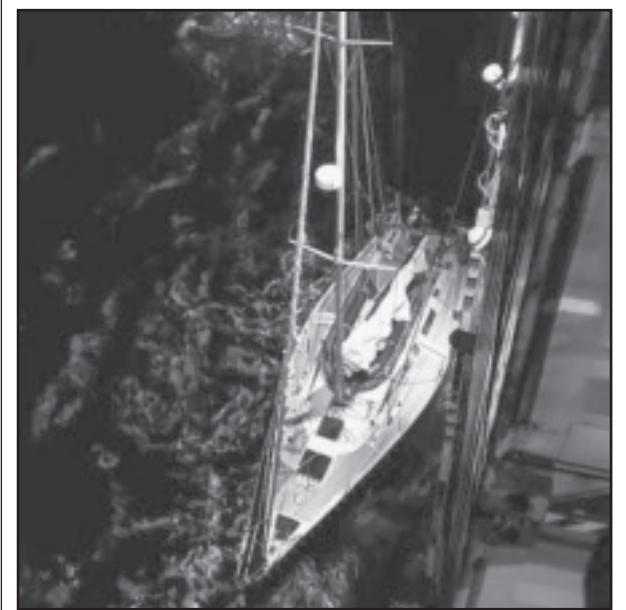
"The pilot ladder was ready, a pair of nets were ready to lower from anywhere on the deck and many lines were made ready," said Third Mate Stephen Miller. "[The approach] was the tricky part. The ship needed to be at a speed slow enough to where she could run the engine astern and yet fast enough to catch *La Belle Vie*, which was still under sail, to maintain a stable condition."

The challenge was increased by the rough, force-eight seas, with Miller noting, "A containership is anything but graceful in a windy and rough sea at slow speed."

Almodovar concluded, "Upon arrival to the area where the boat was supposed to be, a watch started to locate the boat and was quickly successful. After a cou-

ple hours to maneuver in place to make the rescue, the single occupant of the boat was successfully rescued and the story ended well. The boat, of course was lost, but he will live to sail another day. He was a very nice gentleman, and it was a pleasure to meet him. The crew on the ship did a very professional job during the rescue."

The rescue was fast and efficient: The *Montana* began its approach towards the doomed boat at 7:45 p.m., and by 9:30 p.m., the vessel had resumed its course to Antwerp.



Pictured aboard the *Maersk Montana* (photo at left, from left) are the rescued sailor Mikhail Chumachenko, Capt. Richard Hoey, SA Claribel Cabral, Chief Mate Samuel Halley, Chief Engineer Jeremy Travers, Electrician Eddie Almodovar, Engine Cadet Willam Star, 3rd Mate Steven Miller, Deck Cadet Blaine McDonough, AB Fethanegest Demoz, AB George Phillips, Bosun Sunnil Motley and Recertified Steward James Cameron. Pictured above is the doomed sailboat *La Belle Vie* (Photo courtesy of Eddie Almodovar).



# WWII Merchant Mariners One Step Closer To Receiving Congressional Gold Medal

World War II U.S. Merchant Mariners are poised to receive a Congressional Gold Medal after the House recently voted to approve the Merchant Mariners of World War II Congressional Gold Medal Act, introduced by U.S. Rep. John Garamendi (D-California).

“The United States Merchant Marine was integral in providing the link between domestic production and the fighting forces overseas, providing combat equipment, fuel, food, commodities and raw materials to troops stationed abroad,” the bill reads. The bill also makes clear that merchant mariners “bore a higher per-capita casualty rate than any other branch of the military.”

Garamendi said in his statement:

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

“Last year, I got the chance to meet with three World War II Merchant Mariners: Charles Mills of Texas, age 97; Eugene Barner from Kansas, age 92;

and Robert Weagant from Illinois, age 92. These mariners put their lives on the line for this country, braving German and Japanese submarines in their Liberty Ships as they delivered critical supplies to our servicemembers in the European and Pacific theaters,” Garamendi continued. “Unfortunately, their sacrifice is commonly overlooked. A Congressional Gold Medal would give them the recognition they deserve, and that’s why I introduced this bill: to give these veterans and their families the honor and respect they are owed. I’m pleased that this bill has passed the House and I will work to ensure it passes the Senate and becomes law.”

SIU Legislative Director Brian

Schoeneman said of the bill, “These mariners have waited over 70 years to get the recognition they earned braving the perils of the Atlantic during the Second World War. This is a long overdue honor and the SIU is proud to have been a part of making it possible. Every American owes these mariners a debt of gratitude we cannot begin to repay, and this recognition is but a fraction of what they deserve.”

The bill passed the House by a unanimous voice vote. A companion bill has also been introduced in the Senate by Sen. Lisa Murkowski (R-Alaska). That bill still needs to pass a Senate vote and be signed by the president in order to become law.

## Paul Hall Center Delivers On-Site Training for Crescent Crews



SIU boatmen employed by Crescent Towing recently completed a one-week designated duty engineer course specifically crafted for them by the union-affiliated Paul Hall Center for Maritime Training and Education (PHC). The back-to-back classes, which were very well-received by all concerned, took place at the company’s New Orleans office. Boatmen from New Orleans and Mobile, Alabama, participated. Pictured from left in photo above are SIU New Orleans Port Agent Chris Westbrook, Seafarers Jeff Adams, Justin O’Laughlin and Scott Doll, PHC Instructor Sterling Cox, Seafarers Danny Mayfield, Robert Trahan, Zach Tierney, Kevin Anderson and Ricky Shumock and Crescent VP Edward Pinner. Standing from left in the photo below are SIU members Rodney Schaubhut, William Wolfe, Bobby Minton and Keith Lowe, Cox and Seafarers Andrew Carson, Anthony Frisch and Bryan Hughes.



# Union, School Welcome NVIC Modifications

## ROS Time Now Meets Sea Service Requirements for Certain Renewals

The SIU and its affiliated Paul Hall Center for Maritime Training and Education applaud several recent changes announced by the U.S. Coast Guard's Office of Merchant Mariner Credentialing. Specifically, the agency on Sept. 23 publicized changes to three Navigation and Vessel Inspection Circulars (NVICs) pertaining to qualification for certain STCW endorsements.

The NVICs are lengthy, but one upshot is that mariners now can get credit for ROS sea time towards their sea service requirement of 360 days sailing in the past five years, when renewing Basic Training, Advanced Firefighting, and Proficiency in Survival Craft.

Following is an excerpt from NVIC 08-14, "Guidelines For Qualification For STCW Endorsements In Basic Training":

c. For demonstrating continued competence in BT, the Coast Guard will accept service in any capacity aboard a vessel that is required to hold regular fire and emergency and abandon ship drills as being relevant to the qualification of BT. Service on vessels in reduced operating status (ROS) will be accepted as these vessels are required to hold drills under 46 CFR Subchapter W. Mariners may demonstrate that service on other vessels is relevant by providing evidence that their service included duties relevant to BT

and/or that their service included ongoing participation in training and drills relevant to BT.

d. For purposes of continued competence for BT, this service will be credited at day for day (one day of service equals one day of service credit).

e. The Coast Guard may accept discharges, or sea service letters prepared in accordance with current standards, as proof of seagoing service. For the purposes of determining competency in BT.

f. Mariners who can provide evidence of 360 days of service within the past five years may complete revalidation training to main-

tain competency for BT. Mariners who cannot provide evidence of this service must complete U. S. Coast Guard approved or accepted refresher training (46 CFR 11.302(e) and 12.602(e)). Refresher training must include assessment of all BT components.

The announcement and related links are available in the News section of the SIU website, in a post that's dated Sept. 24.

The NVIC numbers, respectively, are 04-14, 08-4, and 09-14. As noted by the agency, for more information or to suggest changes, contact the Mariner Credentialing Program Policy Division (CG-MMC-2) at (202) 372-2357 or MMCPolicy@uscg.mil.

## Stena Impero Finally Allowed to Leave Iran

The chemical tanker *Stena Impero* and its remaining crew members departed Bandar Abbas on Sept. 27 after the vessel had

been held by the Iranian authorities since July 19.

The International Transport Workers'



The *Stena Impero* was seized by Iranian military forces in late July.

Federation (ITF) first reported the news, after being informed by their affiliate the Iranian Merchant Mariners' Syndicate (IMMS). Both organizations worked extensively on behalf of the mariners.

The SIU also is an ITF affiliate; SIU Secretary-Treasurer David Heindel serves as chair of the federation's Seafarers' Section.

"The ITF is very happy that this matter has finally been resolved and that the vessel was allowed to leave Iran after 10 weeks," he stated. "This is especially welcome for the remaining crew members. Although they were treated well, they were understandably keen to get home to their loved ones."

He added, "As trade unionists, our first concern is for the workers. We understand and respect that there are situations that are sometimes highly politically sensitive, but our goal will always be to ensure the fair treatment, health and wellbeing of seafarers, and to see that any situation involving seafarers is handled in a transparent and timely manner."

Stephen Cotton, ITF general secretary, also welcomed the release of the vessel, reiterated the ITF's commitment to the world's seafarers, and praised the actions of the IMMS.

"Ninety percent of the world's goods are transported on ships thanks to the world's seafarers. The ITF remains committed to providing support to seafarers worldwide

and hopes that governments put in place special measures to ensure that they are not unduly hindered in performing their duties," Cotton said.

He continued, "We also want to put on record our gratitude to our affiliate the Iranian Merchant Masters Syndicate for visiting the crew on Aug. 31 on behalf of the ITF and for continuing to provide solidarity to the crew during their time in Iran."

