

SEAFARERS



LOG

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

SIU Observes National Maritime Day

Shipboard, Shore-Side Ceremonies Honor U.S. Mariners, Stress Ongoing Need for Robust American-Flag Fleet

The union took part in numerous National Maritime Day observances in May, from the traditional ceremony at U.S. Department of Transportation (DOT) headquarters in the nation's capital to other shore-side events to individual gatherings aboard ships around the world. In the group photo at the far right, SIU President Michael Sacco (right) is pictured at the DOT building with Gen. Darren McDew (center), commanding officer of the U.S. Transportation Command, and retired Rear Adm. Al Herberger, an iconic figure in U.S. maritime history. The photo below shows much of the crowd at DOT. Pages 8-10, 24.



NY Waterway: Delivering for 30 Years

SIU-crewed NY Waterway boats (including the *Thomas Jefferson*, pictured above) transport more than 30,000 passengers daily, more than 8 million people per year. For a closer look at the nation's largest privately operated commuter ferry company, turn to Pages 12-13.

Union Gains Jobs as Ocean Glory Flags In

SIU members are sailing aboard the newly reflagged heavy-lift ship *Ocean Glory*, an Inter-marine vessel managed by Crowley. The 560-foot ship is shown hoisting cargo in Tacoma, Washington. It's sailing under a U.S. Military Sealift Command charter. Page 3.



House Backs MSP
Page 2

Annual Maritime Sail-In
Page 4

SHBP Scholarships Awarded
Page 7

President's Report

Big Wins for Maritime

Two recent victories for our industry in the U.S. House of Representatives firmly underscored why the SIU has always been politically active and must remain so. As reported in this edition, the House rejected an attack on the Jones Act that would have been part of a bill addressing Puerto Rico's financial crisis and, separately, stood up for the Maritime Security Program (MSP) by rejecting an amendment intended to undermine it.



Michael Sacco

No one in our union needs any reminders about the importance of grassroots political action. It's been part of our fabric since we were chartered in 1938. But if you're new to the SIU, take note of those wins in the House. They don't happen without strong support on Capitol Hill – and that support doesn't materialize out of thin air. It takes constant work to educate people in Congress and in the administration. It takes solid working relationships both within our industry and with government officials at every level, from our members and their families helping back home to cultivating relationships once he or she comes to Washington. It takes get-out-the-vote campaigns.

Part of the equation also involves our union's voluntary political action fund, SPAD. We have a great rate of participation and I've never taken it for granted. But if you haven't signed up, now is the time to stop sitting on the sidelines. Your union needs your support. The U.S.-flag maritime industry needs your support. SPAD makes a difference.

Again for those of you who are new to the SIU, let me be clear about SPAD. It doesn't guarantee we'll always get what we want, and it's certainly not a case of us trying to buy favors. But political campaigns cost money, and politicians ask us for donations all the time. It's not a perfect system but it's the system our country has at the moment. And if we don't participate, you can forget any chance of having a voice. That's just how it is.

We examine those requests with close scrutiny, and then we support the people we believe will support our industry, regardless of political party.

In the recent examples I just mentioned about the MSP and the Jones Act, as usual it was a collective effort from our industry that led to the victories. But the SIU definitely did our part, and we share in the credit. Plain and simple, we wouldn't even be in the arena without SPAD. It's not our only weapon but it's a vital one. If you're already donating, thank you and keep it up. If you're not, check with your patrolman or port agent and get on board. Every dollar helps.

Speaking of politics, the SIU once again was part of the team at this year's Sail-In in the nation's capital. It's only one day a year, but it's an important opportunity for the American maritime industry to make introductions and also check in with good friends as we discuss the most critical issues we face. This year, those subjects included the MSP and the Jones Act, cargo preference and vessel discharge regulations that impede the operation of commercial ships.

The fact that our Sail-In groups almost always include representatives from labor and management properly reflects the cohesion that exists in our industry. As one group member put it, we go at each other hard when we're at the bargaining table, but at the end of the day we're all in this together.

It's also noteworthy that we meet with many representatives on both sides of the aisle. Politics can be a complicated game, but for us it's always been simple: We support those who support the U.S. Merchant Marine.

We had a lot of serious conversations at the Sail-In, because this isn't an easy time for the U.S.-flag fleet. We have a lot of work to do in order to build it back up. But we've got a fighting chance to make it happen, as reflected in those Jones Act and MSP wins, and also as clearly shown in recent comments from top military leaders.

No one expects it to be easy. I know we will put in the work in order to win.

Direct Deposit Coming for Vacation Checks

As reported at the June membership meetings, in response to numerous requests from rank-and-file SIU members, the trustees of the Seafarers Vacation Plan recently approved the development of a direct deposit option for vacation checks.

Seafarers Plans Administrator Maggie Bowen reported, "We have been working with our system developer to put this process in place. This change requires updates to our desktop applications as well as changes to the member portal (linked on the SIU home page at www.seafarers.org). We will be updating the screens on



the portal to allow members to enter their banking information for direct deposit."

She added that the updated sys-

tem with the direct-deposit option is expected to be ready for use in July.

Check the News section of the SIU website for any updates.

U.S. House of Representatives Backs MSP

The U.S. House of Representatives recently offered a major, bipartisan show of support for the U.S. Maritime Security Program (MSP), one of the pillars of American-flag shipping.

Voting on an amendment that would have required an unnecessary, awkward study of the MSP based on questions that appear to have been developed by an anti-maritime think tank, the House on May 18 shot down the proposal in overwhelming fashion. The final tally was 383-41, with a dozen or so abstentions. In essence, those figures mean that 383 representatives voted in support of the MSP.

In a "Dear Colleague" message before the vote, U.S. Rep. Randy Forbes (R-Virginia) and U.S. Rep. Joe Courtney (D-Connecticut) made it clear they viewed the proposed Government Accountability Office (GAO) study as a waste. Forbes is chairman of the Seapower and Projection Forces Subcommittee; Courtney serves as ranking member on the subcommittee.

Their letter read in part: "We oppose this amendment because we believe that the GAO report it produces cannot and will not adequately address the issues of military judgement and strategy that are at the core of the case for sustaining the Maritime Security Program. For example, the amendment would require the GAO to report on the justification for the size of the Maritime Security Fleet, but this is not a question about dollars and cents. This is a question about what sealift capacity and capabilities our military contingency plans require, and the extent to which we can rely upon foreign shipping companies

and foreign mariners in times of both peace and war. This strategic question is best answered by the professionals at U.S. Transportation Command, Military Sealift Command, and the Maritime Administration."

The letter continues: "The Subcommittee on Seapower and Projection Forces heard testimony from the leaders of these organizations earlier this year. Lieutenant General Stephen Lyons, the Deputy Commanding General of U.S. Transportation Command, testified that 'the case for a US-Flag fleet is compelling' and that several mobility capability studies done by Transportation Command have repeatedly reaffirmed the need for a 60-ship Maritime Security Fleet. Chip Jaenichen, the Maritime Administrator, testified that the Maritime Security Fleet's '60-ship capability is extremely important' and that foreign-flagged ships, which might be cheaper, cannot be relied upon for critical national security missions.

"In World War II, 1 in 26 Merchant Mariners was killed—a higher rate of losses than any other service," the letter continued. "That rate was so high that the government concealed it because they were afraid they couldn't find enough Mariners if the true dangers of the service were known. Lieutenant General Lyons hit at the heart of this issue when he said that 'There is no guarantee whatsoever that a foreign-flag fleet will sail into harm's way.'

"The Maritime Security Fleet is a wartime capability that must be there when we need it," Forbes and Courtney concluded. "It's about military readiness and national security,

not just dollars and cents. The study called for by this amendment cannot and will not adequately address the military reasons for sustaining the Maritime Security Fleet, and for that reason we urge our colleagues on both sides of the aisle to oppose this amendment."

In a related communication, U.S. Rep. Mac Thornberry (R-Texas), chairman of the House Armed Services Committee, pointed out, "Ninety percent of all U.S. military cargo moved from Iraq and Afghanistan has been by U.S.-flagged, U.S.-crewed commercial vessels enrolled in the (MSP) program."

During floor debate on the proposed amendment, U.S. Rep. John Garamendi (D-California) strongly spoke in support of the MSP. He also pointed out that during Operation Desert Storm, a foreign-flag ship that was supposed to transport cargo for American troops refused to sail. "We cannot allow that to happen ever again," he stated.

Enacted in 1996 as part of the Maritime Security Act, the MSP ensures that Department of Defense has access to a fleet of U.S.-crewed, U.S.-flagged, militarily useful vessels in times of need. The program has been hailed by military leaders for its reliability and cost-effectiveness. Experts have estimated that it would cost the government billions of dollars to replicate the assets it receives through the MSP and its related Voluntary Intermodal Sealift Agreement – and that's not including the intangible value of well-trained, loyal, reliable, U.S.-citizen crews who deliver the goods for our troops wherever and whenever needed.

Salute to Congress Honors Sen. Wicker

This year's Salute to Congress, an annual event that recognizes members of Congress for their support of the maritime industry, honored Sen. Roger Wicker (R-Mississippi) for his stalwart advocacy for mariners and pro-maritime laws and programs. The honor was presented by the International Propeller Club at a dinner held at the Army Navy Country Club in Arlington, Virginia, on May 11.

Attending the ceremony from the SIU were President Michael Sacco, Executive Vice President Augie Tellez, Vice President Great Lakes Tom Orzechowski, Legislative Director Brian Schoeneman and Assistant Vice President Ambrose Cucinotta.

International Propeller Club President Rick Schiappacasse described Wicker as "a distinguished leader" who "has been a consistent supporter of America's maritime industry and (who) understands its importance to our nation's economy and as an important asset to our military. He appreciates the role of the U.S. Merchant Marine and the men and women who crew the ships, as well as the importance of our shipyards, ports and inland waterways – all of which play significant roles in the economy of his home state of Mississippi."

Wicker is the Chairman of the Senate Subcommittee on Seapower, and an effective ally in the fight to protect the Jones Act. In addition, Wicker is a member of the Commerce, Science and Transportation Committee; the Budget Committee; the Environment and Public Works Committee and the Rules Committee. A retired Lieutenant Colonel in the U.S. Air Force, Wicker was elected seven times in the House of Representatives before being elected to the Senate.

Former Senate Majority Leader Trent Lott (R-Mississippi), a longtime friend of the SIU, gave the introduction speech for Sen. Wicker before a large gathering of industry leaders and lawmakers. Lott, who received the same award in 1997, spoke about the maritime industry, praising the effectiveness of its labor-business partnerships.

"I've suggested to other industries that they emulate the maritime industry," he said. "You had business and labor all in the same room. It made it easier."

In his acceptance speech, Wicker credited the maritime industry for "half a million direct jobs," easing traffic congestion "by getting people off the roads" and being "an integral part of our national security."

This year marked the 32nd an-



Sen. Roger Wicker
R-Mississippi

nual Salute to Congress. All Salute to Congress honorees have demonstrated consistent support for the United States-flag Merchant Marine and the maritime industry as a whole in the United States.

According to Schiappacasse, "By extension, the Salute is also where the club shows its appreciation to all Members of Congress who champion the maritime community. We are committed to continuing to work together with Congress for the promotion of the maritime industry, and for the health and prosperity of our seafarers and our nation."

SEAFARERS LOG

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

Volume 78 Number 7

July 2016

The SIU online: www.seafarers.org

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

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support, *Misty Dobry*; Content Curator, *Mark Clements*; Contributor, *Daniel Duncan*.

Copyright © 2016 Seafarers International Union, AGLIW. All Rights Reserved.



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

Keels Laid for 2 More SIU-Crewed Jones Act Tankers

Separate ceremonies at Philly Shipyard and General Dynamics NASSCO – both of which are union yards – recently underscored the continued investment in the SIU-contracted Jones Act fleet.

Philly Shipyard hosted its event May 19, as the keel was laid for the second product tanker in a four-vessel order for American Petroleum Tankers (APT), a Kinder Morgan, Inc. subsidiary. Representatives from the shipyard and Kinder Morgan placed traditional coins on one of the keel blocks as a sign of good fortune and safe travels, before the 650-ton unit was lowered into place.

Philly Shipyard President and CEO Steinar Nerbovik said, “With shipbuilding milestones like keel laying and facility milestones like the opening of our training academy, we continue to propel our organization into the future. Both are significant milestones in the plan to maintain our position as both a premier shipyard and employer.”

When completed in 2017, the product tanker will be 600 feet long and capable of carrying 50,000 tons of crude oil or refined petroleum products. It will join its sister ships in the Jones Act trade, and carry a crew of SIU mariners. All four ships included in the current APT

order are destined to sail between U.S. ports under the U.S.-flag.

According to the shipyard, “The Tier II 50,000 dead weight ton (dwt) product tankers are based on a proven Hyundai Mipo Dockyards (HMD) design which incorporates numerous fuel efficiency features, flexible cargo capability and the latest regulatory requirements. The vessels will be constructed with consideration for the use of LNG for propulsion in the future.”

Across the country in San Diego, NASSCO on May 25 hosted a keel-laying ceremony for the *Liberty*, one of three ECO Class tankers under the same construction contract with SEA-Vista LLC, a partnership between SEACOR Holdings, Inc. and Avista Capital Partners. Once delivered, the tanker will be operated by Seabulk Tankers, Inc. and crewed by SIU mariners.

The *Liberty* is a 610-foot, 50,000 deadweight-ton, LNG-conversion-ready product tanker with a 330,000 barrel cargo capacity.

As honorees, Tom Denning, Ed Hoffman, and Tom Sofyanos—all representatives of SEA-Vista LLC—welded their initials into the keel of the ship.