Mark Dickinson, general secretary of Nautilus International and second vice chair of the ITF Seafarers' Section, said, "I welcome the release of the vessel and remaining crew and wish to thank all those who worked tirelessly to effect this outcome."

The *Stena Impero* is a runaway-flag ship that is owned by a Swedish company, flies a British flag and most recently carried a multinational crew of 23. The mariners were from India, Latvia, the Philippines and Russia.

According to news reports, the *Stena Impero* was sailing through international waters in the Strait of Hormuz when it was detained by Iran's Islamic Revolutionary Guard Corps. Iran claimed the ship collided with a fishing vessel and failed to respond to communications, something the *Stena Impero*'s owner denied.

A Royal Navy frigate reportedly was deployed from the UK to assist the tanker, but it didn't reach the scene in time.



## Spotlight on Mariner Health

### Lipid Turnover Could Be Cause Of Age-Related Weight Gain

*Editor's note: The following article was provided by the Seafarers Health and Benefits Plan Medical Department.*

Many people struggle to keep their weight at a good level as they get older. Research in Sweden now shows why: Lipid turnover in the fat tissue decreases during the aging process, and will make it easier to gain weight, even if we do not eat more. The lipid turnover happens when lipids (or fats) in the fat cells are removed and stored at a quicker rate. As we get older, this does not happen as rapidly as it used to.

Studies show that if you want to lose weight, you must watch your diet and exercise more. Sometimes this is very hard to do.

Gravity, along with a slowed metabolism and aging are responsible for the "middle-age spread." Most people start to notice this as they reach age 40.

Lack of dietary restraint is also a big factor for weight gain. Adults are not under control of their parents and are not told

what or what not to eat anymore. They make their own decisions and may not think of the consequences. They may not think of portion control or limiting their carbohydrate and fat intake. They may drink more and indulge in empty calories. They may also eat out more and order take-out from fast food chains on busy days. With more-demanding jobs, adults may not have the time to exercise as they would like. Families with children who are always on the go, may find they have a more sedentary lifestyle due to being tired at the end of the day.

There are also some genetic reasons why people cannot lose weight. Every person's body handles the storage of excessive fat in different ways. Medical issues also may cause weight gain – for example, a thyroid problem or a digestive problem could be the culprit.

Do the best you can with your diet and weight as you get older. Be alert to what you are eating and how much. Exercise when you can and be diligent to keep your weight at a normal level.

## Healthy Recipe

### Greek Lamb Stew

(Servings: 25)

#### Ingredients and Seasonings

7 1/2 pounds lamb leg, fat trimmed & cubed  
3 3/4 quarts low sodium beef broth  
1 1/4 teaspoons cumin  
1 1/4 teaspoons cinnamon  
2 1/2 teaspoons brown sugar  
1 tablespoon granulated garlic  
2 1/2 teaspoons oregano  
3 bay leaves  
4 cloves fresh garlic, minced fine  
2 cups onions, medium dice  
4 cups potatoes, medium dice  
3 cups celery, medium dice  
2 cups carrots, medium dice  
2 1/2 cups tomato, medium dice  
2 quarts water  
1 1/4 teaspoons granulated garlic  
2 1/2 teaspoons salt  
1 1/4 teaspoon white pepper, freshly ground  
1/3 cup parsley, chopped  
1 pound flour, to thicken sauce  
1 pound smart balance

#### Preparation

Brown the lamb in a stock pot or steam jacked kettle for about 5 minutes.

Combine the lamb, stock, and seasonings then bring to a simmer and continue to cook over low heat for 40 minutes.

Add the bay leaves and vegetables, add water and cover. Simmer slowly for 30-40 minutes, or until all ingredients are tender.

Make brown roux by cooking the flour and smart balance together for about 10 minutes, stirring consistently.

Check the seasoning; re-season with salt and pepper to taste.

Thicken with the cooked brown roux, slowly to reach desired thickness. Garnish with the chopped parsley.

#### Nutrition Information

Per Serving (excluding unknown items): 249 Calories; 10g Fat



(32.3% calories from fat); 25g Protein; 24g Carbohydrate; 2g Dietary Fiber; 57mg Cholesterol; 300mg Sodium. Exchanges: 1 Grain (Starch); 3 Lean Meat; 1/2 Vegetable; 1/2 Fat; 0 Other Carbohydrates.

*Editor's note: The foregoing recipe was provided by Chef Robert "RJ" Johnson of the Paul Hall Center for Maritime Training and Education's Lundeborg School of Seamanship.*



**CONGRESSMAN RECOGNIZES UNION'S EFFORTS TO RECRUIT VETERANS** – U.S. Rep. Donald Payne (D-New Jersey) (center in photo above) recently awarded a Certificate of Special Congressional Recognition to the SIU. The document (below, right) reads in part: "In appreciation of your participation and hiring efforts during our Annual Veterans Job Fair and your tireless work towards helping Veterans enter the workforce." The congressman is flanked by SIU Safety Director Osvaldo Ramos (left) and Patrolman Edwin Ruiz. The photo at to right includes (from left) SIU Port Agent Mark von Siegel, SIU VP Atlantic Coast Joseph Soresi (holding the certificate) and Patrolman Ray Henderson.



## Happenings Around the Port Of New York/New Jersey



**WITH CONGRESSMAN SIRES** – U.S. Rep. Albio Sires (D-New Jersey) (right) recently hosted a breakfast for local labor officials in Hudson County, New Jersey. He is pictured with SIU Patrolman Ray Henderson.

**WITH CONGRESSMAN SUOZZI** – The SIU recently took part in a local event for U.S. Rep. Tom Suozzi (D-New York) (center). Pictured with the congressman are SIU Patrolman Ray Henderson (left) and SIU Port Agent Mark von Siegel. Suozzi is a good friend of labor and the maritime industry. He chatted with the SIU representatives for a few minutes and thanked them for their attendance.

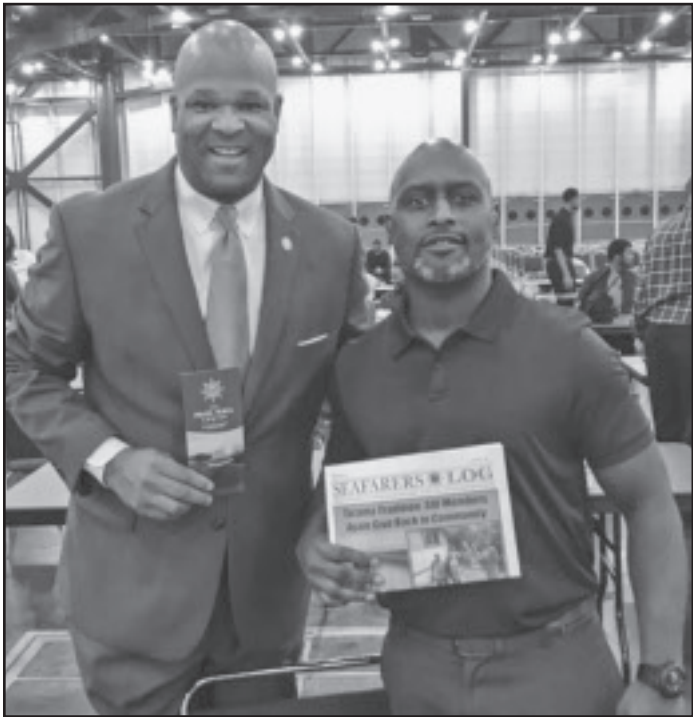


**A-BOOKS ABOUND** – Several Seafarers recently received their respective A-seniority books at the hiring hall in Jersey City, New Jersey. Pictured at the far left is Munasar Muthana (left), with Port Agent Mark von Siegel. Pictured in the center is Khaled Hussein, also with the port agent, while the remaining photo at right includes Zaza Tchitanava (right) and Patrolman Ray Henderson.



**REMEMBERING EL FARO CREW** – Members gather at the hiring hall in Jersey City, New Jersey, and observe a moment of silence on Oct. 1, the fourth anniversary of the sinking of the SIU-crewed *El Faro*.





**ON THE RECRUITING TRAIL** – SIU Safety Director Kevin Sykes recently participated in a local job fair on behalf of the union. In photo at left, he stands with the event’s sponsor, City Councilman Dwight Boykins (left). Sykes poses with staff members in the snapshot above.

## With Seafarers in Houston



**WELCOME ASHORE** – Two members recently picked up their respective first pension checks at the hiring hall. Recertified Bosun Eddie Hall is at left in photo at left, with SIU Asst. VP Mike Russo, while the photo at right features AB Winton Rich (left) and Patrolman J.B. Niday.



**BACKING MAYOR TURNER** – Seafarers recently gathered with fellow trade unionists and other supporters of Houston Mayor Sylvester Turner (third from left) for a press conference at the Plumbers Local 68 hall. Pictured from left are Wiper Luis Fernandez, AB Hermenegildo Cordova, Mayor Turner, AB Franklin Akins (rear), SIU Asst. VP Mike Russo, GUDE Pablo Rochez, GUDE Hector Guity and QMED/Electrician Mike Kifle.



**ABOARD LIBERTY GLORY** – SIU and AMO members are pictured aboard the Liberty Maritime ship in Corpus Christi, Texas. From left in photo above are AB Anthony Obesem, AB Adams Mohammed, Bosun Bernard Baker, GUDE Kalanihooulumoku Holt, GUDE Alike Kukahiko, AB Reynaldo Bernardez, GUDE Delson Smith, AB Usman Ibrahim, C/M Patrick Showell, 2/M Nicholas Stanislav and 3/M Ryan Cazneau. The vessel was loading sorghum for East Africa.



**B-BOOKS EARNED** – Displaying their respective full B-books at the hiring hall are Mate Connor Graham (left in photo above) and AB Remigio Garte (left in photo below). Both are pictured with SIU Safety Director Kevin Sykes.



**MOMENT OF REMEMBRANCE** – Members observe a moment of silence at the Houston hall on Oct. 1, in memory of the final crew of the *El Faro*. The Seafarers-crewed ship sank on Oct. 1, 2015, near the Bahamas, claiming the lives of all 33 aboard.



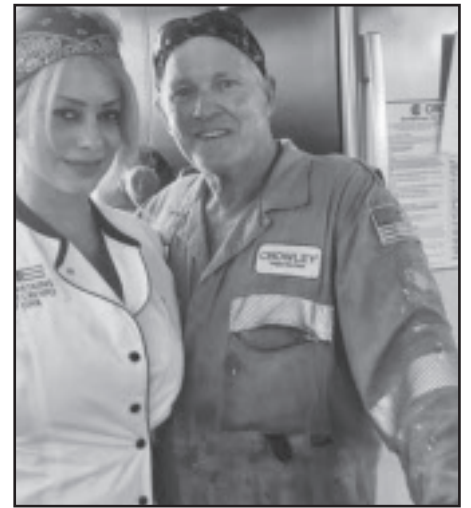


# At Sea and Ashore with the SIU



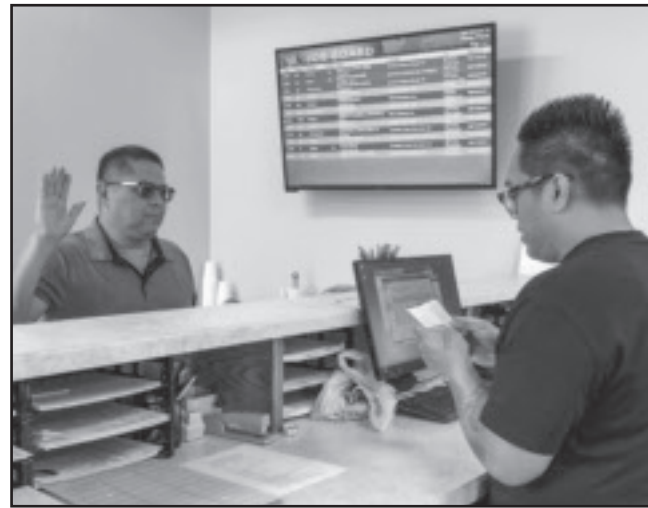
**B-BOOKS IN JACKSONVILLE** – SIU VP Gulf Coast Dean Corgey (right in both photos) administers the union oath at the hiring hall. Picking up their respective B-books are AB Rick Worthington (photo at left) and AB Alfredo De Vera and GUDE Lance Gibson (photo at right).

**SOLIDARITY IN SUNSHINE STATE** – Pictured at the Florida AFL-CIO convention are (from left) SIU Jacksonville Port Agent Ashley Nelson, Florida Commissioner of Agriculture and Consumer Services Nikki Fried, and SIU Asst. VP Kris Hopkins. During the gathering in early September, Hopkins was elected a VP of the state federation.



**AT THE HONOLULU HALL** – In photo at left, OMU Rholand Daan (right) displays his first pension check. He's pictured with SIU Port Agent Hazel Galbiso. AB Dean Crisostomo (center photo, also pictured with the port agent) shows off his newly acquired A-seniority book. The photo second from right shows OMU Elyser Carpio receiving his full B-book. Congratulating him is Shureen Yatchmenoff, administrative assistant.

**GOLDEN STATE SELFIE** – Pictured aboard the Crowley vessel during a coast-wise run on Labor Day are Chief Cook Pauline Crespo (left) and Recertified Bosun Phil McGeoghegan.



**AT THE PINEY POINT HALL** – These photos were taken at the SIU-affiliated Paul Hall Center for Maritime Training and Education. In photo at left, Seafarer Bertram Solomon (left), who just finished upgrading to FOWT, is pictured with Port Agent Victor Nunez, displaying his probationary B-book and his first MDL donation receipt. Chief Cook Ramon Sarmiento (left in center photo) receives his full book as Patrolman Jesse Sunga gives the oath. In the photo at right, SA Tyrone Hall (right) picks up his full book, from the port agent.



**ABOARD HORIZON KODIAK** – Pictured aboard the Matson vessel (above, from left) are GUDEs John Hays and Joey Lata, and (photo at right) GUDE Marshall Daguio.



AB Dan Lovely, Recertified Bosun Shawn Strand



OMU Mike Burke, retired SA Leroy Jenkins, Recertified Bosun Sanjay Gupta

# Tacoma Reignites Traditional BBQ



Seafarers Joey Lata, Doug Neubauer, Duane Bergeson and Mike Gramer

After a slight lull, Seafarers recently enjoyed the restart of a regular gathering at the hiring hall in Tacoma, Washington.

Following the August membership meeting, the union hosted a barbecue for Seafarers and their families. Approximately 80 people attended, and the event was successful, said SIU Port Agent Warren Asp.

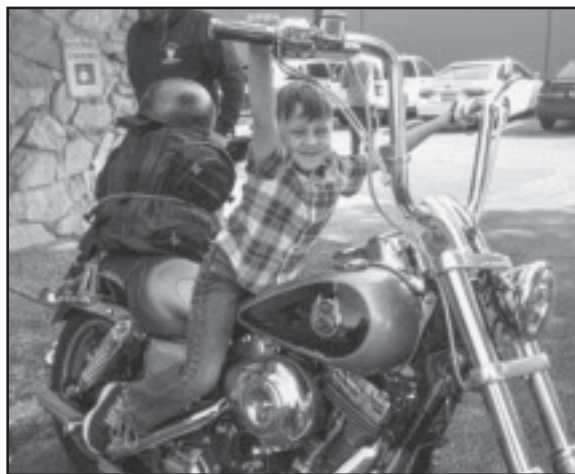
“Although it’s been a couple of years since the last one, this is something that Tacoma did annually for some time,” Asp said. “We’re looking to revive the event and host it on an annual basis again.”

The port agent said “many members, both active and retired” pitched in to help either on the grill or setting up and cleaning up.

“The main idea was to thank the members for a busy summer,” Asp concluded. “The membership stepped up this year both to fill jobs on our military activations and paint a house (through the volunteer project Paint Tacoma-Pierce Beautiful). Tacoma is very thankful and this is a small way to show that thanks and give back to them.”



Recertified Stewards Scott Opsahl (front) and Mike Gramer



Ben Anderson Jr., son of SIU Safety Director Ben Anderson, counts down the days until he can get his driver's license – and does so on a union-made Harley.



Recertified Bosun Adel Ahmed's kids enjoy the festivities.



Ample indoor seating was available, but many diners opted for casual spots outside.



Retired Recertified Steward Lincoln Pinn entertains the gathering.

# 2020 Seafarers Health and Benefits Plan Scholarship Program

Scholarships totalling \$132,000 are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

## Seafarers Scholarships

- One \$20,000 offering for a four-year course of study at an accredited college or university
- Two scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school

## Dependents Scholarships

- Five scholarships, each worth \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.



*The Cathedral of Learning  
University of Pittsburgh*

To take advantage of these opportunities, clip, complete and mail the form below, or visit [www.seafarers.org](http://www.seafarers.org), go to the ABOUT tab, navigate to the Seafarers Health and Benefits Plan menu (Participant Letters and Notices of Material Modifications section) and select SHBP Scholarship Application (PDF). Although the booklet is dated 2016, all information is still current for the 2020 SHBP Scholarships.

*Please send me the SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.*

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number (    ) .....

This application is for:                       Self     Dependent

*Complete and mail form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746. All scholarship application packages must be received by April 15, 2020.*

11/19



Michael Sacco  
President, SIU



RAdm. Mark Buzby (USN, Ret.)  
U.S. Maritime Administrator



Maj. Gen. Michael Wehr  
U.S. Transportation Command



Eric Ebeling  
President and CEO, ARC



Jim White,  
Executive Director  
Maryland Port Administration

## ARC, Union Welcome New American-flag Tonnage

Continued from Page 3

fense. They are part of a legacy that has supported our troops – not for years, but for centuries. And you’d better believe they are ready right now, today, to answer the call and support our troops if the balloon goes up.

“Those are the men and women who’ll sail aboard the *ARC Integrity*, the *ARC Resolve* and the *ARC Independence*,” he continued. “And because of their unions and the fact they’re employed by a good, fair company like ARC and the vessel operator, TOTE, they’re able to support their families. That’s the American dream, and it’s symbolized here today.”

Buzby, who formerly served as commanding officer of the U.S. Military Sealift Command, said his current agency is working hard to spread the word about maritime.

“Too few of our own countrymen understand the vital importance of maritime issues and the significance of every single ship sailing under the Stars and Stripes,” he stated. “The industry is all about economic security; it’s about national security; it’s about trade; and it’s about jobs.”

He explained that the nation’s military strength “is inextricably tied to the maritime industry. That’s because American commercial vessels – like the three ARC vessels we’re going to be naming here today – are essential elements of military sealift. Virtually everything that the military requires in a deployment moves by ships.... We need a strong, properly sized U.S.-flag fleet, including U.S.-flag merchant ships in regular international trade like these three ships.”