The Jones Act requires that cargo



Shipyard and SEA-Vista company personnel are pictured at the keel-laying ceremony at General Dynamics NASSCO in San Diego.

moving between domestic ports be carried aboard ships that are crewed, built, flagged and owned American. The law helps sustain around a half-million American jobs while pumping billions

of dollars into the U.S. economy each year. Top military leaders and government officials have identified it as vital to national, economic and homeland security.

Ocean Glory Reflags under Stars and Stripes Seafarers Sailing Aboard Heavy-Lift Dry Cargo Vessel

More tonnage has entered the U.S.-flag fleet, which means more jobs for SIU mariners.

The *Ocean Glory*, a 560-foot dry cargo ship, was reflagged by Intermarine in May into U.S. registry. It is managed by Crow-

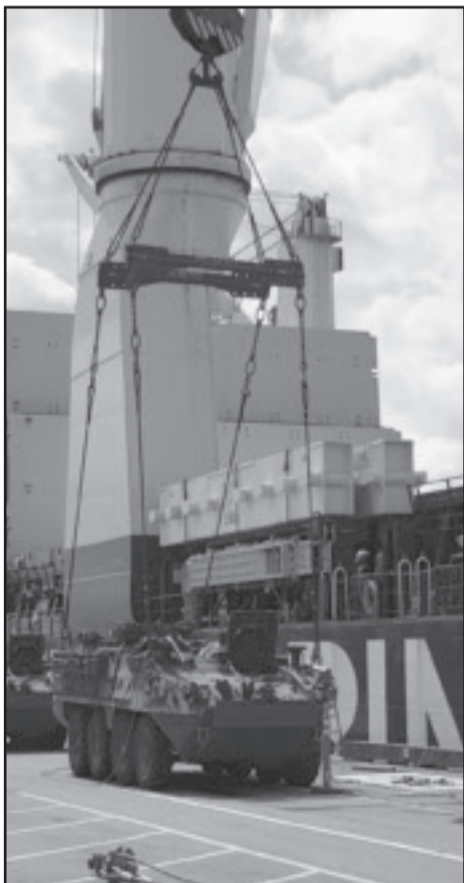
ley Global Ship Management, and is operating under a Military Sealift Command charter.

“It’s always a good day when we get to reflag a ship under the Stars and Stripes,” said SIU Vice President Contracts George Tricker. “The *Ocean Glory* is a welcome addition to Seafarers-crewed fleet.”

Built in 2015, the *Ocean Glory* is equipped to carry a wide range of containerized, bulk and project cargoes, and is strengthened for heavy cargo. It features

three cranes and can sail at 16-plus knots. It has a beam of 82 feet.

The Military Sealift Command’s (MSC) stated mission is to “operate the ships which sustain our warfighting forces and deliver specialized maritime services in support of national security objectives in peace and war.” SIU members sail aboard many of the agency’s 110 vessels, some of which are directly operated by MSC while others are under contract to private companies.



The SIU-crewed *Ocean Glory* (at left and above) loads cargo in the Pacific Northwest.

SIU Members Rescue Eleven

Seafarers lived up to the finest traditions of the Brotherhood of the Sea recently when they helped rescue 11 individuals from a disabled fishing boat.

On May 29, the crew of the *Maersk Kentucky* received a distress call while in route to Singapore. The vessel diverted off course and sailed to the aid of the *Al Yasmineen*, which was taking on water and sinking.

All 11 men aboard the distressed vessel were allowed to board the *Kentucky*, after it was deemed that they were not armed and posed no threat. They were found to be in good health overall, but extremely dehydrated and hungry. The men were provided plenty of food and water before disembarking in Colombo, Sri Lanka.

The SIU crew on board the *Kentucky* included Bosun **Eli Gonzalez Rodriguez**, ABs **Dennis Avila**, **John Daniels**, **Adolf Floresca**, **Aretta Jones** and **Mario Torrey**, QE4 **Domingo Hurtado**, QEE **Kareim Wright**, GUDEs **Kem Burton** and **Arnold Williams**, Steward/Baker **John Greubel**, Chief Cook **Thomas Smith** and SA **Delmis David**. There were also two unlicensed apprentices on board during the rescue: **Todd Pryor** and **Mark Richardson**. The vessel is operated by Maersk Line, Limited.

Federation Announces Endorsement of Hillary Clinton for President

The AFL-CIO on June 16 announced its endorsement of Hillary Clinton for president. The federation’s general board voted to make the endorsement and noted the decision “reflects a comprehensive, democratic process initiated a year ago to capture the interests of the working people the federation represents.”

“Hillary Clinton is a proven leader who shares our values,” said AFL-CIO President Richard Trumka. “Throughout the campaign, she has demonstrated a strong commitment to the issues that matter to working people, and our members have taken notice. The ac-

tivism of working people has already been a major force in this election and is now poised to elect Hillary Clinton and move America forward.”

SIU President Michael Sacco is the longest-serving member of the federation’s executive council (a separate body from the general board). The SIU endorsed Secretary Clinton early this year.

Lee Saunders, AFSCME president and chair of the AFL-CIO Political Committee said, “This election offers a stark choice between an unstoppable champion for working families and an unstable charlatan who made

his fortune scamming them. Working people know that Hillary Clinton has the temperament and experience to unite all Americans in our fight to increase incomes at home and extinguish threats abroad.”

Beginning immediately, the AFL-CIO will put in motion its ground campaign to elect Hillary Clinton and union-endorsed candidates across the country. The federation has been laying the groundwork for this campaign for months, and Trumka pledged that “we will run a sophisticated, targeted ground campaign. And with the dire consequences Donald Trump poses for America’s working

families, it has to be.”

Trumka further noted that, “Senator Bernie Sanders has brought an important voice to this election, and has elevated critical issues and strengthened the foundation of our movement. His impact on American politics cannot be overstated.”

Trumka added, “We are ready to fight hard to restore faith in America and improve the lives of all working people. Hillary Clinton has proven herself as a champion of the labor movement and we will be the driving force to elect her President of the United States.”

Sail-In Message: Nation Needs Strong Merchant Marine

Given the regular turnover on Capitol Hill as well as ongoing attacks against U.S.-flag shipping, the importance of the annual Maritime Industry Congressional Sail-In arguably has never been greater.

With that in mind, SIU officials and industry allies were quite motivated and enthused to deliver pro-maritime messages throughout the day June 14. During the seventh annual Sail-In, roughly 100 representatives from maritime labor and business (working in small groups) conducted more than 100 meetings with U.S. senators, congressional representatives and staff members from both parties in the nation's capital. They took advantage of Flag Day to promote keeping Old Glory on vessels sailing the oceans, inland waterways, Great Lakes, ports and harbors.

The SIU participants included Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Vice President Gulf Coast Dean Corgey, Vice President Government Services Kermet Mangram, Port Agent Elizabeth Brown, Port Agent Pat Vandegrift and Legislative Director Brian Schoeneman.

As in past years, the Jones Act was a main topic throughout the day. Working in teams that paired labor and business, the Sail-In crews thanked many members and Hill staff for their longtime support of the nation's freight cabotage law, including the defeat by the House Rules Committee of an anti-Jones Act amendment to the Puerto Rican financial measure the week before. At same time, they asked the legislators and their aides to remain vigilant concerning

further attempts to weaken the law.

While the Sail-In was taking place, uniformed U.S. commercial flight crews were working the Hill opposing the Obama administration's approval for Norwegian Air International's (NAI) application for a foreign air carrier permit, which would create an airline flag-of-convenience. Sail-In participants and pilots in separate meetings told members of Congress any effort that weakens the Jones Act or allows NAI access to U.S. air space by overriding cabotage laws would cost American jobs.

In addition, Sail-In groups promoted efforts already under way on the Hill to increase the annual amount being provided to U.S.-flag shipping companies involved in the Maritime Security Program (MSP). The highly successful and effective program includes up to 60 militarily useful U.S.-flag vessels which would be made readily available in time of war or national emergency, along with their intermodal components.

While the MSP has been approved through 2023, it still faces an annual appropriations vote. The House OK'd \$5 million per ship in its Fiscal Year 2017 budget package, but the Senate – which is still working on its document – is considering a lesser amount.

The MSP has received strong bipartisan support through its 20 years of service to the country. Sail-In crews sought approval for full funding for MSP for 2017 and coming years.

Members of Congress were thanked for their support of the nation's cargo prefer-



ence laws and their successful efforts to re-charter the U.S. Export-Import Bank. As with the Jones Act and the MSP, Sail-In representatives showed how all of these help maintain a strong, viable U.S.-flag fleet and reliable American crews which are critical to national defense and the economy.

Sail-In groups also urged members of Congress to support the Vessel Incidental

Discharge Act currently being considered on the Hill. This measure would create a single set of regulations at the federal level for the handling of ballast and runoff water from ships within U.S. territorial waters. Presently, many states and local jurisdictions have established their own laws which may differ greatly in just a few miles, causing confusion and consternation for vessel crews and companies.



From left: MM&P President Don Marcus, SIU Exec. VP Augie Tellez, Jane Sarnecky of U.S. Sen. Roger Wicker's (R-Mississippi) office, American Maritime Congress President Jim Caponiti, American Roll-On Roll-Off Carrier President Eric Ebeling



SIU VP Gulf Coast Dean Corgey (left) makes a point during a meeting in the office of U.S. Rep. Tom Cole (R-Oklahoma).



One of the groups included (from left) John Jaskot of Jones Walker, SIU VP Government Services Kermet Mangram and Bryant Gardner of Winston & Strawn.



From left: Jim Sartucci of K&L Gates, Port Director of Monroe (Michigan) Paul LaMarre III, U.S. Rep. John Katko (R-New York), Kevin McMonagle of American Steamship, SIU VP Contracts George Tricker



U.S. Rep. Loretta Sanchez (D-California) (third from left) meets with (from left) Capt. Joe Hartnett of the Council of American Master Mariners, MM&P Chief of Staff Klaus Luhta, SIU Port Agent Pat Vandegrift, Rick Boyle of Maersk and Ku'u Park of Matson.



Pictured from left to right are John Rothrock of AMO, U.S. Rep. Chuck Fleischman (R-Tennessee), Christopher Barber of American Roll-On Roll-Off Carrier and MTD Exec. Sec.-Treas. Daniel Duncan.



Pictured with Deborah Weigel (right), legislative director for U.S. Rep. Reid Ribble (R-Wisconsin) are Mark Ruge of AMP, SIU Legislative Director Brian Schoeneman and Chris Johnsen of MEBA.



At the office of U.S. Sen. Sherrod Brown (D-Ohio), Legislative Assistant Jonathan McCracken (left) met with (from left) Carl Biersack of Liberty Maritime, John Clemons of AMO, Jim Weakley of Lake Carriers' Association, and Terry Turner, SIU political consultant.



Discussing American-flag maritime with U.S. Rep Dan Donovan (R-New York) (center) are (from left) Steve Wines of the Maritime Institute for Research & Industrial Development, Bill Van Loo of MEBA, SIU Port Agent Elizabeth Brown and Brian Houst of Schuyler Lines.

Heindel: Proceed with Caution When Adopting New Maritime Technology

Article Examines Potential Dangers of Increased Technological Reliance

SIU Secretary Treasurer David Heindel, who also serves as the Seafarers' Section chair for the International Transportation Worker's Federation (ITF), recently offered his thoughts on what the near future of shipping might look like, given today's advanced technologies. He penned an article for the May issue of *The Naval Architect*, the principal magazine of The Royal Institution of Naval Architects, which provides independent, high-quality technical information on all aspects of the international maritime industry.

The ITF is a federation composed of around 700 unions (including the SIU) representing more than 4.5 million transport workers from 150 countries. Its aim is to promote respect for trade union and human rights worldwide; to work for peace based on social justice and economic progress; to help its affiliated unions defend the interests of their members; to provide research and information services to their affiliates; and to provide general assistance to transport workers in difficulty.

In the article, Heindel stated, "The first and most important question is how they (shipboard technologies) will affect safety. Arguably, ship design has not yet fully caught up with the potential of data collection (particularly via sensors) in the way that it has been adopted in the aviation industry. Self-diagnostics, automated alarms and post-accident recoverable data stores of the 'black box' kind can help protect lives and the oceans, and are both widely welcomed and already partly in place (or coming)."

He then detailed how use of more advanced technologies could lead to reduced crew sizes and, ultimately, more dangerous conditions: "There is hope that increasing computerization can support and help safeguard the (increasingly skilled) crew who use it. However, there is a known danger, too, of ever-smaller crews and shrunken watches monitoring more and more monitors, leading, inevitably, to overwork and dangerous exhaustion. Technology such as e-navigation must be there to safeguard vessels and their crews, and reduce the administrative burden placed upon them. It cannot be used as an excuse for dangerous and unacceptable reductions in crew numbers. These are already dangerously low."

Next, he listed the safeguards that should be addressed with new and developing technologies in order to ensure that mariner fatigue is mitigated.

These points include safe crewing levels, enforcement of maritime regulations on minimum hours of rest and/or maximum hours of work, universal recognition of the right of all seafarers to shore leave, an onboard safety culture, and treating fatigue as a serious health and safety issue.

Heindel then spoke about the increased importance of improving communications coverage at sea, especially cellular and Internet access: "One area where maritime technology has proved to be a world leader is communications. The challenges of reliable ship-to-shore communications have been increasingly met in recent decades. It is time now for those capabilities to be shared among ships' human workforces. Research undertaken by and for the ITF and its charity arm the ITF Seafarers' Trust repeatedly flags up lack of onboard Internet and mobile phone access as a common concern among seafarers, many of whom are (and soon all of whom will be) drawn from a generation that has grown up on land taking that access for granted."

He described seafaring as "lonely and isolated, and carried out far from friends and family for months at a time." For contact with a mariner's family to be limited to calls made from seafarers' centers during shore leave, he says, is no longer acceptable.