Buzby then recalled a recent visit with young military personnel who didn’t realize that volunteer, civilian mariners deliver the vast majority of U.S. materiel in times of conflict.

With Ready Reserve Force (RRF) ships docked elsewhere in the port, Buzby also pointed out that the mariners reporting there and elsewhere during a massive activation were all “on leave or training just a few hours ago. Now, they have been called, and they have answered. Someone said they’re patriots? You’re damn right they’re patriots. They answered the call and they are there today on those ships, ready to take them to sea.”

A longtime maritime stalwart, Buzby then described the importance of laws and programs backing the industry.

“Programs like the MSP are designed to ensure that we maintain (at least) an absolute bare minimum of commercial sealift capability to serve our nation’s needs in times of emergency.... We’ve got to level that playing field for our ships,” he stated.

Cargo preference statutes “are key elements in the U.S.-flag equation, too,” he added.

Moreover, Buzby continued, “I can’t stand here this morning without mentioning the Jones Act and its vital importance to the health of the maritime industry and our national security. There have been many op-eds written lately – much of them slanted and based on long ago-debunked falsehoods. Let me be very clear: The Jones Act is the fundamental cornerstone of our nation’s maritime policy. It has been for the past 99 years. Without it, our domestic maritime industry – afloat and ashore – would fold. You need only ask folks in Australia how things are going there after they repealed their version of the Jones Act. I, for one, do not want to see our national internal maritime logistics chain and the jobs that go with it, (given) to a foreign power. Not on my watch.”

Wehr, director of Strategic Plans, Policy and Logistics and TRANSCOM, declared, “Many of the people and organiza-

tions who have made this possible today are true patriots.”

He also backed the MSP when he stated, “There is no doubt the most cost-effective way to do business is the MSP. It’s effective, it’s efficient, and it’s a true testimony of our nation’s economic strength.... At TRANSCOM, we depend on this partnership with commercial industry. You’re all part of this nation’s ability to fight and win wars.”

He further explained, “The ability to support our nation’s security at wartime is unmatched by any other country. These ships really do represent sealift that gives the United States the ability to project military power anywhere in the world.... No other nation matches this.”

“What makes us a superpower is the people that man these ships, that make them work and bring it together,” he concluded. “Everyone here today is part of this sacred trust we have.”

White described how Baltimore is the nation’s top port for RO/RO shipments. He noted that the cargo means significant economic benefit for the state, both in terms of jobs and income.

Ebeling reiterated his company’s commitment to U.S.-flag shipping and military support. He also thanked the “steadfast friends and strategic partners from organized labor. The industry-labor partnership is an amazing success.”

Ebeling described Sacco as a “visionary leader” whose work is “essential.”

Vessel sponsors were Georgina Fitzgerald for the *ARC Resolve* (wife of ARC Group Chairman Raymond Fitzgerald); Carol Henry for the *ARC Integrity* (wife of Transportation Institute President James Henry); and Pat Ridlon for the *ARC Independence* (wife of AIS Executive Vice President and General Counsel John Ridlon).



Vessel sponsors (photo above, from left) Georgina Fitzgerald for the *ARC Resolve*; Pat Ridlon for the *ARC Independence*; and Carol Henry for the *ARC Integrity* break bottles of champagne on wooden anchors that represented the bows of their sponsored vessels. The trio pose for a group shot in the photo immediately below.



Capt. Mike Murphy of the American Maritime Officers leads the audience into a toast for the three additions to the ARC American-flag fleet.



Apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland pose with union officials following the ceremony. Included were SIU Secretary Treasurer David Heindel (far left); SIU President Michael Sacco (fifth from left); Port Agent Victor Nunez (eighth from left); SIU Executive VP Augie Tellez (fourth from right); and SIU VP Atlantic Coast Joseph Soresi (second from right). Pictured at the far right is RAdm. Mark Buzby (USN, Ret.), U.S. Maritime Administrator.

# Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**MAERSK SENTOSA** (Maersk Line, Limited), July 21 – Chairman **Emanuel Gazzier**, Secretary **Charles Brooks**, Educational Director **Carl Montoya**. Crew reviewed president's report from union newspaper. Secretary reminded members of Culinary 2.0 training opportunity. Educational director encouraged crew to upgrade at SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. No beefs or disputed OT reported. Vote of thanks given to headquarters.

**HORIZON KODIAK** (Horizon Lines), August 10 – Chairman **Tar Ahmed**, Secretary **Antoinette Amato**, Educational Director **Joshua Johnson**, Deck Delegate **Anwar Alsharif**, Engine Delegate **Dennis Adjetey**. Chairman encouraged crew to donate to SPAD, the union's voluntary political action fund. He advised members to attend Culinary 2.0 prior to January and to keep all Coast Guard requirements current. Educational director reminded members to upgrade at Paul Hall Center. Crew expects to use portion of ship's fund for new gym equipment. No beefs or disputed OT reported. Resolution made concerning overtime allowances for steward department. Steward department unable to accomplish all weekly tasks within new time frame. Deck department was thanked for plankton tow as well as various projects for new fitness room. Entire crew commended for working well together. Next port: Tacoma, Washington.

**WALTER J. MCCARTHY** (Armstrong Steamship), August 10 – Chairman **Radi Hani**, Secretary **Randall Campbell**, Educational

Director **Dean Parks**. Chairman discussed importance of helping new members understand their contract. Secretary encouraged crew to room share if enough room is available. Deck department felt harassed during work hours while spraying the pilot house. Educational director talked about upgrading and scheduling classes at the Piney Point school. No disputed OT reported.

**MAERSK CHICAGO** (Maersk Line, Limited), August 18 – Chairman **Wilfred Maurice**, Secretary **Marguerite Diggs**, Educational Director **Darrell Goggins**. Educational director urged members to upgrade at the maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Crew requested increase in vacation days as well as less deductions on vacation checks. Members discussed health care benefits and voiced concerns with current co-pay payments. Next port: Charleston, South Carolina.

**JEANE ANN (PASHA)**, September 1 – Chairman **Noel Camacho**, Secretary **Ismail Garayua**, Educational Director **Joseph Letang**, Deck Delegate **Russel Piamonte**, Engine Delegate **Rosalio Cordova**, Steward Delegate **Abraham Elsayy**. Chairman discussed rules for random drug tests and when they apply. He advised members to keep documents up to date and renew six months in advance. Chairman reminded crew to put Labor Day as a holiday. Captain and third mate getting off at next port. Captain provided new fans for the week due to broken a/c. Secretary directed members to inform her of any food allergies as soon as possible. Educational director urged crew to upgrade

at Piney Point and seek higher education. No beefs or disputed OT reported. Members who want to get Real IDs should do so, per chairman. Members were encouraged to take jobs on military support ships if available on the hiring hall board. Crew layoff expected around February for shipyard work. Steward department was thanked for a job well done and delicious BBQ. WiFi should be available for the beginning of the year.

**OREGON** (Intrepid Personnel & Provisioning), September 7 – Chairman **Rudy Harjanto**, Secretary **Tina Knox**, Educational Director **Frank Harris**, Deck Delegate **Michael Gore**, Engine Delegate **Waverly Moore**, Steward Delegate **Wilson Peniston**. Steward department commended for a job well done. Educational director reminded members to upgrade and keep documents up to date. No beefs or disputed OT reported. Crew read president's report from the LOG. Members were encouraged to work safely. Crew very hopeful to have WiFi availability in near future.

**MAERSK DETROIT** (Maersk Line, Limited), September 8 – Chairman **William Barret**, Secretary **Norma West**, Deck Delegate **Morris Foster**, Engine Delegate **Charles Packer**, Steward Delegate **John Ward**. Educational director advised members to check documents and upgrade at the Paul Hall Center. No beefs or disputed OT reported. Members request increase in vacation pay. Crew discussed benefits and requested 100% dental coverage. Members requested increase to retirement wages and decrease in time required for retirement.

## Aboard CS Decisive



Pictured from left aboard the SubCom vessel in Baltimore are Apprentice Kenneth Smith, Recertified Bosun Lovell Smith, Apprentice Quinson Blueford, SIU Piney Point Port Agent Victor Nunez and Apprentice Andre Barbary.

**MOHAWK** (JM Ship, LLC), September 15 – Chairman **Timothy Kauble**, Secretary **Alan Bartley**, Educational Director **Michael Knight**, Deck Delegate **Eric Jett**, Engine Delegate **Jonathan White**, Steward Delegate **Kendra Williams**. Crew to be relieved after COI with the Coast Guard. Chairman directed members to work safely and watch for coming and going overhead loads. While in

port, hard hats and safety vests are required on deck. Secretary thanked members for keeping mess hall clean. Educational director advised members to renew documents early and upgrade at Piney Point. SA Williams was praised for doing a great job and being helpful while on board. Members were commended for a job well done this tour. Next port: Sunny Point, North Carolina.

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin. If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

**SEAFARERS POLITICAL ACTIVITY**

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

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

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

# PHC Offers Culinary 2.0

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

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

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

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

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

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

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

## November & December 2019 Membership Meetings

Piney Point.....	Monday: November 4, December 2
Algonac.....	Friday: November 8, December 6
Baltimore.....	Thursday: November 7, December 5
Guam.....	Thursday: November 21, December 19
Honolulu.....	Friday: November 15, December 13
Houston.....	*Tuesday: November 12, Monday: December 9
Jacksonville.....	Thursday: November 7, December 5
Joliet.....	Thursday: November 14, December 12
Mobile.....	Wednesday: November 13, December 11
New Orleans.....	Tuesday: November 12, December 10
Jersey City.....	Tuesday: November 5, December 3
Norfolk.....	Thursday: November 7, December 5
Oakland.....	Thursday: November 14, December 12
Philadelphia.....	Wednesday: November 6, December 4
Port Everglades.....	Thursday: November 14, December 12
San Juan.....	Thursday: November 7, December 5
St. Louis.....	Friday: November 15, December 13
Tacoma.....	Friday: November 22, December 20
Wilmington.....	Monday: November 18, December 16

\*Houston change due to Veterans Day Holiday

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

## ATTENTION SEAFARERS

### Another New Ship



### SPAD Works For You.

Contribute To The

Seafarers Political Activities Donation

**SPAD**

# Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" Data is cumulative from Sept.10-Oct. 9. "Registered on the Beach" Data is as of Oct. 9.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	17	7	6	21	10	3	5	18	16	4
Anchorage	1	2	0	0	4	0	0	4	4	3
Baltimore	8	2	0	8	2	0	5	5	3	0
Fort Lauderdale	26	15	6	25	14	5	10	32	13	6
Guam	3	1	0	3	0	0	1	4	1	0
Harvey	9	6	2	10	3	3	3	9	9	5
Honolulu	5	6	0	9	3	0	0	15	5	0
Houston	44	21	7	38	16	6	18	88	43	6
Jacksonville	31	22	11	26	19	7	18	63	43	13
Jersey City	27	14	8	29	9	3	16	58	27	11
Joliet	5	6	1	3	5	1	1	5	3	1
Mobile	12	5	5	9	2	3	2	21	8	3
Norfolk	23	17	12	28	9	5	10	41	31	13
Oakland	21	2	7	14	3	3	5	33	7	5
Philadelphia	5	4	5	3	1	3	1	6	3	1
Piney Point	7	4	2	3	4	4	0	3	4	1
Puerto Rico	9	3	2	5	6	2	6	8	8	1
Tacoma	26	10	5	25	7	2	8	54	19	11
St. Louis	1	0	1	2	0	0	0	3	0	3
Wilmington	30	15	2	32	7	2	10	57	31	6
<b>TOTALS</b>	<b>310</b>	<b>162</b>	<b>82</b>	<b>293</b>	<b>124</b>	<b>52</b>	<b>119</b>	<b>527</b>	<b>278</b>	<b>93</b>
<b>Engine Department</b>										
Algonac	1	1	2	2	2	1	2	6	1	1
Anchorage	1	1	0	0	0	1	0	2	1	0
Baltimore	1	4	1	2	2	0	0	2	3	1
Fort Lauderdale	8	4	3	7	5	1	4	23	9	4
Guam	1	0	1	0	1	0	0	2	0	1
Harvey	1	5	0	2	3	0	2	6	5	1
Honolulu	11	7	1	5	5	0	3	14	6	2
Houston	17	8	3	11	9	2	9	32	15	6
Jacksonville	12	24	0	11	16	1	9	30	35	2
Jersey City	16	7	1	12	8	3	4	21	14	1
Joliet	3	2	2	2	2	2	1	2	1	2
Mobile	1	5	2	1	4	1	2	4	6	1
Norfolk	16	18	7	13	13	2	4	25	25	9
Oakland	8	5	3	7	2	0	0	11	6	4
Philadelphia	3	2	1	1	0	0	0	3	2	1
Piney Point	4	6	0	0	2	0	0	4	10	0
Puerto Rico	4	1	1	7	3	0	2	3	4	1
Tacoma	11	10	3	13	7	2	6	22	9	3
St. Louis	4	2	1	2	0	2	0	3	4	0
Wilmington	13	9	1	6	4	1	2	30	26	7
<b>TOTALS</b>	<b>136</b>	<b>121</b>	<b>33</b>	<b>104</b>	<b>88</b>	<b>19</b>	<b>50</b>	<b>245</b>	<b>182</b>	<b>47</b>
<b>Steward Department</b>										
Algonac	3	1	1	3	0	1	1	4	3	0
Anchorage	0	1	0	0	1	0	0	0	0	0
Baltimore	3	0	0	1	1	0	1	3	2	0
Fort Lauderdale	5	6	0	6	5	0	5	15	8	0
Guam	1	0	0	1	1	0	0	0	2	0
Harvey	5	1	0	3	0	0	1	13	3	0
Honolulu	8	1	0	6	0	0	3	18	3	0
Houston	22	6	0	14	3	0	6	41	10	3
Jacksonville	23	8	1	17	8	2	5	39	14	5
Jersey City	14	2	0	7	1	0	4	24	4	1
Joliet	4	0	0	1	0	1	0	3	0	0
Mobile	3	1	0	4	1	0	1	4	5	0
Norfolk	10	10	2	8	8	2	6	20	18	3
Oakland	12	2	3	12	3	1	7	25	12	4
Philadelphia	2	0	0	2	0	0	0	2	0	0
Piney Point	3	4	0	2	2	0	0	5	6	0
Puerto Rico	4	4	0	1	5	0	2	4	8	0
Tacoma	11	0	2	9	1	0	3	22	6	2
St. Louis	3	0	0	2	1	0	0	3	0	0
Wilmington	21	6	0	12	5	1	8	30	20	1
<b>TOTALS</b>	<b>157</b>	<b>53</b>	<b>9</b>	<b>111</b>	<b>46</b>	<b>8</b>	<b>53</b>	<b>275</b>	<b>124</b>	<b>19</b>
<b>Entry Department</b>										
Algonac	0	5	12	2	8	6	6	1	6	18
Anchorage	1	3	0	0	2	1	0	1	2	1
Baltimore	0	1	5	0	1	3	1	0	1	2
Fort Lauderdale	1	1	4	0	2	2	0	1	7	8
Guam	0	1	1	0	0	0	0	0	1	1
Harvey	0	2	6	1	0	4	1	0	2	4
Honolulu	0	6	1	1	4	1	0	1	12	4
Houston	7	13	7	0	9	3	1	13	25	14
Jacksonville	3	25	26	3	17	13	2	4	47	41
Jersey City	2	17	11	1	15	5	3	4	27	12
Joliet	0	3	2	0	2	2	0	0	4	2
Mobile	0	0	1	0	0	0	0	1	0	1
Norfolk	0	24	31	0	13	25	3	0	31	48
Oakland	1	13	9	0	13	5	1	3	20	16
Philadelphia	0	2	0	0	2	0	1	0	1	1
Piney Point	0	3	8	0	2	8	0	1	1	2
Puerto Rico	1	0	0	0	0	1	0	1	1	2
Tacoma	3	9	7	2	8	6	2	7	17	15
St. Louis	0	1	1	0	1	0	0	0	2	1
Wilmington	5	16	6	3	5	6	1	11	53	33
<b>TOTALS</b>	<b>24</b>	<b>145</b>	<b>138</b>	<b>13</b>	<b>104</b>	<b>91</b>	<b>22</b>	<b>49</b>	<b>260</b>	<b>226</b>
<b>GRAND TOTAL:</b>	<b>627</b>	<b>481</b>	<b>262</b>	<b>521</b>	<b>362</b>	<b>170</b>	<b>244</b>	<b>1,096</b>	<b>844</b>	<b>385</b>

## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

**Tom Orzechowski,**

*Vice President Lakes and Inland Waters*

**Dean Corgy, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kate Hunt,**

*Vice President Government Services*

### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN JUAN

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

This month's question was answered by students at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

### Question: Why did you choose to be a mariner?



**Lavontat Anderson**  
*Oiler*

I chose to be a mariner because I knew I could learn a trade that I could use on land. I plan to put in 15-20 years in my sailing career.



**Chanel Peters**  
*Oiler*

Because I don't mind turning wrenches on a ship to make money and travel the world. After I received my B-book, I found out my great grandfather was a mariner. I didn't know before then.



**Kevin Willis**  
*Oiler*

I chose to be a mariner because there's no other job like this in the world. You learn while you grow, and the pay is great.



**Tim Jones**  
*Oiler*

Nothing else better to get a change of pace, change of life. No other job pays like it. What could be better?