On the topic of unmanned shipping, like the concepts currently being pushed by Rolls Royce, he reminded readers of the reality of sailing a vessel in unpredictable seas: Accidents happen.

He said, "The human element is one of the first lines of defense in the event of machinery failure and the kind of unexpected and sudden changes of conditions in which the world's seas specialize. The dangers posed to

the environment by totally unmanned vessels are too easily imagined. For safety and environmental reasons alone, technology should be a tool for the maritime industry – not the absolute answer."

Heindel concluded with a message for shipbuilders and owners considering unmanned vessels as a potentially cost-saving decision: "The possibilities are huge. The future can be bright, so long as we make it so. Safer and better vessels are within reach; centuries of progress in ship design proves it. Our plea is that we do not let the possibilities for change blind us to the need to include the human factor. For the foreseeable future ships will need to be manned and technology must reinforce and support the human role."



David Heindel

New 'OT' Rule a Big Win for Labor

In a landmark decision, President Barack Obama and Secretary of Labor Thomas Perez on May 18 announced the publication of the Department of Labor's (DOL) final rule updating overtime regulations. These new rules will automatically extend overtime pay protections to more than 4 million workers within the first year of implementation.

President Obama noted the importance of this new rule when he said, "If you work more than 40 hours a week, you should get paid for it or get extra time off to spend with your family and loved ones. It's one of most important steps we're taking to help grow middle-class wages and put \$12 billion more dollars in the pockets of hard-working Americans over the next 10 years. For generations, overtime protections have meant that an honest day's work should get a fair day's pay, and that's helped American workers climb the ladder of success. That's what middle-class economics are all about. But after years of inflation and lobbyists' efforts to weaken overtime protections, that security has eroded for too many families."

"Our whole mission here is about strengthening and growing the middle class," Perez said. "In order to do that, we need to ensure that middle class jobs pay middle class wages. The angst that people feel across this country is so frequently the product of the fact that they're working hard and falling further behind."

According to AFL-CIO President Richard Trumka, "New overtime protections mark a major victory for working people that will improve the lives of millions of families across America. The new rule more than doubles the salary threshold, ensuring workers who make less than \$47,500 are eligible for overtime. We applaud the Obama administration heeding the call for action to ensure working people get paid for all the hours we work. Taking this step to restore overtime is one of the many ways we are beginning to change the rules of our economy that are rigged in favor of Wall Street."

The final rule focuses primarily on updating the salary and compensation levels needed for executive, administrative and professional workers to be exempt. Specifically, the rule:

- Sets the standard salary level at the



DOL Secretary Thomas Perez

- 40th percentile of earnings of full-time salaried workers in the lowest-wage Census Region, currently the South (\$913 per week; \$47,476 annually for a full-year worker);

- Sets the total annual compensation requirement for highly compensated employees (HCE) subject to a minimal-duties test to the annual equivalent of the 90th percentile of full-time salaried workers nationally (\$134,004); and

- Establishes a mechanism for automatically updating the salary and compensation levels every three years to maintain the levels at the above percentiles; and to ensure that they continue to provide useful and effective tests for exemption.

Additionally, the final rule amends the salary basis test to allow employers to use nondiscretionary bonuses and incentive payments (including commissions) to satisfy up to 10 percent of the new standard salary level.

Vice President Joe Biden spoke about the new rule, saying, "Right now, you're guaranteed overtime if you're an hourly worker, but if you're salaried, you're only automatically guaranteed overtime if you make less than \$23,660. If you're a manager on salary and you work an extra 10, 20, 30 hours a week – you often don't get paid a dime more for those additional hours. That's simply wrong. Starting in December, we're making sure that more workers get paid fairly for the overtime hours that they work."

The effective date of the final rule is December 1, 2016. The initial increases to the standard salary level (from \$455 to \$913 per week) and HCE total annual compensation requirement (from \$100,000 to \$134,004 per year) will be effective on that date. Future automatic updates to those thresholds will occur every three years, beginning on January 1, 2020.



AFL-CIO President Richard Trumka



Rallying for Hillary

SIU Port Agent Amancio Crespo (left in photo at left) is pictured May 17 in Bayamon, Puerto Rico, with former President Bill Clinton, the featured speaker at a Hillary Clinton campaign event. *Seafarers LOG* readers may remember Bill Clinton as the man who signed the Maritime Security Act (which encompasses the Maritime Security Program) into law in 1996. The SIU early this year endorsed Hillary Clinton for president.



Latest Jones Act Attack Repelled in House

The latest attack on the Jones Act was thwarted late June 8 when the House Rules Committee determined an amendment to eliminate the Jones Act from trade with Puerto Rico was not germane for the bill before the House to aid the financial situation for the U.S. commonwealth.

"We are very grateful to the members of the House Rules Committee for ruling that an amendment dealing with the Jones Act was not in order for the pending legislation dealing with the financial crisis in Puerto Rico," stated SIU President Michael Sacco shortly after the decision was announced.

"As the facts have clearly shown, the Jones Act does not in any way have anything to do with the unfortunate financial situation before the citizens of Puerto Rico," he added. "This amendment was simply the latest attempt by the enemies of U.S.-flag shipping to constrain decent American seafaring, shipbuilding and

transportation jobs. We have weathered these fights for generations, and will remain vigilant for future attacks."

U.S. Rep. Gary Palmer (R-Alabama), a first-term member, introduced language June 7 proposed by the right-wing Heritage Foundation to amend the Puerto Rican measure by calling for the exclusion of the Jones Act (as well as the Passenger Vessel Services Act) for carrying cargo (and passengers) between the United States and Puerto Rico. (Earlier this year, a Heritage Foundation research fellow was quoted as calling the U.S. Merchant Marine "highway robbers.")

The SIU joined with the American Maritime Partnership (which includes other maritime unions, U.S.-flag shipping companies, domestic shipyards and others in support of the industry) to launch an immediate campaign to stop the anti-cabotage amendment. Support came from both sides of the aisle.

Immediately after Palmer testified

before the committee, U.S. Rep. Garret Graves (R-Louisiana) spoke as a witness refuting point-by-point the attacks made on the Jones Act by his fellow legislator. Graves claimed the argument that shipping rates would be lower using foreign-flag vessels was untrue because Jones Act rates for the island already are lower than those found on the non-U.S.-flag ships. He pointed out the last thing Puerto Ricans needed was to lose more jobs, which would be caused if the Jones Act were eliminated.

President Sacco thanked Graves for standing up for the Jones Act and also credited U.S. Rep. Duncan Hunter (R-California), who declared his support in an opinion piece that appeared in *The Hill* just before the committee met.

Hunter, who serves as the chair of the House Coast Guard and Maritime Transportation Subcommittee, wrote, "The American Maritime Industry contributes \$100 billion dollars in economic benefits

and half million jobs to the U.S. economy. And as strong as the economic arguments are, the national security arguments are just as compelling – if not more.

"The Jones Act helps ensure we will have the necessary industrial infrastructure, and skilled labor pool of welders, fitters and sailors needed to rapidly mobilize in times of war," Hunter continued. "We must never rely on another country for this type of labor or to support U.S. force projection."

Hunter, an Iraqi War vet, lambasted the attempts of the anti-Jones Act forces for attempting "their worn-out efforts to weaken the Jones Act."

Throughout the debate on the Hill, Jones Act supporters continually referred members of the Congress to two different recent Government Accountability Office studies that found it impossible to back statements that eliminating the cabotage law would provide any cost reductions for Puerto Rico.

U.S. Coast Guard Board Wraps Up Second Round of El Faro Hearings

The Coast Guard's Marine Board of Investigation conducted a second round of hearings on the loss of the *El Faro*, beginning on May 16 and continuing through May 27. Throughout two weeks of testimonies from various agencies and individuals, more details began to emerge concerning the sinking of the vessel last year and the deaths of 33 crew members, including SIU and AMO members.

SIU Assistant Vice President Archie Ware attended the hearings in Jacksonville, Florida, along with family members and other loved ones of the crew.

The hearings covered technical information, as well as the relationship between the Coast Guard and the American Bureau of Shipping (ABS), a multibillion-dollar nonprofit that sets industry standards for construction and maintenance of commercial vessels. An ABS surveyor who examined the *El Faro* provided testimony, as did a Coast Guard inspector who visited the vessel following the examination.

The condition of the vessel was a frequent topic. Randy Kidd of Portus Services said of the *El Faro* and its sister ship the *El Yunque*: "The boats looked their age on the inside. . . . They were old." Kidd said there was a "lot of rust" including on the deck, ceiling and ramps.

One newly raised concern focused on the timeliness of weather reports received

by the crew of the *El Faro*, as Jerry Hale and Rich Brown of Applied Weather Technology (AWT) provided their testimonies. AWT is the company which supplied the vessel's subscription weather products, also used by many other commercial ships.

It has been determined that the crew of the *El Faro* were charting a course using outdated weather information and tracking. Hale and Brown told the panel that a forecast package sent to the vessel the morning she sailed contained storm track data that had not been updated to the latest available information from the National Weather Service.

"The underlying model data, the winds, the waves were all up to date. The storm track . . . data would have been out of date by . . . 10 hours," said Brown. He believes "it was processed late, so it didn't get into the next package," but said that AWT had not been able to determine the exact reason.

During the second week of the hearings, representatives from the Herbert Engineering Corporation, which aided in the *El Faro's* conversion from the Alaskan trade to the Puerto Rico trade in 2005 and 2006, offered their testimonies. According to Rod Sullivan, a maritime attorney in Jacksonville, Florida, the ship underwent modifications to make sure it could

handle the new cargo plan. During those modifications, it was discovered that the *El Faro* had a permanent two-degree list to the starboard side, so more cargo was loaded on the port side to compensate for the list.

Captain Jack Hearn, who was at the helm of the *El Faro* before and after the conversion, said that after the conversion the ship was "slow to right" itself and would "lean over from rudder command alone." He said he was concerned about a lean even without "rolling with a heavy swell."

The investigative panel also included a representative from the National Transportation Safety Board, who questioned Peter Keller, executive vice president of Tote Inc., the ship's operator. They asked for his thoughts on possible management failures involved in the tragedy.

Keller responded that he could not identify any specific failure, saying, "This tragic loss is all about an accident."

A third hearing is planned but not yet scheduled. Topics to be discussed will depend on what data the National Transportation Safety Board can retrieve from the ship's voyage data recorder, which was found 15,000 feet underwater in April. The recorder has not yet been recovered, but a mission to retrieve it has been scheduled for July.

Powerful Support For Maritime Voiced At Navy League Event

In late May, the Navy League's Sea Air Space conference convened and featured panelists and participants who discussed a wide range of issues, but the common threads were the repeated calls for the restoration by the United States of a 350-ship navy, the development of a cohesive national maritime strategy, and the importance of the Jones Act and a vibrant shipyard industrial base for both homeland and national security.

"It was very promising to hear the drumbeat by our maritime leaders for the need of a national maritime strategy, and their unwavering support for and appreciation of the importance of a 350-ship Navy," said Matthew Paxton, president of the Shipbuilders Council of America. "As representatives of the U.S. shipyard industrial base, SCA stands ready to support the Navy, Coast Guard, Marine Corps, and any other government agency pursuing similar missions."

Maritime Administrator Chip Jaenichen, in discussing the importance of the Jones Act and the build requirement to national security, said, "The Jones Act achieves a number of things. Most obvious, it supports the robust shipbuilding industry along with the U.S. Merchant Marine, which are integral to being able to make sure that we have active support of every branch of our armed forces. Without the Jones Act currently in place, we would also be faced with the impossible prospect of [monitoring vessels] throughout our U.S. waterways."

Additionally, the SCA co-sponsored a congressional breakfast during the three-day exposition, which featured U.S. Reps. Rob Wittman (R-Virginia), Joe Courtney (D-Connecticut) and included remarks from Frank Kendall, U.S. Undersecretary of Defense for Acquisition, Technology and Logistics.

At the breakfast, U.S. Rep. Randy Forbes (R-Virginia) received the Robert M. Thompson Award for civilian leadership.



SIU Asst. VP Archie Ware (far right) is pictured with *El Faro* family members outside the hearing location in Jacksonville, Florida.

SHBP Awards Annual Scholarships Totaling \$132,000

The financial stresses associated with the pursuit of college educations recently were greatly reduced if not eliminated for eight individuals associated with the Seafarers International Union (SIU) – two active Seafarers and six SIU dependents.

The Seafarers Health and Benefits Plan (SHBP) Scholarship Committee on May 8 awarded Charlie Logan Scholarships totaling \$132,000 to Seafarers **David James** and **Marcus Logan**, and to dependents **Rewan Abdelwahab**, **Maurene Param**, **Marc Amandoron**, **Myckell Ronquillo**, **Lauren Talictic** and **Allison Chumpitaz**. James, Abdelwahab, Param, Amandoron and Ronquillo were chosen to receive \$20,000 each for their respective pursuits of four-year degrees. Logan was designated to receive an award of \$12,000 while Talictic and Chumpitaz each were selected for awards of \$10,000.

David James

Deep Sea QEE David James is a native of Jacksonville, Florida. He joined the SIU in August 1981 and graduated from the apprentice program at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

Since completing the apprentice program, James has returned to the school on several occasions to upgrade his skills. Most recently he completed the junior engineer and marine electrician classes. At the time of his application for the union's scholarship program, he was at the school taking courses – college mathematics being one – in pursuit of his associate's degree in marine engineering technology.

James is an alumnus of William M. Raines High School in Jacksonville where he graduated with honors and was a member of the varsity track team. In addition to being active in athletics, he was highly visible in his community, volunteering at the Eartha White Mission, a homeless shelter for men and women in downtown Jacksonville.



Within a year of his high school graduation, James, who is the son of a U.S. Army veteran, joined the U.S. Navy. He attended boot camp and "A" school (Gas Turbine Electrical Technology) at Great Lakes Recruit Training Command, Great Lakes, Illinois. Upon graduation, he was stationed at U.S. Naval Base Norfolk in Norfolk, Virginia, where he received further training in crane repair and refrigeration repair.

James completed his Navy enlistment with the rank of Petty Officer Third Class, having earned the Navy Good Conduct Medal and the Navy and Marine Corps Achievement Medal. Since leaving the military, he completed one semester of school at Ember Riddle Aeronautical University in Daytona Beach, Florida.

"My goal is to return to a four-year college to study electrical engineering," James said in his scholarship application package. "After earning a Bachelor of Science degree, I would like to return to shipping, gaining even more maritime experience. Ultimately I would like to return to Piney Point as an instructor."

James has applied for admission to Tidewater Community College in Norfolk; Florida Community College at Jacksonville; and Embry Riddle Aeronautical University. He will pursue his degree in marine engineering technology.

Marcus Logan

Chief Cook Marcus Logan hails from Chesapeake, Virginia, and earned his GED in 2006. He joined the union in 2009 following his completion of the PHC Apprentice Program in Piney Point, Maryland. Since graduating from the trainee program, Logan has returned to the union-affiliated school on four occasions to enhance his skills. He earned his current rating in 2012.

Prior to becoming a Seafarer, Logan attended the Pennsylvania Culinary Institute in Pittsburgh, where he earned his Associate of Specialized Technology degree. While attending



the culinary institute, he spent many hours volunteering his time with "Well Spoken," a non-profit group which had a goal of improving the spoken word of community youth and young adults.

"It took years for me to get my head on straight," Logan said in his scholarship application package. "Growing up, all I wanted to do was get by in a way that was effortless. The condition of my surroundings gave me an excuse to not apply myself."

"The six years I've been in this union has taught me how to apply myself and that hard work and determination brings greater reward than just income," he continued. "I had a chance to cook on the *Cape Ray* during the Syrian mission to aid the United Nations in the OPCW (operation that destroyed chemical weapons). That experience showed me that I could be successful in life and also be a part of something bigger."

Logan has applied for admission to Strayer University and Old Dominion University. He will seek his degree in business administration.

Rewan Abdelwahab

Rewan Abdelwahab hails from Minneapolis, Minnesota. She is the daughter of deep sea Able Seaman **Mohamed Abdelwahab** (and wife Ekram Ahmed, a math tutor).

Born in Egypt, she has three siblings who are ages 25, 22 and 14, respectively. Rewan is a 2016 graduate of Southwest High School in Minneapolis where she accumulated an overall 4.0 grade point average (GPA). She ranked first in her class of 372.

In addition to excelling in the classroom, Rewan also made her mark in the athletics arena by participating on her school's varsity tennis and softball teams. She held membership in several organizations including the National Honor Society, her school's choir and the math, debate and green teams. She was vice president of the debate team and twice served on the executive board of her school's Earth Day Committee. She devoted many hours volunteering at Habitat for Humanity and ARC Value Village; and participated in community food as well as blood drives.

"Throughout my life, I endured the inevitable obstacles of adjusting to life in the United States, one of which was the struggle of finding health care," Rewan wrote in her application package. "Currently in the United States, over 30 million people do not have health insurance and another 40 million have inadequate health insurance, making it one of the biggest problems domestically...."

"My past struggles as (a) lower-class immigrant in America has empowered me to alleviate the difficulties of deprivation and discrimination through a position of empathy and awareness," she continued. "My dream is to start an NGO that provides health care and health services to minorities and lower-class families in America, increasing the standard of living for families ... and ensuring the maintenance of good health."

To help her realize her goal, Rewan plans to study Spanish in college in order to become tri-lingual. This will enable her to cater her services to Latino and Hispanic communities. "As a first-generation immigrant from Egypt, I could already communicate with the Somali and Arab populations in Minneapolis in Arabic and want to extend my communicative abilities to the Latino population," she said.

Rewan is also interested in studying biology so that she will be able to better "understand causes and preventative measures of disease and how social, economic and political aspects influence health care reform."

She has applied for admission to St. Olaf College, Carleton College and the University of Chicago. Rewan will major in biology and Spanish.

Marc Amandoron

Marc Amandoron is the son of deep sea QE4 **Marciano Amandoron** (and wife, Flor, a registered nurse). He was born in the Republic of the Philippines, but now calls North Las Vegas, Nevada, home.

Amandoron is a 2016 graduate of Las Vegas' Northwest Career & Tech Academy where he posted a 4.529 GPA. He ranked 45 in his class of 438 students, and was a member of his school's volleyball club. Active in



his community, Amandoron did volunteer work at the Veterans Hospital and the Key Club. He also supported events for cancer and Alzheimer's disease research.

Marc's ambition is to be someone who is strong, kind, reliable and able to help others. To fit

all of these qualities into a single profession, his goal is to attend the University of Las Vegas, earn his degree in biology and later attend medical school.

"When I was a kid, I admired these doctors who, with their vast knowledge and experience were able to alleviate my pain and cure my illness," Marc wrote in his scholarship application package. "I wanted to be like them. It would be great to be addressed as Dr. Amandoron and be rewarded with a smile."

Having grown up in a fairly strict Filipino family, Amandoron said he is well acquainted with the virtues of industriousness. "My mom and dad worked hard to get where they are," he said. "They came from poor families and understood the value of hard work and perseverance which they drove into me as a child."

"It is this motivation for self-improvement that will drive me through college," he concluded.

Amandoron has applied for admission to the University of Nevada, Las Vegas. He plans to enroll in a pre-medical curriculum which ultimately will yield him a Bachelor's degree in biology.

Allison Chumpitaz

The daughter of SIU AB **Jose Chumpitaz** (and wife Mitzi, a retail worker), Allison is an aspiring finance major from St. Augustine, Florida. She received high marks while dually enrolled in high school and a local state college, and strives to continue her voracious pursuit of knowledge at a four-year school.

She is set to graduate St. Joseph Academy with a 4.67 GPA, but that's not to say her high school career was confined to the classroom. She was also the captain of the soccer team at her school, a member of the swim team and drama club, as well as class treasurer, Spanish Club president and treasurer of the student-organized club "Students for the Poor."

One of Allison's references, Deacon Bryan Ott, discussed the "Students for the Poor" club: "This club is run entirely by students, who organize service projects and events to help those in need in our local community. Allison has been one of the club's most committed members. She has participated in many service events, including preparing and serving food and visiting with the homeless in a soup kitchen...."

She also participated in a mission trip to the Dominican Republic, helping children, the elderly and impoverished Haitian immigrants. While on the trip, she helped to build and paint several homes for poor families.

"From learning about teamwork through sports, to social awareness through community service, I will never stop learning. All my hard work during high school has paid off and has allowed me to dream about going to a great college and broadening my horizons," Allison said in her essay. She has applied to Harvard, Columbia and the University of Southern California, where she hopes to achieve her dreams of obtaining a Doctorate degree.

Maurene Param

Maurene Param, the daughter of Chief Cook **Marcelo Param** (and wife, Irene, a purchase planner) is a 2016 graduate of the California Academy of Mathematics and Science. Maurene was born in Bellflower, California, and now lives in Long Beach.

As an aspiring pre-medical student and graduating with a 4.16 GPA, Maurene found her calling in the STEM fields when she entered high school. As a freshman, she joined the Inspire Creativity Initiative (ICI), whose mission was to introduce the STEM



subjects to underprivileged children. As part of that outreach, the ICI sent Maurene and her classmates to rural China in 2014 to educate young children. In 2015, she took on an internship at UCLA, working with a biomedical engineer.

Outside the classroom, she was also on the varsity volleyball team, varsity basketball team, and managed the boys' varsity soccer team. She was involved in student council, and volunteered at a local hospital and a local aquarium.

She also has specific goals in mind for her college experience: "I want to expose myself to different realms of education by joining a study abroad program. I want to do research and shadow doctors, which is why I chose to study pre-health. Every step that I've taken is building blocks to my vocational plans and will help me accomplish my endeavor to earn my Ph.D."

She has applied to Tulane University, the University of Washington and both the University of California, San Diego and Santa Barbara.

Myckell Ronquillo

Myckell Ronquillo is the oldest son of Recertified Steward **Exxl Ronquillo** (and wife MaVeronidia), who has been sailing with the SIU for over 25 years. After exploring his potential career options, he's chosen to pursue a degree in computer science. With a GPA of 4.09, he plans to stay in his home state of Maryland for his education.

Myckell was involved in high school athletics, including the soccer, indoor track and lacrosse teams. In addition to his sports commitments, he also took on an unpaid internship at the Naval Air Station in Patuxent River, Maryland. There, he learned about building and programming supercomputers with the Department of Defense.

"I've always loved to learn new things and challenge myself when problems arise," said Myckell.

He continued, "Particularly with computers, I knew when college time came I would want to major in computers. Computers have always fascinated me and I would take them apart and put them back together. What better way to combine my passion for computers and helping others than being able to fix or help them with technology."

He will be attending the University of Maryland in Spring 2017, and will attend community college this fall semester to stay on pace for graduation in 2020.

Lauren Talictic

The oldest daughter of Seafarer **Mercurio Talictic** (and wife, Imelda, a registered nurse), Lauren Talictic is a current college student at Franciscan University of Steubenville. Lauren lives in her home state, in Sugar Land, Texas, and aspires to become an early childhood educator.

"Being able to attend Franciscan University of Steubenville is such a huge blessing and opportunity to further not only my educational experience, but my faith as well," she said, before expressing her need for financial aid.

"Because of the high cost of tuition, I have considered transferring to a local university to help ease the financial burden," she noted. "With this scholarship, I would be forever grateful to the Seafarers Health and

Benefits Plan for helping me become the teacher I've always known I could be."

In addition to attaining a 4.59 GPA at William P. Clements High School, Lauren was an active volunteer in her community, helping out in a local soup kitchen and as a community center tutor. She was also active within her church, mentoring and leading youth groups.

Lauren will continue to earn credits towards her goal of becoming a teacher, either at her current school or at the University of Houston. Her love of children has inspired her career path, as she says: "Children are the future of our nation and to be able to play such a critical role in their success is a reward in itself."





The DOT ceremony kicks off with the presentation of colors.



One of the day's highlights involved special recognition of retired Admiral Al Herberger (right), one of the most effective and highly respected champions of the American maritime industry. He is pictured with Maritime Administrator Chip Jaenichen.

SIU Observes National Maritime Day in D.C. **Ceremonies Conducted at DOT, Aboard Training Ship Freedom Star**

The SIU and its affiliated Paul Hall Center for Maritime Training and Education had another strong turnout for this year's National Maritime Day gatherings in the nation's capital on May 23.

The morning began with the traditional ceremony at U.S. Department of Transportation (DOT) headquarters, where several dignitaries addressed hundreds in attendance. Representing the SIU were President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President Great Lakes Tom Orzechowski, Port Agent Pat Vandegrift, Legislative Director Brian Schoeneman and Plans Administrator Maggie Bowen.

In the early afternoon, the union hosted a brief ceremony aboard the SIU-crewed training vessel *Freedom Star*, docked a mile or so from the DOT building. Following remarks by President Sacco and Paul Hall Center Trustee Tony Naccarato, a memorial wreath was tossed from the boat.

Speakers at the DOT ceremony included Gen. Darren McDew, commanding officer of the U.S. Transportation Command; Maritime Administrator Chip Jaenichen; Rear Adm. T.K. Shannon, commanding officer of the U.S. Military Sealift Command; Ed Wytkind, president of the AFL-CIO Transportation Trades Department; and Mark Barker, president of Interlake Steamship Company.

Vice Adm. Albert Herberger, USN (Ret.) received a special award for his lifetime of dedication to the U.S. maritime industry, while Paul Hall Center Apprentices **Simona Evans, Frank Bigornia and Thedford Jones** combined to handle wreath-tending and memorial bell-ringing duties.

Most of the speakers cited the U.S. Merchant Marine's centuries of service to national and economic security. They honored the memories of those who made the ultimate sacrifice, including thousands who perished in World War II, and insisted immediate efforts are needed to bolster American-flag

sealift capability along with U.S. crews.

"The nation's merchant mariners have always answered the call to man the ships and carry our country to war," McDew stated. "This crucial capability must never be taken for granted, nor the thousands of seafarer lives sacrificed in service. Today's ceremony reinforces our commitment to both."

He described civilian mariners as an "indispensable group of men and women who have the courage to lose sight of the shore, sail across the seas and serve their country with honor."

Touching on the World War II service of mariners, the general noted that more than 243,000 seamen combined to deliver more than 600 billion pounds of cargo and more than seven million troops. But it came at cost, as one in 26 mariners lost their lives, including more than 1,200 SIU members.

McDew pointed out that mariners continued to deliver for our troops in every subsequent conflict "and I am convinced they stand ready to do so again when called."

He said the nation's "unique capability" provided by civilian mariners "sets our nation apart from the rest of the world, and it underpins our ability to project military power anywhere on the planet. Without you, our enemies become emboldened. Without you, our commitments become less powerful. Without you, our wars can hit closer to home."

He concluded, "My number one priority as the commander of the U.S. Transportation Command is to ensure our commander in chief always has options and we always play 'away games.' I trust you to carry our nation's army – that decisive force we need – no matter how dangerous the seas may be. I thank you for what you do. I thank you for who you are. I thank you for what you represent."

Shannon emphasized that the context for his remarks included "a resurgent Russia, rising China, belligerent Iran, belligerent North

Continued on next page



Gen. Darren McDew, commander, U.S. Transportation Command, (at podium) speaks at the DOT gathering. Pictured from left to right on the dais are Joel Szabat, DOT deputy assistant secretary for transportation policy; Ed Wytkind, president, AFL-CIO Transportation Trades Dept.; Deputy Maritime Administrator Mike Rodriguez; Maritime Administrator Chip Jaenichen; MSC Commander Rear Adm. T.K. Shannon; MARAD Chief Counsel David Tubman; and Mark Barker, president, Interlake Steamship.