**Denard Williams**  
*Oiler*

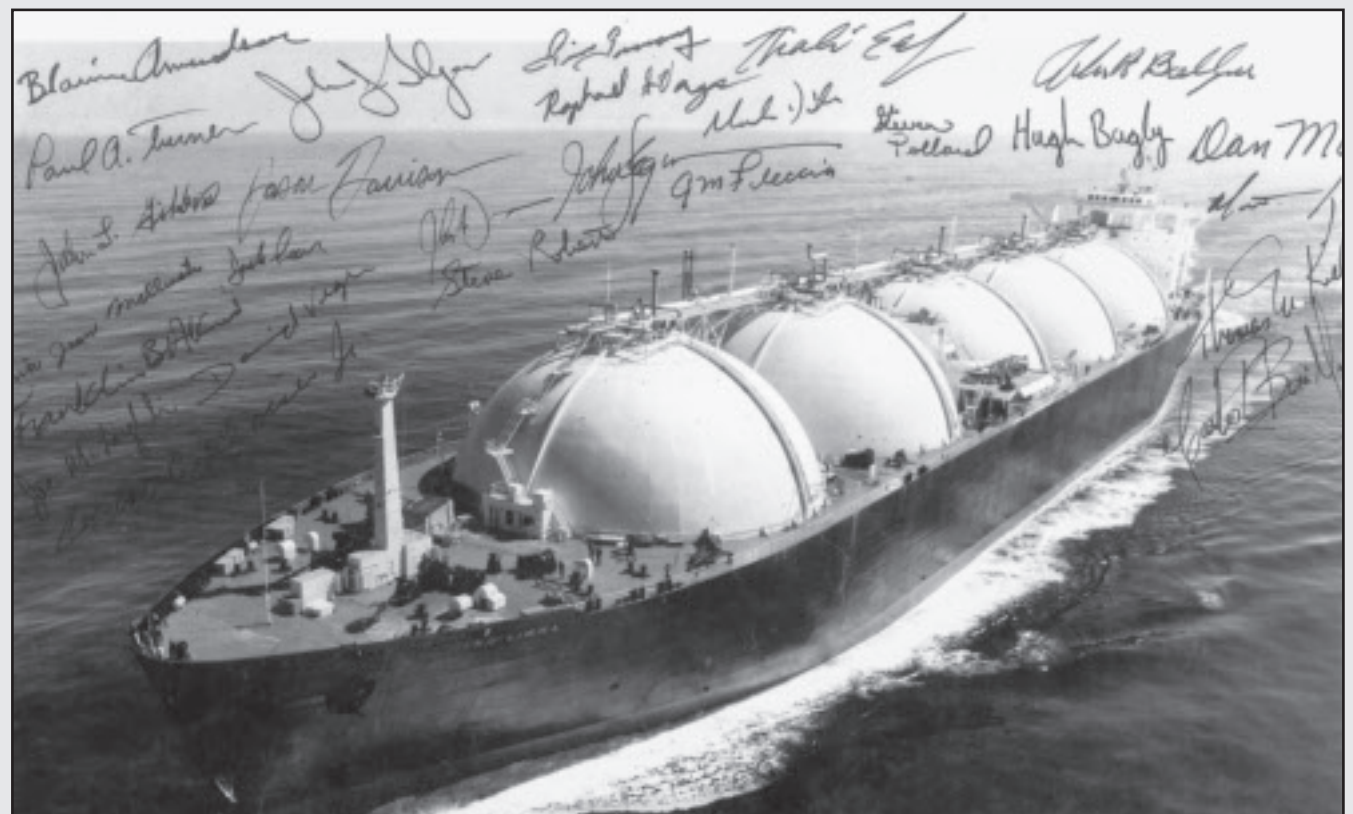
My brother has been a mariner for about 15 years, and I finally decided to take his advice. So far, it's everything he said it was, and the money and travel are pretty great incentives. I like being missed back home. Plus, Popeye the Sailor Man was my idol.



**Marcus 'Muscles' Lopez**  
*Oiler*

My dad was in the military, and he had mariner friends in dredging. Through them, I found the SIU. I plan on doing this for 10 years, then take my money and invest it.

## Pic From The Past



SIU pensioner **Carlos Boiser** recently submitted this photo of the *LNG Libra* on its final voyage under U.S. registry, which took place in 2000. Crew members and officers signed the oversized print after the ship sailed between Himeji, Japan, and Bontang, Indonesia. Boiser recalls being on vacation years earlier when he decided to take a job on the *Libra*. He ended up working aboard the ship off and on for five years. Boiser retired in 2012.

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

# Welcome Ashore

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



## DEEP SEA

### THOMAS BLUITT

Brother Thomas Bluitt, 65, joined the union in 1970, first sailing on the *Jacksonville*. A deck department member, he upgraded his skills at the Piney Point school on multiple occasions. Brother Bluitt concluded his career on the *Overseas Alice* in 1995. He resides in Harbor Beach, Michigan.

### ALFONSO BOMBITA

Brother Alfonso Bombita, 69, started sailing with the SIU in 1983, initially shipping aboard the *Santa Maria*. He sailed in the engine department and upgraded at the Piney Point school on numerous occasions. Brother Bombita last shipped on the *Gem State*. He resides in American Canyon, California.



### DANNY BROWN

Brother Danny Brown, 61, began sailing with the SIU in 1980 when he shipped on the *Philadelphia*. He was a member of the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Brown most recently sailed on the *Golden State* and makes his home in Fort Lauderdale, Florida.



### MARK CABASAG

Brother Mark Cabasag, 65, started sailing with the SIU in 1989, initially shipping on the *Independence*. He sailed in the steward department and upgraded at the Piney Point school on numerous occasions. Brother Cabasag last shipped on the *Horizon Reliance*. He resides in Auburn, Washington.



### THOMAS CUDDIHY

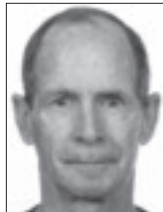
Brother Thomas Cuddihy, 65, joined the SIU in 1979, first sailing aboard the *El Paso Southern*. He sailed in the deck department and upgraded at the union-affiliated Paul Hall Center in 2001. Brother Cuddihy's last vessel was the *USNS Algol*. He lives in Long Beach, New York.



### ROBERT CUNNINGHAM

Brother Robert Cunningham, 65,

signed on with the SIU in 1972 when he shipped on the *Mohawk*. A deck department member, he upgraded often at the Paul Hall Center. Brother Cunningham's final vessel was the *Thompson Pass*. He makes his home in West Covina, California.



### ROLAND DAAN

Brother Roland Daan, 71, embarked on his career with the union in 1989, first shipping aboard the *Independence*. He sailed in the engine department and concluded his career on the *Horizon Spirit*. Brother Daan is a resident of Honolulu.

### CHRISTOPHER DOWE

Brother Christopher Dowe, 65, joined the SIU in 1974, initially sailing aboard the *Bienville*. He was an engine department member and upgraded his skills on multiple occasions at the Paul Hall Center. Brother Dowe also worked on shore gangs. He makes his home in Virginia Beach, Virginia.



### ALAN GARDNER

Brother Alan Gardner, 65, started his career with the SIU in 1974 when he sailed on the *Columbia*. He primarily sailed in the engine department and upgraded his skills at the Piney Point school in 1975. Brother Gardner concluded his career on the *Golden Monarch*. He resides in Felton, Delaware.



### ALFRED GONZALEZ

Brother Alfred Gonzalez, 65, joined the union in 1977, initially sailing on the *Fort Hoskins*. He shipped in the engine department and upgraded often at the Paul Hall Center. Brother Gonzalez last sailed on the *El Yunque* and makes his home in Carolina, Puerto Rico.



### PETE HERNANDEZ

Brother Pete Hernandez, 72, donned the SIU colors in 2001, sailing first on the *Rover*. He primarily sailed in the steward department and upgraded on several occasions at the Piney Point school. Brother Hernandez most recently sailed aboard the *Cape Taylor*. He resides in Galveston, Texas.

### JOHN HOLLAND

Brother John Holland, 64, started sailing with the Seafarers in 1989, initially working aboard the *USNS Altair*. In 2001, the deck department

member upgraded his skills at the maritime training center located in Piney Point, Maryland. Brother Holland last sailed on the *USNS Capella* and lives Jacksonville, Florida.

### CHARLIE JOHNSON

Brother Charlie Johnson, 71, became a member of the SIU in 2003 when he sailed on the *Green Cove*. An engine department member, he upgraded his skills on numerous occasions at the Paul Hall Center. Brother Johnson's last vessel was the *USNS Gilliland*. He settled in Gresham, South Carolina.



### PAUL KLIPPEL

Brother Paul Klippel, 65, signed on with the union in 1975, sailing first on Hydro-mar's *Atlantic*. He shipped in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Klippel last sailed on the *Philadelphia*. He resides in Florence, Oregon.



### GIL MANIPON

Brother Gil Manipon, 55, started shipping with the SIU in 1983, initially sailing on the *Constitution*. The deck department member upgraded at the Paul Hall Center on multiple occasions. Brother Manipon also worked on shore gangs. He calls Federal Way, Washington, home.

### ALEXANDRE MITCHELL

Brother Alexandre Mitchell, 72, began his career with the SIU in 2001 when he sailed on the *Manoa*. A deck department member, he upgraded his skills at the union-affiliated Paul Hall Center on numerous occasions. Brother Mitchell most recently sailed on the *Patriot* and settled in Longview, Texas.

### PHILIP PARISI

Brother Philip Parisi, 59, joined the SIU in 1981, briefly sailing with the Gloucester Fishermen before changing to deep sea. He sailed in the deck department and upgraded often at the Piney Point school. Brother Parisi last sailed on the *John Boland* and makes his home in Gloucester, Massachusetts.



### DAVID PARKER

Brother David Parker, 69, signed on with the Seafarers in 1990 when he shipped on the *USNS Hess*. He upgraded often



at the Paul Hall Center and was a member of the engine department. Brother Parker concluded his career on the *Horizon Pacific* and lives in the Philippines.

### WINSTON RESTAURO

Brother Winston Restauro, 65, embarked on his SIU career in 2003, initially sailing on the *USNS Capella*. A deck department member, he upgraded on numerous occasions at the Piney Point school. Brother Restauro's final vessel was the *Brenton Reef*. He makes his home in Houston.



### WINTON RICH

Brother Winton Rich, 70, started sailing with the SIU in 1990, shipping first on the *USNS Bellatrix*. He worked in the deck department and upgraded often at the Paul Hall Center. Brother Rich most recently shipped on the *Pride of America* and is a Houston resident.



### DONNA SALING

Sister Donna Saling, 67, joined the union in 1993, when she shipped on the *Independence*. Sailing as a steward department member, she upgraded on numerous occasions at the Piney Point school. Sister Saling's last vessel was the *Santorini*. She calls Vero Beach, Florida, home.



### ARNIDO SINDAC

Brother Arnido Sindac, 65, signed on with the Seafarers in 1996. The engine department member's first vessel was the *USNS Kane*. Brother Sindac upgraded often at the Paul Hall Center. He last sailed aboard the *Integrity* and resides in Norfolk, Virginia.



### EVELYN TAYAG

Sister Evelyn Tayag, 64, donned the SIU colors in 1988 when she sailed on the *Baldomero Lopez*. She sailed in the steward department and upgraded often at the Piney Point school. Sister Tayag most recently shipped on the *Empire State*. She makes her home in Stuart, Florida.



## GREAT LAKES

### JAMES WEBSTER

Brother James Webster, 62, began sailing with the union in 1977. He sailed in both the deck and engine departments. Brother Webster worked for Arnold Transit for the duration of his career. He resides in Mackinaw City, Michigan.



## INLAND

### ROBERT ARTHUR

Brother Robert Arthur, 62, joined the union in 1975. A deck department member, he upgraded his skills at the Piney Point school in 1993. Brother Arthur worked for G&H Towing for his entire career. He calls Spring, Texas, home.



### JAMES BRYAN

Brother James Bryan, 63, embarked on his career with the SIU in 1996 after he worked as a member of the SIU-affiliated United Industrial Workers. He worked for Crowley for the duration of his SIU career. Brother Bryan lives in Delran, New Jersey.



### JEFFREY JONES

Brother Jeffrey Jones, 52, began his career with the SIU in 2003 when he worked for Crowley Towing & Transportation. A deck department member, he upgraded often at the Paul Hall Center. Brother Jones remained with the same company for the duration of his career and resides in Pensacola, Florida.



### RONALD MEADOWS

Brother Ronald Meadows, 62, joined the union in 2008 when he worked with Express Marine. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Meadows remained with the same company for the duration of his career. He calls Accomac, Virginia, home.





# Final Departures



## DEEP SEA

### JOE ATCHISON

Pensioner Joe Atchison, 91, has passed away. He joined the SIU in 1951 when he worked for Waterman Steamship Corporation. An engine department member, Brother Atchison also worked on shore gangs. He became a pensioner in 1991 and made his home in Alvin, Texas.



### CHRISTOPHER BRADY

Pensioner Christopher Brady, 74, died September 13. He signed on with the SIU in 1969, first sailing on a Seatrain Lines vessel. The deck department member's last vessel was the *Prestige New York*. Brother Brady began collecting his pension in 2010 and resided in Ireland.

### SAL BUZALI

Pensioner Sal Buzali, 91, passed away August 24. He became an SIU member in 1956 when he sailed on the *Del Norte*. Brother Buzali sailed in all three departments and concluded his career on the *Stonewall Jackson*. He became a pensioner in 1992 and lived in Sugarland, Texas.



### SILVANA CLARK

Pensioner Silvana Clark, 70, died August 11. She joined the union in 2001 and first sailed on the *Sugar Island*. Sister Clark shipped in all three departments. She last sailed on the *USNS Bellatrix* and retired in 2015. She was a resident of Norfolk,

Virginia.

### JAMES DEMARCO

Brother James DeMarco, 33, passed away August 13. Born in Redbank, New Jersey, he signed on with the SIU in 2013. He initially sailed on the *John Paul Bobo* and was a member of the deck department. Brother DeMarco most recently shipped on the *Freeport*. He resided in Port Monmouth, New Jersey.

### JOSE FERREIRA

Pensioner Jose Ferreira, 79, died September 5. He joined the union in 1971 and first shipped on the *Hydro Atlantic*. Brother Ferreira worked in the engine department and last sailed aboard the *Sulfur Enterprise*. He retired in 2005 and made his home in Spain.



### CALIXTO GONZALEZ

Pensioner Calixto Gonzalez, 92, passed away September 14. He became a member of the SIU in 1947. A member of the deck department, he was first employed by CSX Lines. Brother Gonzalez last shipped on the *Caguas*. He started collecting his pension in 1985 and settled in Puerto Rico.



### CURTIS JACKSON

Pensioner Curtis Jackson, 73, died September 10. He embarked on his SIU career in 1967, initially sailing on the *Bethflor*. Brother Jackson was a member of the en-



gine department and concluded his career on the *Sirius*. He became a pensioner in 2006 and settled in Jacksonville, Florida.

### STANLEY KRAWCZYNSKI

Pensioner Stanley Krawczynski, 93, passed away September 14. He joined the SIU in 1952 when he worked for Ore Navigation Corporation. Brother Krawczynski sailed in the deck department, most recently aboard the *Carolina*. He retired in 1990 and lived in Orange City, Florida.



### RICHARD O'BRIEN

Pensioner Richard O'Brien, 76, died September 22. He started sailing with the union in 1990 when he shipped on the *Overseas Vivian*. A deck department member, Brother O'Brien last sailed on the *Charleston Express*. He went on pension in 2007 and was a Houston resident.

### ALLAN ROGERS

Pensioner Allan Rogers, 76, passed away September 12. He donned the SIU colors in 1965 when he sailed on the *Steel Executive*. Brother Rogers was a deck department member and last shipped on the *USNS Mendonca*. He began collecting his pension in 2008 and resided in Rhodesdale, Maryland.

## INLAND

### LESLIE GIBBS

Pensioner Leslie Gibbs, 82, died August 8. Sailing with G&H Towing, he signed on with the Seafarers in 1962.



Brother Gibbs shipped in the deck department and continued to work for the same company until his retirement in 1999. He lived in Santa Fe, Texas.

### RONALD RIGGINS

Pensioner Ronald Riggins, 83, passed away September 24. He joined the SIU in 1981 when he worked for Moran Towing of Texas. Brother Riggins was an engine department member and remained with the same company for the duration of his career. He went on pension in 1998 and lived in Huntington, Texas.



### RICHARD ROBINSON

Pensioner Richard Robinson, 72, died March 6. He began sailing with the union in 1971, initially working with Gulf Atlantic Transport. Brother Robinson shipped in the deck department and last worked for OSG Ship Management. He became a pensioner in 2009 and settled in Chesapeake, Virginia.

### PERRY RUBOTTOM

Pensioner Perry Rubottom, 75, passed away September 27. He signed on with the SIU in 1993 when he worked for Higman Barge Lines. The deck department member continued his employment with the same company until retiring in 2006. Brother Rubottom resided in Waring, Texas.



### CHESTER SADOWSKI

Pensioner Chester Sadowski, 88, died September 6. He joined the union in 1970 and was employed with Crowley Towing and Trans-

portation. Sailing in the steward department, Brother Sadowski remained with the same company for his entire career. He went on pension in 1996 and was a resident of Paramount, California.



## NMU

### ALFREDO CARPIO

Pensioner Alfredo Carpio, 85, passed away August 27. He sailed with the NMU prior to the 2001 merger with Seafarers International Union. Brother Carpio retired in 1996 and made his home in the Philippines.

### ALFRED HOWES

Pensioner Alfred Howes, 84, died August 22. He was an NMU member before the 2001 SIU/NMU merger. Brother Howes began collecting his pension in 1993 and lived in Providence, Rhode Island.

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

NAME	AGE	DOD
Barros, Jeronimo	94	09/21/2019
Erdt, Edmund	81	08/19/2019
Evans, Leon	90	08/01/2019
Fujii, Saloshi	93	08/30/2019
Marsh, Harry	92	08/13/2019
Phillips, Reynold	97	09/03/2019
Rogick, Erwin	94	09/06/2019
Stafford, Roosevelt	98	09/06/2019
Unzue, Angel	84	09/24/2019
Zwicker, Dennis	100	06/18/2019



## Hospital Ship Continues Mission

The CIVMAR-crewed hospital ship *USNS Comfort* is pictured off the coast of Basseterre, St. Kitts and Nevis as it prepares for a six-day medical mission starting Oct. 3. The *Comfort*, featuring a crew that includes members of the SIU Government Services Division, is working with health and government partners in Central America, South America, and the Caribbean to provide care on the ship and at land-based medical sites. (U.S. Navy photo by Mass Communication Specialist 2nd Class Morgan K. Nall)



# Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
<b>Deck Department Upgrading Courses</b>		
AB to Mate Modules	Modules must be taken in order. Those who are not in the mates program cannot apply for these courses. Contact the Admissions Office for further details.	
ECDIS	November 16	November 22
Lifeboat	November 16 December 14	November 29 December 27
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	November 9	December 6
<b>Engine Department Upgrading Courses</b>		
BAPO	November 9	December 6
Pumpman	November 9	November 15

Title of Course	Start Date	Date of Completion
<b>Steward Department Courses</b>		
Certified Chief Cook	Modules run every other week. The next class will start November 11.	
Galley Operations	November 9	December 6
Orientation/Assessment Chief Cook 2.0	November 2 December 7	November 8 December 13
Orientation/Assessment Chief Steward 2.0	November 16 November 30	November 22 December 6
<b>Safety Upgrading Courses</b>		
Basic Training/Basic FF	November 16 December 7	November 22 December 13
Basic Training Revalidation	November 15 December 6	November 15 December 6
Government Vessels	November 16 December 7	November 22 December 13
Tank Ship Familiarization - LG	November 9 December 7	November 15 December 13



## UPGRADING APPLICATION

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

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

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

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

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

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

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

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

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

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

# Paul Hall Center Classes

**Apprentice Water Survival Class #852** – Graduated July 12 (photo at right, in alphabetical order): Daniel Bost, Michael Jacob Caquias Garcia, Christian Spiros Cavathas, Marck Mathias Hilgendorf-Sanchez, Brandon Hoisington, Anthony Tubsuav Lo, Jeremy Poertner, Christopher Richardson, Lorin Stewart, Ronald Von Kaenel, Zarya Ward, Paris Wilbert and James Zaro.