Among those pictured in the crowd are (second row, from right) SIU VP Contracts George Tricker, Seafarers Plans Administrator Maggie Bowen, SIU President Michael Sacco, MTD Exec. Sec.-Treas. Daniel Duncan and (first row, second from left) SIU Exec. VP Augie Tellez.

Maritime Day

Continued from Page 8

Korea and violent extremist organizations.... I personally believe seafarers in our future will be contested.”

Like other speakers, he reminded the audience that America’s founding fathers empowered Congress to build and maintain a navy. Shannon also said the need for a strong U.S. Merchant Marine has never been greater than today.

“Sustained combat, be it at sea, in the air, or on the land, requires seafarers,” he explained. “It cannot occur without seafarers: a mission accomplished by United States Merchant Mariners aboard United States-flag ships.... Our mariners are the most skilled, qualified professionals in the industry.”

He then talked about the Defense budget and asked, “What good is all of that combat power if we cannot deliver it to the fight and sustain it during the fight? As we continue a national conversation about our Defense budget, we must be mindful that the execution of our national military strategy requires a robust United States-flag Merchant Marine, a strong surge seafarers capability and a deep pool of merchant mariners to literally carry out nation to war.

“This requires our vigorous defense of the Jones Act,” he continued. “This requires our vigorous defense of a robustly funded, multi-year Maritime Security Program to guarantee not only seafarers, but access to extensive global logistics transportation networks and to the corporate knowledge that our industry partners bring to the fight.”

Shannon wrapped up his speech by underscoring the need for “cargo, cargo, cargo – not to create an unfair advantage, but to give the U.S. flag a fighting chance in a very competitive maritime industry. Make no mistake, our country’s security is at risk if we continue on our current path. Contracting out our ability to carry our nation’s combat power to war,

with foreign-flag fleets is simply not a wise option.”

Jaenichen stated, “Our maritime industry has fueled the economy of the United States and our growth as a nation for over 240 years. By ensuring the waterborne delivery of supplies and equipment to our military forces based or deployed overseas, and delivery of those commercial goods here at home or to other nations, these men and women have played a vital role in establishing and maintaining the American way of life. And they have done so in ways that we could not possibly recount; we owe a great debt to the merchant mariners who have served our nation throughout its history. That includes the many thousands of citizen mariners who are currently employed in the oceangoing (trades), on the Great Lakes, on our inland rivers and waterways and in marine-related shore-side jobs both here in the States and around the world. Their skills, their persistence, their innovation, their determination are the lifeblood of a nation that began with an ocean voyage.”

He noted Congressional support for the industry dating back to the late 1700s. “They linked our nation’s future to systematically growing our maritime strength,” Jaenichen said. “Everything the maritime industry meant in 1789, it still means today. During times of national or international emergency, America’s merchant mariners are among the first to be called to action to help those in need, both here at home and abroad. Their efforts have been absolutely essential to our national defense.”

Jaenichen noted progress in the administration’s development of a proposed national maritime strategy, and concluded, “We are committed to taking every action to sustain and grow our merchant marine. We are committed to growing our U.S.-flag fleet, upgrading and expanding our ports, better utilizing our inland rivers and waterways, and providing training, education and job opportunities – and, more importantly, job security – for American mariners.”

See more Maritime Day photos on Page 10



Presenting the memorial wreaths at the morning event are Paul Hall Center Apprentices Frank Bigornia (front) and Simona Evans.

President Obama Issues Maritime Day Proclamation

NATIONAL MARITIME DAY, 2016
BY THE PRESIDENT OF THE UNITED STATES
OF AMERICA
A PROCLAMATION

Since America’s founding, proud mariners have selflessly dedicated themselves to protecting and advancing our interests – here at home and around the world. The patriots of the United States Merchant Marine have long served as our Nation’s “fourth arm of defense,” safeguarding the ideals that have guided our country for more than two centuries. They facilitate the transport and trade of American goods, and they put their lives on the line in times of war. On National Maritime Day, we honor our Merchant Mariners and celebrate their irreplaceable role in shaping our Nation’s narrative.



President Barack Obama

Whether in still or raging waters, Merchant Mariners are fundamental to guaranteeing the delivery of essential goods to far-reaching corners of our globe. These seafarers have bravely faced threats at home and abroad – including combatants and pirates, disease outbreaks and natural disasters – and they consistently heed the call to serve their fellow Americans. In World War II, their ships carried troops and much-needed support to the battlefield, thousands making the ultimate sacrifice. They were among the first to see battle, and many were among the last to return home to our shores.

Carrying forward a legacy that spans generations, the United States Merchant Marine is vital to our Nation’s economic security as well. Their transportation of vital cargo has impacts far beyond America’s borders, generating trillions of dollars of economic activity each year. And when our entrepreneurs decide to embark on new ventures across oceans, mariners stand by and protect their pursuit of the American dream through tireless work to cultivate safe and open waterways. On this day, and every day, let us express our sincere gratitude to these courageous men and women for all they do for our Nation, and let us reaffirm our commitment to support them as they continue to uphold their proud tradition of service.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as “National Maritime Day,” and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2016, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on this day.

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

BARACK OBAMA

More Photos from Maritime Day Observance in D.C.



Apprentice Thedford Jones (right at photo at left) sounds eight bells as SIU VP Tom Orzechowski looks on. SIU President Michael Sacco (right in photo at center above) greets apprentices before the DOT ceremony. In photo at right above, Port Agent Pat Vandegrift (second from left) chats with apprentices.



SIU President Michael Sacco boards the *Freedom Star*.



The training vessel *Freedom Star* docked near DOT headquarters.



Welcoming visitors to the *Freedom Star* are (from left) AB Joe Bowen, Bosun Willie Marsh and AB Martin Simmons Jr.



SIU Secretary-Treasurer David Heindel heads to the afternoon ceremony. Directly behind him is SIU Exec. VP Augie Tellez.



Guests aboard the training vessel honor the memories of mariners who made the ultimate sacrifice.



Paul Hall Center Trustee Tony Naccarato (fourth from left) speaks during the afternoon ceremony. Among those also pictured are (from left) Apprentices Rene Bravo and Alicia Plunkett and SIU VP Tom Orzechowski.



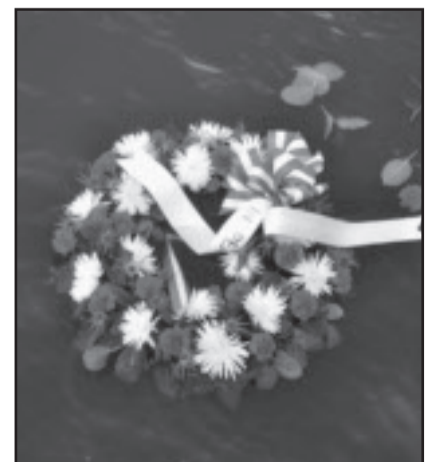
The *Freedom Star* ceremony ends as apprentices toss a memorial wreath overboard.



The vessel's crew includes (from left) QMED Jahmal Jones, 3rd Asst. Engineer Stravon Jordan and AB Daniel Fields.



Recertified Steward Earl Castain, *Freedom Star*



Longtime School VP Reflects on Career

Nolan Enjoying Retirement Following 48-Year Run in Piney Point

When Don Nolan started working at the union-affiliated school in Piney Point, Maryland, shortly after it opened in the late 1960s, he didn't have grand visions about its future.

Having just been honorably discharged after four years of service in the U.S. Navy, Nolan was mainly interested in two things: getting a job, and avoiding a return to his hometown of Saxton, Pennsylvania, which wasn't exactly a hotbed of activity.

One could say it worked out okay.

Nolan enjoyed a 48-year career in Piney Point, including a long run as the school's top executive. He helped guide the institution through tremendous growth and seismic improvements – to the point where the Paul Hall Center for Maritime Training and Education (PHC) now offers the most U.S. Coast Guard-approved courses of any school in the nation.

Not bad for a guy who spent his first 10 years in Piney Point working as a cook.

Late last year, Nolan quietly decided to retire. He is enjoying lots of golf and a different pace in Solivita, Florida, but still thinks of the school practically every day.

"I will never, ever forget about Piney Point," he said during an interview in May. "I can't imagine where my life would be without it. I owe my whole life to the union and Piney Point, no doubt about it. It was a wonderful ride and there was never a day I didn't want to go to work."

Bart Rogers, PHC assistant vice

president and manpower director, worked with Nolan for 36 years.

"He did almost every job possible at the school at one time or another," Rogers recalled. "He changed the school as vice president in so many ways: new simulation, upgraded the classrooms, managed the waterfront restoration and the building of many new facilities. He upgraded the technology and beautified the entire campus. Don was dedicated to the school and its mission, which is to provide mariners with the best possible training to meet the contracted (ship) operator's needs."

J.C. Wiegman, who worked at the school from the late 1980s until 2015 (most recently as director of training), described Nolan as "a person no one will forget and I surely won't. Students who haven't been to the school for 30 years come back and ask about him. He has a soft heart and he truly cared about everybody who worked at the school."

Wiegman added, "Don's legacy was his ability to oversee massive construction efforts that included the firefighting school; the first simulator at the school, which brought (the company) Transas into the United States; rebuilding the waterfront; remodeling of the library; and the new construction that was completed shortly after I retired. I wish him all the best."

Jimmy Hanson, longtime PHC safety director and assistant vice president, stated, "Don's career at the school includes numerous accomplishments. He is living proof that you can start at the bottom and advance. I hope his retire-



SIU President Michael Sacco (right) and then-PHC VP Don Nolan survey the scene at the inaugural Seafarers Waterfront Classic in 2013.

ment offers many years of good health and happiness. He deserves it."

Nolan, who turned 71 in May, had been stationed in southern Maryland for his last stretch in the Navy. He had a chance meeting with Mike Sacco – now president of the SIU, then one of the first officials tasked with getting the fledgling school into shape.

"When I met Mike, he told me to come and see him when I got out of the Navy," Nolan remembered. "I did, and he put me to work about an hour later. I really have to thank him for my career, because he believed in me. And I'd be remiss in not mentioning Frank Mongelli and Ken Conklin (both PHC vice presidents at different times), because they were also tremendously supportive."

Still, no matter how good the eventual fit, Piney Point was a tough draw in its infancy. Members and officials who remember that era usually groan when asked to describe it, and Nolan is no different.

"It was a mud puddle and there was no such thing as a day off," he said. "The union bought the property in 1967 but didn't really start training until the following year. The labor was mostly

shore gangs from New York, Philly and Norfolk. We worked seven days a week but we also had the most unique bunch I've ever met, and they somehow made it fun.

"We basically started the school with a lifeboat program," he continued. "We had no upgrader programs then, and once you got lifeboat, you shipped out pretty quick."

Like the school itself, Nolan grew professionally. He took courses and earned teaching certifications, and became the school's first steward department instructor. In fact, he wrote the first curriculums for the department.

It remains his favorite period at the school, though it was relatively brief (1978-80).

Nolan's other jobs included supervisor of food services, faculty supervisor, director of culinary training and more. He served as vice president (the school's top post) from 1998 until retiring.

Summarizing his career, Nolan said, "I enjoyed the people and working through problems. I always thought that was my strong suit: fixing things and making things happen. I thoroughly enjoyed the challenges. It was fun, but you know what? So is retirement."



Nolan (left) wore many hats at the school, literally and figuratively.

Four Questions with Don Nolan

Q: Are there any events that happened at the school that stand out in your memory?

A: Our first big event was after we built the hotel in 1983, we hosted the AFL-CIO executive council. It went perfectly. AFL-CIO President Lane Kirkland was setting up a press conference in the auditorium, and somebody said he was looking for me. When I found him, he asked me to take his dog for a walk.

Also, I don't think too many maritime schools can say they hosted two United States presidents (Bill Clinton and George W. Bush).

Q: You wore many hats throughout the years. Was there a favorite job?

A: The steward department was always my fa-

vorite job – that and working with the trainees. Of course, I learned an awful lot about construction, too.

Q: Why do you think the school has survived and grown all these years?

A: The quality of the students and the staff. They're the best you can find anywhere. I think we set the standards for the industry, and we don't mind competition as long as it's a level playing field.

Q: What do you see in the future for the U.S. Merchant Marine?

A: I think it will grow, and I think the school will also continue to grow. It's so important for national security.



Nolan welcomes delegates to a convention in Piney Point, Maryland.



The ferry crews are proud to be part of the U.S. Merchant Marine, as reflected by this flag on display aboard the *Thomas Jefferson*.



SIU members sail aboard 35 NY Waterway ferries.



Capt. Rick Thornton



Company founder and CEO Arthur E. Imperatore Sr. says he values his relationship with the SIU and respects his employees.

SIU and NY Waterway: A Winning Team for 30 Years

Passenger Ferry Operation Boasts Incredible Record of Service, Reliability, Heroism

Whether cheerfully transporting passengers or stepping up to help others during emergencies, SIU crews aboard NY Waterway ferries have reliably gotten the job done throughout the company's 30-year history.

Under routine circumstances, the fleet of 35 SIU-crewed ferries is a model of efficiency and a hugely valuable asset to citizens in New York and New Jersey. NY Waterway transports more than 30,000 riders daily (8 million per year) across New York harbor and the East River, which helps reduce road congestion while saving commuters time and benefiting the environment. They consistently earn good marks from customers while receiving an astonishingly small number of complaints.

Anyone familiar with the company's history also knows of its sterling reputation in times of crisis. After the terrorist attacks of September 11, 2001, Seafarers aboard the ferries evacuated more than 163,000 people from Manhattan. Some of the boats operated into the next morning in order to support emergency crews, and several SIU members rescued people who'd fallen from piers into the water (likely because of little or no visibility). They played a huge part in what has been identified as the largest marine evacuation in history.