**Welding** – Graduated June 7: Bryan Moreira (above, center) and Luis Alberto Sepulveda (right). Instructor Chris Raley is at left.



**Welding** – Graduated June 28 (above, in alphabetical order): John Groom, Vernon Humbles and Yahya Ali Mohamed. Their instructor, Chris Raley, is at the far right.



**Medical Care Provider** – Graduated June 7 (photo at left, in alphabetical order): Richard Abshire, Jose Manuel Boza, Harold Gerber II, Martin Hamilton, Ian McDonough and John Morrison. Instructor Mike Roberts is at the far left.



**RFPNW (Phase III)** – Graduated June 21 (above, in alphabetical order): Zachary Anderson, Sharde Baker, Badr Bouziane, Jessica Clark, Michael Curtin, Antonio Manuel Gonzalez-Esteves, Michael Hickey, Kevin Kelly Jr., Mark Malicki, Vincent Mauro, Jackson McDaniel, Joseph Murphy III, Velislav Nikolov, Lane Plummer, Aaliyah Richardson, Samuel Schwimmer and Cyrus Silen. Upon the completion of their training, each plans to work in the deck departments of SIU-contracted vessels.

# Paul Hall Center Classes



**BAPO (Phase III) – Graduated June 21** (above, in alphabetical order): Elizabeth Ashworth, Marco Antonio Baez Millan, James Bithos Jr., Anthony Brown Jr., Kyree Carter, Michael Day Jr., Mark Dennison, Albert Granville III, Lorenz Grice, David Hain-Mendez, D'mitri Hill, Kalanihooulumoku Holt, Cale Irons, Carleton Jenkins II, Damon Johnson, Tony King Jr., Alika Kukahiko, Johnthan Lebeaux, Anthony Maltese, Andrew Robey, Stephan Robles-Matos, Delson Smith, Christopher Taylor, Neil Tupas and Scott Waterman. Each plans to work in the engine departments of union-crewed vessels upon the completion of their training.



**Government Vessels – Graduated June 28** (photo at left, in alphabetical order): Gregory Attawora, Claude Beerrom, Elizabeth Byrd, Jehan Daza, D'angelo Dickson, Oscar Emilio Garcia, Richetta Jackson, Joshua Johnson, Jemell Jones, Ivan Marikovsky, Hussein Nasser, Yohanes Pribadi, Damenta Roberson and Stephen Roseberry. (Note: Not all are pictured.)

## Important Notice To All Students

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

**BAPO – Graduated June 21** (photo at right, in alphabetical order): Mohamed Alghazali, Akim Davis-Griffin, Marvin Fabrizio, Basheer Ghazali, Terrex Houston, Joeseff Shaibi and Saddam Mohamed Yahia. Instructor Keith Adamson is at the far right.



**Tank Ship Familiarization DL – Graduated June 14** (photo at left, in alphabetical order): Jehan Daza, Dexter Douglas Jr., Scottie Duncan, Joel Fahselt, Nieves Calixto Guerrero Mariano, Kevin Hale, Jason James, Lepotre Jasper, Mahare Kidane, Gary Mann, Ivan Marikovsky, Darius Mc-Castle, Edward Mills, Frederick Neese, Daniel Tennant and Christopher Thompson. (Note: Not all are pictured.)

# Paul Hall Center Classes



**Government Vessels** – Graduated June 14 (above, in alphabetical order): Bernard Baker, Clark Castrodes, David Chance, Manuel Davis, Dominador Diaz, Nicholas Gibbs, Michael Kanga, Lon Tige Maduro, Anton Ivanov Marchev, James McLeod, Ariven Torres Olamit II, Dean Parks, John Reyes, Arthur Mojica Sison, Reynaldo Aganan Tinay and Hermino Vasquez Jr.



**Advanced Shiphandling** – Graduated May 24: Brian Sheehan (left) and Patrick Wells.



**MSC Storekeeper Basic** – Graduated May 3 (above, in alphabetical order): Bernard Baker, Barry Bettis, Ana Marie Chona Razon Calma, VanNessa Curd, Christopher Flood, Eric Hondel, Porcia Johnson and Christopher Waters.



**Galley Ops (Phase III)** – Graduated June 21 (above, in alphabetical order): Jada Gay, Keith Guthrie, Am'quez Hagans and Kion Miller. Each plans to work in the steward departments of SIU-contracted vessels upon the completion of their training. Joining the Phase III group in this photo is SUA Graduate Jalisa Williams (right).



**Certified Chief Cook** – Graduated June 28: Solymar Herrera Carerras.

# Paul Hall Center Classes



**Chief Cook 2.0** – Graduated July 26 (photo at left, in alphabetical order): Ricardo Giovanni Arauz Rochez, Adalberto Colon Rosa, Keyon Gregory, Noel Genisan Segovia and Olive Stewart-Paul.



**Galley Ops** – Graduated June 21: Gus Papas (left) and Anthony Jackson.



**Chief Cook 2.0** – Graduated June 28 (above, in alphabetical order): Domingo Mallari Barroga Jr., Nelson Tulio Bernardez, Romarico Dico Hinayon and Deitre Jackson.



**Chief Cook 2.0** – Graduated June 14 (above, in alphabetical order): Raymond Alexander, Mark Brooks, George Burgos, Michael Henry and Jayson Velez-Cruz.



**Certified Chief Cook (Module 1)** – Graduated June 14 (above, in alphabetical order): Elijah Boson, Darryl McCray, Brittany Stewart and Calvin Wilson.



**Chief Steward** – Graduated June 16 (above, in alphabetical order): Dennison Dizon, Rachel Janssen, Jesus Pacheco and Luis Jose Perez Acosta. (Note: Not all are pictured.)



**Chief Steward 2.0** – Graduated June 3 (above, in alphabetical order): Elizabeth Byrd, James McLeod, Rual Frades Napoles, Hans Franz Schmuck and Charles Washington.



**Chief Steward 2.0** – Graduated June 21 (above, in alphabetical order): Gregory Broyles, Jean Favreaux, Lisa Favreaux, Robert Firth and Ali Ahmed Matari. (Note: Not all are pictured.)

# SEAFARERS LOG

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**Text "Join" to 97779  
To Sign Up for SIU  
Text Alerts**

## **Seafarers Save 3 Lives Near Tampa** **Crew from Jones Act Tanker American Pride Rescues Fishermen**

The SIU-crewed tanker *American Pride* on Sept. 18 rescued three individuals from a foundering boat near Tampa, Florida.

Recertified Bosun **Ronald Webb** said the *American Pride* was headed to anchor when an alarm sounded.

"The fishermen's boat was sinking and they had gotten into a life raft," Webb stated. "We deployed a rescue boat and put out a ladder. We towed their raft to the ship, and they came up the ladder.... They had been out there for four days. They were bailing water like a son of a gun when we found them."

The two men and one woman were in good and grateful spirits as they boarded the Jones Act ship.

"Our guys all went above and beyond and did a great job," Webb added. "Everything went perfectly, and everybody did what they were supposed to do."

Steward/Baker **Richard Jones** said the galley gang happily attended to their unexpected guests.

"You know the routine," he said. "We provided food and water as soon as they came aboard, and also grabbed some blankets. You should have seen their expressions – they were very, very grateful."

Jones added, "Conditions couldn't have been any better for the rescue, whereas today (one day later), it's very windy. For us to spot them like that, it was something."

SIU members sailing aboard the Intrepid Personnel and Provisioning vessel during the rescue included Webb, Jones, ABs **Kervin Guevara**, **Shaib Juma**, **Jahn Boman**, **Natividad Suazo Ortiz** and **Alfred Acheampong**, QEP **Emanuel Paul**, OMU **Marcus Brown**, Oiler **Greg Alvarez**, Chief Cook **Adolfo Bermudez** and SA **Marco Guity**. The ship's officers are members of the Seafarers-affiliated American Maritime Officers.

"The quick and selfless actions of the *American Pride* crew saved three lives today," said Capt. Mat-

thew Thompson, commander of Coast Guard Sector St. Petersburg.

According to news reports, the rescue happened in the early evening, approximately 45 miles west of Egmont Key. The commercial fishing vessel *Captain Bob* was sinking when the *American Pride* approached it, but no one was visible in or near the boat.

After contacting the Coast Guard, the *American Pride*

made a second approach, and this time Chief Mate Brian Enos saw orange smoke, a parachute flare and a life raft approximately three nautical miles southwest of the *Captain Bob*.

The Coast Guard sent a response boat to pick up the individuals who were rescued. All three were transported to the local Coast Guard station and then released in good condition.



The SIU-crewed *American Pride* was delivered in November 2017. (Photo courtesy Philly Shipyard)



Bosun Ronald Webb (center in photo directly above) is pictured with two of the fishermen aboard the *American Pride*. In the pair of photos at the immediate right, the *American Pride's* rescue boat retrieves the fishermen and returns to the vessel. The image at the far right (released by the U.S. Coast Guard) shows the fishermen's boat almost submerged.