More recently, SIU crews on NY Waterway boats (the company's spoken name is New York Waterway) pulled 143 of the 155 people from the downed aircraft in early 2009 in what became known as the Miracle on the Hudson. The other 12 individuals from the US Airways plane that crash-

landed in the Hudson River were secured by other rescuers, but make no mistake: NY Waterway was first on the scene and did most of the work, including retrieval of Captain Sully.

NY Waterway crews also have rescued more than 200 individuals from drowning, in separate incidents throughout the years.

Perhaps not surprisingly, there is a genuine camaraderie and respect among the crews, the passengers and the shore-side employees, including company President and Founder Arthur E. Imperatore, inventor of the modern commuter ferry system, who turns 91 this month and is still on the job.

Don't be fooled by the man's age: He's still razor-sharp, driven and very much engaged in the operation. He also holds his employees and the SIU in high esteem.

"We are very value-oriented and we don't cut corners," he said during a recent interview in his office in Weehawken, New Jersey. "We believe in job satisfaction and job security, and that's why we're in such good league with the SIU. They don't have b.s. values and neither do I.... I hope to have an ongoing relationship with the SIU for a long, long time. I have high levels of regard and respect for this union."

Deckhand **George Schumpp**, one of the more than 200 SIU members employed at NY Waterway (he and many others have trained at the union-affiliated Paul Hall Center in Piney Point, Maryland), has worked for the company for 28 years, almost

since its inception.

"I didn't know if we'd make it, but we did," he said recently aboard the *Thomas Jefferson*. "We've all tried to do everything possible to help this place succeed."

He added that some of the job's highlights include "having the passengers get to know you over the years and working with your fellow union brothers. People look forward to seeing you in the mornings and they even notice when you're not there."

Schumpp also said he sees a good future for Seafarers at NY Waterway.

His fellow Deckhand **Edwin Montoya** has been with the company for 17 years. He described his job as "the best. I love to work on the water and I can go home in the evenings and see my family.... We're consistently growing, with more employees and boats. We have a bright future here."

Captain **Rick Thornton**, a 26-year employee, also expressed a great degree of job satisfaction. "The people are nice, both the passengers and the company people," he said. "It's steady, it's fun driving the boat and you're home at night."

Thornton said a key to NY Waterway's success is its related bus service, which offers further convenience for riders. He also said the workers appreciate pats on the back from Imperatore, a tough but fair boss.

"It took a special guy to make this work," Thornton stated.

'Based on Integrity'

While the figurative nuts and bolts of the operation matter, Imperatore is more inclined to describe overarching principals when discussing NY Waterway's success.

"We have a clear and consistent philosophy based on integrity," he explained. "Character matters. We're very selective in our hiring, and there's a wholesomeness in how we go about our business. We serve the public, and that's a very high calling."

Considering the boats have a consistent record of operating 99 percent on time, it's hard to argue with the results. While largely unsubsidized, the company nevertheless is regarded by many as the most reliable mass transit system in the region.

"I'm very proud of what we've done and proud of our people," Imperatore added. "We're a service community, offering something worthy."

It's fair to say he leads by example. During the World Trade Center bombing in 1993, Imperatore was on the scene assisting people onto NY Waterway ferries for 10 hours.

Decades ago, Imperatore had a vision for the company that many scoffed at. Time and hard work have validated his foresight, and he sees more good things ahead.

"There is good job security for our employees," he concluded. "Working people are smart, and they want to enjoy their lives – not only a job, but something of worthiness. We have that. We have a lot of potential here and it's back to the future, really."



Deckhands Edwin Montoya (left) and George Schumpp



Deckhand Frank Gonzalez (left), SIU Patrolman Ray Henderson



SIU-crewed NY Waterway boats, like the *George Washington* (above) transport 30,000 passengers a day.



For many customers, the ferries offer an option for commuting that's usually much faster and more relaxing than driving.



As the *Thomas Jefferson* docks in Weehawken, New Jersey, Deckhand Edwin Montoya prepares to welcome passengers.

NY Waterway At a Glance

- Popular passenger ferry service employing SIU captains and deckhands
- Founded in 1986 by Arthur E. Imperatore
- Nation's largest privately operated commuter ferry company
- Fleet of 35 ferries carries more than 8 million passengers per year
- Services 21 routes between New Jersey and Manhattan; between Brooklyn, Queens and Manhattan; between Rockland and Westchester counties; and between Orange and Dutchess counties
- Offers free, seamless connecting bus service
- Played pivotal roles assisting others on September 11, 2001, and during the Miracle on the Hudson



The passenger ferries boast an on-time rate of 99 percent along with a sterling record of safety.



ABOARD USNS MAURY – Safety Director Kevin Marchand submitted these photos of Seafarers on the USMMI-operated *USNS Maury* in early June in Port Everglades, Florida. That's MDR Brandon Maeda at left. Among the Seafarers serving aboard the oceanographic vessel this year after it completed acceptance trials (most of whom are pictured in the group photo) are Bosun Kwesi Adu-Gyamfi, ABs Patrick McCarthy, Demilton Wheat, Denny Lewis and Kevin Stehlik, STOSs Cameron Peake and Justin Pierce, QE4 Andrew Peprah, Oilers Corey Chandler, Leonilo Arano, Jeffrey Thrash and Hermano Sillon, Storekeeper Deanna Moore, GVAs Torrika Devine, Rey Ramos, Arlisa Williams and Francisco Ocado, Steward/Baker Sedell Reynolds, Chief Cook Toriano Brown, SA Simplicia Twohie and Maeda.

At Sea and Ashore with the SIU



CHECK PRESENTED TO WOUNDED WARRIOR ANGLERS – Though the fundraising component of the annual Seafarers Waterfront Classic (brainchild of SIU VP Contracts George Tricker) is overshadowed by genuine fellowship, the event does raise considerable money both for the Wounded Warrior Anglers of America and for the waterfront restoration project at the union-affiliated Paul Hall Center in Piney Point, Maryland. Recently, SIU Port Agent Kris Hopkins (second from left) presented some of the proceeds from this year's event to Wounded Warrior Anglers President David Souders (holding check) in Florida. Also pictured are Tate Hutchinson (left) and Ralph Camp of the Wounded Warrior Anglers.



CHRISTENING IN SAN DIEGO – SIU VP West Coast Nick Marrone represented the union at the christening ceremony for the Jones Act tanker *Garden State* on May 7 in San Diego. Built at General Dynamics NASSCO (a union yard), the 610-foot-long vessel is part of a five-ship order for American Petroleum Tankers; it'll be operated by Intrepid Personnel and Provisioning, a Crowley subsidiary.



WELCOME ASHORE IN HOUSTON – Longtime Seafarer Lawrence Roth (right), a captain with G&H Towing, picks up his first pension check from Patrolman Joe Zavala. Roth sailed in the union's inland division since 1978.



A-BOOK IN SAN JUAN – QMED Jose Alcaide (right) acquires his A-seniority book at the SIU hall in Puerto Rico, where he is congratulated by Port Agent Amancio Crespo.



PROGRESS CONTINUES ON NEW HOUSTON HALL – The SIU is on schedule to open a new hall in Houston later this year. The sign at the construction site (that's SIU VP Gulf Coast Dean Corgey in front) reflects the all-union construction taking place at the intersection of Navigation and York Streets.

SIU BACKS VERIZON STRIKE – Seafarers and SIU officials walked the line in La Plata, Maryland, with union brothers and sisters from the CWA and IBEW during the recent strike against communications giant Verizon. SIU Exec. VP Augie Tellez and Port Agent Pat Vandegrift were among those lending their much-appreciated support. The unions won a major victory and had a tentative agreement in place at press time.



Union Constitution Outlines Absentee Ballot Procedure

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2016 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.

2. Include in the request the correct address where the absentee ballot should be mailed.

3. Send the request for an absentee ballot by registered or certified mail.

4. The registered or certified mail envelope must be post-marked no later than midnight, Nov. 15, 2016 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2016.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2016.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2016 and received by the bank depository no later than Jan. 5, 2017.

July & August Membership Meetings

Piney Point.....	*Tuesday: July 5, Monday: August 8
Algonac.....	Friday: July 8, August 12
Baltimore.....	Thursday: July 7, August 11
Guam.....	Thursday: July 21, August 25
Honolulu.....	Friday: July 15, August 19
Houston.....	Monday: July 11, August 15
Jacksonville.....	Thursday: July 7, August 11
Joliet.....	Thursday: July 14, August 18
Mobile.....	Wednesday: July 13, August 17
New Orleans.....	Tuesday: July 12, August 16
Jersey City.....	Tuesday: July 5, August 9
Norfolk.....	Thursday: July 7, August 11
Oakland.....	Thursday: July 14, August 18
Philadelphia.....	Wednesday: July 6, August 10
Port Everglades.....	Thursday: July 14, August 18
San Juan.....	Thursday: July 7, August 11
St. Louis.....	Friday: July 15, August 19
Tacoma.....	Friday: July 22, August 26
Wilmington.....	Monday: July 18, August 22

*Piney Point change created by Independence Day Holiday

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

Dispatchers' Report for Deep Sea

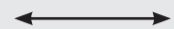
May 16, 2016 - June 15, 2016

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	23	11	1	13	9	0	4	28	15	1
Anchorage	1	1	0	2	1	0	3	2	1	0
Baltimore	5	1	0	3	1	0	1	8	5	1
Fort Lauderdale	16	12	0	12	10	1	7	23	19	2
Guam	5	3	0	2	2	0	0	4	2	0
Harvey	14	3	1	9	0	0	5	19	3	1
Honolulu	12	4	1	9	4	1	4	23	7	0
Houston	61	10	4	45	7	3	25	116	14	6
Jacksonville	49	18	4	25	11	3	13	68	29	4
Jersey City	34	12	0	25	9	1	18	65	18	0
Joliet	1	4	0	2	2	1	1	0	4	0
Mobile	9	3	2	13	2	1	7	11	5	2
Norfolk	24	19	1	12	16	1	14	32	24	3
Oakland	15	5	0	13	2	0	4	28	8	3
Philadelphia	7	3	1	4	3	0	1	10	5	1
Piney Point	6	3	0	2	2	0	1	4	3	0
Puerto Rico	7	2	1	4	6	0	3	14	9	1
Tacoma	47	11	2	32	9	2	16	66	17	0
St. Louis	2	2	1	2	2	1	1	2	3	0
Wilmington	19	9	0	16	10	1	12	42	25	4
TOTALS	357	136	19	245	108	16	140	565	216	29
Engine Department										
Algonac	6	2	1	1	4	1	2	7	3	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	5	3	3	1	4	4	0	7	3	1
Fort Lauderdale	10	8	0	6	2	0	2	13	8	0
Guam	0	1	1	0	0	1	0	1	2	0
Harvey	3	1	0	3	0	0	1	5	1	1
Honolulu	9	4	1	7	4	1	2	21	6	0
Houston	17	8	1	11	5	1	8	35	11	1
Jacksonville	22	19	1	22	11	1	11	37	28	1
Jersey City	13	9	0	12	6	0	8	27	8	0
Joliet	1	1	0	0	2	0	0	1	1	0
Mobile	3	2	2	3	0	0	3	8	5	2
Norfolk	10	19	3	7	10	1	6	16	27	2
Oakland	10	7	1	7	1	1	2	15	7	1
Philadelphia	4	1	0	4	0	0	1	3	2	0
Piney Point	1	3	0	0	4	0	1	2	2	0
Puerto Rico	2	2	0	1	1	0	0	5	6	1
Tacoma	17	9	0	13	2	2	8	24	10	3
St. Louis	0	0	0	1	1	0	1	2	2	0
Wilmington	12	9	1	8	8	1	4	19	13	2
TOTALS	146	108	15	107	65	14	60	249	145	15
Steward Department										
Algonac	2	1	0	2	2	0	1	3	0	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	5	1	0	1	1	0	1	6	0	0
Fort Lauderdale	14	2	1	13	4	1	4	17	2	0
Guam	0	0	0	1	0	0	0	1	2	0
Harvey	7	1	0	3	2	0	1	9	2	0
Honolulu	13	2	0	7	1	0	5	28	1	0
Houston	15	4	0	18	3	0	11	31	6	1
Jacksonville	18	4	0	15	4	1	8	28	12	0
Jersey City	20	6	0	14	5	0	4	20	4	0
Joliet	1	1	0	1	0	0	1	0	2	0
Mobile	7	1	2	4	1	0	1	8	2	4
Norfolk	12	5	3	10	3	1	6	29	12	5
Oakland	20	4	1	10	5	1	5	19	7	6
Philadelphia	2	0	0	2	0	1	0	3	0	0
Piney Point	6	1	1	6	2	0	1	4	2	1
Puerto Rico	2	5	1	0	3	0	1	2	8	0
Tacoma	13	1	1	10	0	1	4	31	4	0
St. Louis	2	0	0	4	0	0	0	4	0	0
Wilmington	25	4	3	11	5	1	9	39	13	3
TOTALS	184	43	13	132	41	7	63	283	79	20
Entry Department										
Algonac	1	8	1	0	6	2	0	3	15	4
Anchorage	0	1	2	0	0	1	0	0	2	3
Baltimore	0	2	0	0	2	1	0	0	3	0
Fort Lauderdale	0	3	2	0	3	5	0	1	4	2
Guam	0	0	0	0	1	0	0	0	1	0
Harvey	1	4	0	0	1	0	0	2	4	0
Honolulu	1	5	7	1	8	6	1	1	8	6
Houston	5	15	2	1	8	2	1	6	40	7
Jacksonville	3	16	18	4	13	15	1	4	24	30
Jersey City	4	18	2	1	9	1	2	4	29	5
Joliet	0	1	0	0	1	0	0	0	1	1
Mobile	1	2	1	1	0	1	0	0	3	0
Norfolk	1	16	16	1	12	7	2	1	21	20
Oakland	3	13	4	2	7	2	3	2	20	5
Philadelphia	0	0	0	0	0	0	0	0	0	0
Piney Point	0	6	0	0	4	0	1	0	3	0
Puerto Rico	0	0	0	1	0	0	0	8	0	0
Tacoma	4	6	7	0	8	5	1	4	17	10
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	2	12	11	2	9	9	1	3	47	21
TOTALS	26	128	73	14	92	57	13	39	243	114
GRAND TOTAL:	713	415	120	498	306	94	276	1,136	683	178

Seafarers International Union Directory

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

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

1730 Jefferson 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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by members in Houston.

Question: Why did you join the merchant marine?



Rene Gil
Chief Cook

Very simple – for a better life, to travel around the world. Good money, good benefits. Now I have a couple of kids as Piney Point trainees.



Willie Clemons
Wiper

I started with the NMU. It took me off the streets and I got to see the world. It's a good career for a young person. I tell any young person: get a trade, see the world and make good money.



Wilmer McCants
QMED

I have an uncle who sailed as a steward, a brother as a bosun. I like working on engines, so that's why I went to the engine room. It's a chance to go around the world and see how people live.



Val Custis
AB

It was a good way to change and have a second chance at life. An opportunity to travel and make good money. It gave me an opportunity to grow and support the family.



Isabel Miranda
Chief Cook

To take care of family. I have two kids, one in university who wants to be a registered nurse. The other is in communications. This gives them a better life.



Allen C. Davis
AB

I was able to make better money and see the world.

Pic From The Past



Part of the SIU Pacific District fleet, the *Wyoming* is launched at Avondale Shipyard in New Orleans in late 1968. The 579-foot-long vessel was the fourth in a series of five cargo ships built for States Steamship Company. According to the original photo caption, at that time they were the largest ever built in New Orleans and the biggest launched in the Mississippi River.

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

Welcome Ashore

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



DEEP SEA

CARL BARRETT

Brother Carl Barrett, 65, joined the SIU in 1969. His first trip was aboard the *Volusia*. Brother Barrett sailed in the deck department. He upgraded in 1981 at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Brother Barrett last worked on the *Cape Orlando*. He calls Livingston, Texas, home.



GARY BRUBER

Brother Gary Bruber, 66, became a union member in 1990. He initially worked on the *USNS Harkness*. Brother Bruber attended classes often at the union-affiliated school in Piney Point, Maryland. He sailed in both the engine and deck departments.



Brother Bruber's most recent voyage was aboard the *USNS Montford Point*. He makes his home in Virginia Beach, Virginia.

GERARDO FREDERICK

Brother Gerardo Frederick, 68, started sailing with the union in 1994. His first trip was aboard the *Independence*. Brother Frederick enhanced his skills frequently at the Piney Point school. The steward department member last shipped on the *Liberty Promise*. Brother Frederick is a native of Honduras and now calls Houston home.



ROGER GRISWOLD

Brother Roger Griswold, 59, joined the SIU ranks in 1980. He originally sailed on the *Long Lines*. Brother Griswold shipped in the steward department. He upgraded numerous times at the Seafarers-affiliated school in southern Maryland. Brother Griswold's most recent ship was the *Seabulk Challenge*. He is a resident of Weare, New Hampshire.



JOHN GROSSKURTH

Brother John Grosskurth, 65, began sailing with the union in 1990. He was first employed on the *Franklin J. Phillips*. In 2001 and 2007, Brother Grosskurth en-



hanced his skills at the Paul Hall Center. The deck department member most recently worked aboard the *El Yunque*. Brother Grosskurth makes his home in Sanford, Florida.

RANCE HADAWAY

Brother Rance Hadaway, 69, joined the union in 2002. His first ship was the *USNS Pomeroy*; his most recent, the *2nd Lt. John Paul Bobo*. Brother Hadaway worked in the engine department. He upgraded on two occasions at the Piney Point school. Brother Hadaway resides in Moncks Corner, South Carolina.



JAMES HARRIS

Brother James Harris, 58, signed on with the Seafarers in 1978. His first trip was on the *LNG Aquarius*. Brother Harris often took advantage of educational opportunities available at the maritime training center in Piney Point, Maryland. He primarily sailed in the steward department. Brother Harris last sailed aboard the *Endurance*. He lives in Mobile, Alabama.



EARL JONES

Brother Earl Jones, 70, began shipping with the SIU in 1974. He initially worked in the inland division on a G&H Towing vessel. Brother Jones, who sailed in the deck department, enhanced his skills twice at the Piney Point school. His most recent voyage was aboard the *Houston*. Brother Jones calls Texas home.



BRENDA KAMIYA

Sister Brenda Kamiya, 57, joined the union in 1981. One of her first vessels was the *Independence*. Sister Kamiya was born in Honolulu and worked in the steward department. She upgraded numerous times at the union-affiliated school in Piney Point. Sister Kamiya last sailed on the *Pacific Tracker*. She is a resident of Tacoma, Washington.



TONY KAPLAN

Brother Tony Kaplan, 66, signed on with the SIU in 1991. His first trip was on the *Independence*. Brother



Kaplan attended classes in 1997 at the Paul Hall Center. He worked in the deck department, most recently on the *Horizon Enterprise*. Brother Kaplan resides in Hawaii.

JOHN KNOX

Brother John Knox, 68, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was a deck department member. Brother Knox upgraded in 2001 and 2007 at the Piney Point school. He last worked on the *Seakay Spirit*. Brother Knox lives in Channelview, Texas.



EUGENIO LOPEZ

Brother Eugenio Lopez, 67, started sailing with the Seafarers in 1998. He originally sailed aboard the *Global Mariner*. A member of the deck department, Brother Lopez last shipped on the *Green Ridge*. He makes his home in Port Saint Lucie, Florida.



EDUARDO MUNIZAGA

Brother Eduardo Munizaga, 65, joined the union in 1991. He initially worked aboard the *Overseas Chicago*. Brother Munizaga enhanced his skills in 2001 at the Piney Point school. He was born in La Serena, Gustavia, and sailed in the steward department. Brother Munizaga's most recent ship was the *APL Belgium*. He resides in Torrance, California.



RENE PALACIOS

Brother Rene Palacios, 65, became a Seafarer in 1999. His first trip was on the *Franklin J. Phillips*. Brother Palacios attended classes in 2004 at the Paul Hall Center. The steward department member's last vessel was the *APL Cyprine*. Brother Palacios was born in Honduras, and makes his home in Wilmington, North Carolina.



ERNEST POLK

Brother Ernest Polk, 65, first donned the SIU colors in 1968. One of his first ships was the *Exchange*. Brother Polk enhanced



his skills frequently at the Piney Point school. He was a member of the steward department and last shipped aboard the *Lightning*. Brother Polk is a resident of Long Beach, California.

ALI SHAW

Brother Ali Shaw, 66, signed on with union in 1970. He was first employed on the *Steel Admiral*. Brother Shaw was a member of both the steward and engine departments. His most recent voyage was aboard the *USNS Silas Bent*. Brother Shaw was born in Arabia and now resides in Hanford, California.



JAMES SPRANZA

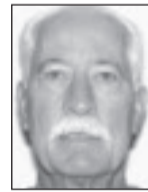
Brother James Spranza, 62, began shipping with the SIU in 1980. His initial trip was on the *Sea-Land Finance*. Brother Spranza upgraded in 2010 at the Paul Hall Center. He most recently sailed aboard the *Horizon Pacific*. The engine department member calls Daly City, California, home.



INLAND

DANA HALL

Brother Dana Hall, 68, became a union member in 2007. He was initially employed with Allied Towing Company. Brother Hall worked in both the deck and steward departments. His most recent trip was with OSG Ship Management. Brother Hall lives in Blounts Creek, North Carolina.



ANTONINO LOGONOVEACH

Brother Antonino Logonoveach, 62, joined the SIU in 1994. He originally shipped in the deep sea division on the *Pfc. Eugene A Obregon*. Brother Logonoveach was a member of the deck department. He most recently worked with Crowley Towing & Transportation of Jacksonville. Brother Logonoveach calls Ceiba, Puerto Rico, home.



ROY LUNSON

Brother Roy Lunson, 65, started shipping with the union in 1991. He mainly sailed aboard vessels operated by Higman Barge Lines. Brother Lunson worked in the



deck department. He makes his home in Egan, Louisiana.

MICHAEL YARBROUGH

Brother Michael Yarbrough, 61, started his seafaring career in 1979. He initially worked with Dravo Basic Material Company. Brother Yarbrough sailed as a member of the deck department. On two occasions, he took advantage of educational opportunities available at the union-affiliated school in Maryland. Brother Yarbrough's most recent trip was with Crescent Towing & Salvage Company of Mobile, Alabama. He has retired to Orange Beach, Alabama.



GREAT LAKES

WAYNE STROPICH

Brother Wayne Stropich, 62, signed on with the SIU in 1977. He was first employed with Quality Quarries, Inc. Brother Stropich was a member of engine department. He last shipped aboard an Upper Lakes Towing Company vessel. Brother Stropich resides in Rapid River, Michigan.



LEONARD THOMAS

Brother Leonard Thomas, 47, began shipping with the union in 1991. He originally sailed on the *Alpena*. Brother Thomas sailed in the deck department. His final ship was the *John Boland*. Brother Thomas settled in Lachine, Michigan.



DARLENE WEYMOUTH

Sister Darlene Weymouth, 65, started working with the union in 2002. She originally sailed on the *Walter J. McCarthy*. Sister Weymouth was born in St. Clair, Michigan. She was a steward department member. Sister Weymouth attended classes on two occasions at the Piney Point school. She last shipped aboard the *St. Clair*. Sister Weymouth made her home in Burtchville, Michigan.



Final Departures



DEEP SEA

CHARLES BARKINS

Pensioner Charles Barkins, 91, died February 6. He became a union member in 1947. Brother Barkins initially worked on a Delta Steamship Lines vessel. He shipped as a member of the steward department. Prior to his retirement in 1985, Brother Barkins sailed aboard the *Venture*. He made his home in New Orleans.

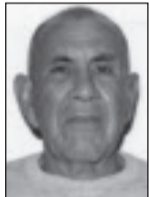


WILLIAM CACHOLA

Pensioner William Cachola, 89, passed away March 16. He joined the SIU in 1951, originally sailing on the *Arlyn*. Brother Cachola was born in Puerto Rico and shipped in the engine department. He last sailed aboard the *Nuevo San Juan*. Brother Cachola went on pension in 1991 and called Baltimore home.

OLIVER DOTSON

Pensioner Oliver Dotson, 75, died March 8. He started shipping with the Seafarers in 1988. Brother Dotson initially worked on the *American Kestrel*; his final ship was the *American Falcon*. He sailed in the deck department. Brother Dotson became a pensioner in 2006 and lived in Texas City, Texas.



JOHN GRAY

Pensioner John Gray, 68, passed away March 15. He began his SIU career in 2001 when the NMU merged into the Seafarers International Union. Brother Gray was a deck department member. His most recent ship was the *Overseas Los Angeles*. Brother Gray went on pension in 2015 and settled in Winnie, Texas.

CALVAIN JAMES

Pensioner Calvin James, 88, died March 7. He signed on with the union in 1951. Brother James' first ship was the *Suzanne*; his last was the *Maersk Carolina*. He sailed in the deck department. Brother James began collecting his pension in 1999. He lived in Teaneck, New Jersey.



GEORGE LIZANO

Pensioner George Lizano, 85, passed away February 28. He joined the SIU in 1960. Brother

Lizano was born in Costa Rica. He originally sailed on the *Mt. Shasta*. Brother Lizano concluded his seafaring career aboard the *Cove Trader*. A member of the engine department, he started collecting his retirement compensation in 1994. Brother Lizano continued to reside in Costa Rica.

JEROME SUMLIN

Pensioner Jerome Sumlin, 65, died February 5. He began sailing with the union in 1968. Brother Sumlin first shipped on the *Portmar*. He worked in the engine department. Brother Sumlin's final voyage was on the *Falcon Champion*. He retired in 2015 and made his home in Mobile, Alabama.



INLAND

ALPHONSE DIDOMENICO

Pensioner Alphonse Didomenico, 82, passed away February 17. Born in Manhattan, New York, he donned the SIU colors in 1962. Brother Didomenico originally worked with Bush Terminal Railroad. Prior to his retirement in 2006, Brother Didomenico was employed with New York Dock Railway Company. He called New York home.

THOMAS FARRELL

Pensioner Thomas Farrell, 82, died March 12. Brother Farrell started sailing with the SIU in 1961. He was originally employed in the deep sea division aboard the *Alcoa Pointer*. Brother Farrell sailed in the deck department. He last shipped with OSG Ship Management. Brother Farrell retired in 1995 and resided in Elverson, Pennsylvania.



WILLIAM SMITH

Pensioner William Smith, 81, passed away February 11. He became a union member in 1973. Brother Smith's first trip was with Berg Towing Company. He sailed in the deck department, most recently aboard an OSG Ship Management vessel. Brother Smith was born in Jackson, Mississippi, and called New York home.

GREAT LAKES

ALFRED SHANAHAN

Pensioner Alfred Shanahan, 74, died February 18. Brother Shanahan began shipping with the SIU in 1969. He initially sailed with American Steamship Company.

Brother Shanahan worked in the deck department. He last worked on the *Consumer Powers*. Brother Shanahan became a pensioner in 2007 and lived in Phoenix, Arizona.

ROLLAND THORIN

Pensioner Rolland Thorin, 90, passed away February 27. He signed on with the union in 1964. Brother Thorin originally worked with Michigan Interstate Railway. The engine department member's final ship was the *Walter J. McCarthy*. Brother Thorin retired in 1990 and made his home in Waukesha, Wisconsin.

NATIONAL MARITIME UNION

NICOLAS AIKANOFF

Pensioner Nicolas Aikanoff, 77, died February 10. Brother Aikanoff was born in France. He went on pension in 1994 and called Webb, Texas, home.

EMMETT BENJAMIN

Pensioner Emmett Benjamin, 100, passed away February 18. The Louisiana native retired in 1982. Brother Benjamin lived in New Orleans.

ROBERT BRYANT

Pensioner Robert Bryant, 82, died February 11. The California native became a pensioner in 1998. Brother Bryant was a resident of Gulfport, Mississippi.

EDWARD BURKE

Pensioner Edward Burke, 91, passed away February 16. Born in Philadelphia, Brother Burke started receiving his pension in 1968. He continued to reside in Philadelphia.

WILLIE CHEATHAM

Pensioner Willie Cheatham, 92, died March 19. Brother Cheatham was born in Leesville, Louisiana. He went on pension in 1979. Brother Cheatham called Port Arthur, Texas, home.

LYDIA CRUZ

Pensioner Lydia Cruz, 91, died February 24. She was a native of New York. Sister Cruz began collecting his pension in 1989. She continued to live in New York.

HENRY EASTERLIN

Pensioner Henry Easterlin, 70, died February 16. Brother Easterlin was born in Greenville, Alabama. He started receiving his pension in 2010. Brother Easterlin made his home in Tacoma, Washington.

ELLIS FEURTADO

Pensioner Ellis Feurtado, 95, passed away February 19. Born in Honduras, Brother Feurtado became a pensioner in 1985. He was a resident of Pearland, Texas.

LUTHER FLOYD

Pensioner Luther Floyd, 72, passed away January 18. Brother Floyd was born in Texas. He went on pension in 1992 and resided in Houston.

ROLANDO GAYLE

Pensioner Rolando Gayle, 89, died February 12. The Cuba native retired in 1988. He called Brooklyn, New York, home.

LAWRENCE GUILLORY

Pensioner Lawrence Guillory, 95, passed away January 12. He was a native of Reddell, Louisiana. Brother Guillory began receiving his pension in 1984. He was a resident of Mamou, Louisiana.

EDWARD KOLOWSKY

Pensioner Edward Kolowsky, 88, died February 18. Brother Kolowsky was born in Philadelphia. He went on pension in 1984 and resided in Lawrence, Pennsylvania.

ARTHUR LAWSON

Pensioner Arthur Lawson, 93, died March 14. The Brenham, Texas, native retired in 1988. Brother Lawson lived in Elmhurst, New York.

RENAUD LUCCHESI

Pensioner Renaud Lucchesi, 89, passed away February 1. Born in France, Brother Lucchesi started receiving his retirement compensation in 1969. He made his home in Old Saybrook, Connecticut.

GEORGE MCANERN

Pensioner George McAnern, 78, died March 4. He was a native of Massachusetts. Brother McAnern became a pensioner in 2004 and was a resident of Castroville, California.

GIUSEPPE MEZZATESTA

Pensioner Giuseppe Mezzatesta, 98, passed away March 17. Born in Rome, New York, Brother Mezzatesta retired in 1969. He resided in Clearwater, Florida.

LUDWIG MILTON

Pensioner Ludwig Milton, 96, died March 9. Brother Milton was born in Suriname. He went on pension in 1987 and settled in Brooklyn, New York.

MALCOLM NETH

Pensioner Malcolm Neth, 88, died January 28. The Pennsylvania native became a pensioner in 1993.

Brother Neth called Nottingham, Maryland, home.

AURELIO PADILLA

Pensioner Aurelio Padilla, 80, passed away February 15. Brother Padilla was born in Naranjito, Puerto Rico. He started collecting his pension in 1992 and was a resident of Ocoee, Florida.

JOAQUIM PEREIRA

Pensioner Joaquim Pereira, 98, died February 13. Brother Pereira became a pensioner in 1970. He made his home in Italy.

JOSEPH POCIUS

Pensioner Joseph Pocius, 87, passed away February 8. The Massachusetts native retired in 1983. Brother Pocius called Easton, Massachusetts, home.

JUAN SANCHEZ

Pensioner Juan Sanchez, 84, died January 9. Born in Puerto Rico, Brother Sanchez became a pensioner in 1983. He settled in Bronx, New York.

HARRY SHENSKY

Pensioner Harry Shensky, 86, passed away February 16. Brother Shensky was born in Norristown, Pennsylvania. He began receiving his retirement pay in 1985. Brother Shensky lived in Orange, Texas.

RALPH TEEPLE

Pensioner Ralph Teeple, 89, died January 26. Born in Newark, New York, Brother Teeple went on pension in 1985. He made his home in Huron, New York.

WALTER WHITE

Pensioner Walter White, 90, passed away February 18. The Massachusetts native retired in 1997. Brother White settled in Epsom, New Hampshire.

Name	Age	DOD
Blake, Herbert	90	Jan 18
Carroll, Vernon	85	Mar 5
Castro, Robustiano	92	Mar 4
Diaz, Carlos	88	Jan 16
Foster, Hillard	87	Jan 12
Giuliani, Lino	90	Jan 17
Johnson, Dave	93	Mar 28
Kuntze, Berna	90	Jan 13
Leslie, Conrado	92	Feb 13
McQuaid, James	92	Mar 9
Morris, Alfred	79	Mar 22
Naji, Saleh	85	Feb 21
Patterson, William	94	Mar 28
Pavlik, John	89	Mar 27
Rigual, Rafael	99	Mar 1
Rosario, Juan	87	Jan 1
Witkowski, Stanley	92	Feb 11



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.

AMERICAN MARINER (American Steamship), April 30 – Chairman **Scott E. Krajniak**, Secretary **Daniel J. Kane**, Educational Director **Robert T. Crosby**. Chairman reminded crew to check expiration dates on necessary seafaring documents and make sure they have basic safety training endorsement to meet STCW requirements. Secretary reminded members to register at union hall within 72 hours of end of tour. No beefs or disputed OT reported. Educational director discussed benefits of upgrading at the Paul Hall Center in Piney Point, Maryland. Next port: Buffalo, New York.

AMERICAN SPIRIT (American Steamship), April 24 – Chairman **Paul S. Gohs**, Secretary **Bernard E. Lawes**, Educational Director **Michael L. Kruse**. Bosun reviewed requirements for BST when renewing MMC (merchant mariner credential) after January 1, 2017. He distributed pension plan booklets to those who had requested them and read letter regarding improvements to Core Level dental plan. Discussion was held pertaining to upcoming contract negotiations. Educational director posted upgrading course information on ship's bulletin board. No beefs or disputed OT reported. Crew members requested clarification regarding requirements needed to work for American Steamship Company.

BUFFALO (American Steamship), April 24 – Chairman **Amin A. Quraish**, Secretary **Theophil S. Igielski**, Educational Director **Mark A. MacRury**. Chairman reported safe, smooth trip. Secretary advised mariners to watch expiration dates on documents. Educational director talked about STCW, BST and MMCs. Treasurer reminded everyone to keep dues up-to-date. No beefs or disputed OT reported. Crew discussed benefit increases to Core Plus dental.

GREAT REPUBLIC (Key Lakes IV), April 24 – Chairman **Jeffery E. Eckhart**, Secretary **Munasser A. Ahmed**, Educational Director **Ali S. Musa**. Chairman reminded members that contract negotiations start soon. Secretary requested SIU ship's minutes forms and upgrading applications. No beefs or disputed

OT reported. Educational director advised mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland.

HORIZON ENTERPRISE (Sunrise Operations), April 24 – Chairman **George B. Khan**, Secretary **Raymond S. Garcia**, Educational Director **Trent R. Sterling**, Deck Delegate **Wilfredo Caidoy**, Engine Delegate **Robert Brady**, Steward Delegate **Mercurion Abuan**. Chairman announced payoff April 29 in Los Angeles. He talked about improvements to dental benefits and stated apprentices were doing a great job. Educational director urged mariners to keep an eye on expiration dates of documents and make sure union has up-to-date mailing address. No beefs or disputed OT reported. Crew was reminded to keep ship clean and keep noise down while others are sleeping. Next ports: Oakland, California and Los Angeles.

HORIZON PACIFIC (Sunrise Operations), April 26 – Chairman **Jozef Ignaczak**, Secretary **Robert Mosley**, Educational Director **Thomas M. Flynn**, Deck Delegate **Samuel H. Lampshire**, Engine Delegate **Yahya A. Mohamed**, Steward Delegate **Salah M. Salah**. Chairman thanked crew for doing their jobs well. He announced payoff April 28. Secretary talked about importance of donating to SPAD (Seafarers Political Activity Donation). Educational director urged members to enhance their skills at the Paul Hall Center to excel in their positions. He also advised them to keep documents current. Treasurer reported \$100 in cookout fund. No beefs or disputed OT reported. President's report was read and discussed; vote of thanks was given to President Sacco and his staff. Request was made for a computer with internet and printer in crew lounge. Members would also like new couches and chairs. Mariners expressed their gratitude to the steward department for great cookouts. Crew was asked to keep noise down while people off watch are sleeping. Next ports: Honolulu, Oakland, California and San Pedro, California.

MAERSK COLUMBUS (Maersk Line, Limited), April 16 – Chairman **Daniel S.**

Atypical New Tonnage in Northeast



The vast majority of Seafarers-contracted new tonnage is, of course, sea-based, but the union welcomes it on shore (and rail), too. Check out the new locomotive in the background at SIU-contracted New York New Jersey Rail. Pictured from left to right are SIU Safety Director OSvaldo Ramos and Donald Hutton, managing director at the company.

Marcus, Educational Director **Oswald N. Bermeo**, Deck Delegate **Albert Williams**, Engine Delegate **Brian A. Jackson**, Steward Delegate **Mark Keller**. Bosun thanked crew for a safe voyage. Educational director advised mariners to enhance skills at maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Recommendation was made regarding 401K plan. Steward department was thanked for making fine food. Next ports: Newark, New Jersey, Charleston, South Carolina, Savannah, Georgia and Houston.

MAERSK IDAHO (Maersk Line, Limited), April 3 – Chairman **Ronald Mena**, Secretary **Gregory K. Johnson**, Educational Director **Grant W. Schuman**, Steward Delegate **Mary Chris Little**. Bosun reported smooth sailing and great crew. He urged them to allow ample time to obtain renewals before documents expire. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. Treasurer reported about \$1,000 in ship's fund. Crew members would like new chairs and Wi-Fi on all decks of ship.

MAERSK IOWA (Maersk Line, Limited), April 24 – Chairman **Michael D. Ratiagan**, Secretary **Robin D. Ballard**, Educational Director

Eufemiano Gomes, Deck Delegate **Allan Green**. Chairman stated satellite phone was out of service. Request was made for stand-by in home port. Educational director urged mariners to keep an eye on expiration dates of documents. Treasurer reported \$1,564 in ship's fund. No beefs or disputed OT reported. Mariners would like more serving dishes, new washing machine for crew laundry and new movies. Suggestion was made pertaining to vacation benefits. Next port: Norfolk, Virginia.

MAERSK OHIO (Maersk Line, Limited), April 16 – Chairman **Domingo Leon**, Secretary **Christina A. Ma-teer**, Educational Director **Antoine L. Rainey**, Engine Delegate **Joel Bell**, Steward Delegate **Sandra Vann**. Bosun reported good trip and great food. He encouraged all Seafarers to pay attention to documents' expiration dates. Secretary asked crew to leave rooms clean and supplied with fresh linen for reliefs. Educational director urged members to register for upgrading at Piney Point early as classes fill up quick. Treasurer stated \$750 in ship's fund. No beefs or disputed OT reported. Request was made to increase food budget. Recommendations were made regarding vacation, medical, and pension benefits. Next port: Newark, New Jersey.

PRESQUE ISLE (Key Lakes), April 17 – Chairman **Tony S. Sivola**, Secretary **Walter L. Wise**, Educational Director **Shaker M. Abdullah**, Deck Delegate **Hussein Qassim**. Educational director encouraged mariners to utilize Piney Point school whenever possible. No beefs or disputed OT reported. Steward department was thanked for great food and service. Members were told to contact the union hall if they had not received their summary of benefits and coverage. Clarification was requested pertaining to health benefit requirements.

ST. LOUIS EXPRESS (Crowley), April 24 – Chairman **Matthew T. Sagay**, Secretary **Marlon A. Battad**, Deck Delegate **Damon J. Anderson**, Engine Delegate **Mohammed Khan**. Chairman reported good trip and acknowledged crew for their hard work. Secretary reminded members to make sure laundry machine was empty after use and thanked them for keeping pantry area clean. Educational director advised mariners to enhance skills at maritime training center in Piney Point, Maryland, and pay attention to expiration dates of documents. No beefs or disputed OT reported. Treasurer noted \$150 in ship's fund. Bosun stressed the importance of safety while in port. Next ports: Charleston, South Carolina and Houston.

Save the Date

El Faro Dedication on October 1

Seafarers who are in the Jacksonville, Florida, area on October 1 are invited to attend the dedication of a new *El Faro* memorial at the SIU hall on Belfort Road. The agenda is still in the works, but the dedication will begin at noon. We'll publish and post reminders in the months ahead.

SIU Crews Excel Aboard Crowley-Operated MSC Ships

SIU and AMO crew members from six of the vessels in the Military Sealift Command T-AGOS/T-AGM fleet managed and operated by Seafarers-contracted Crowley Maritime Corporation's government services group recently reached their first anniversaries aboard their ships.

The anniversaries mark a milestone in Crowley's management program to attract and retain crew members and offer professional development, according to the company. Through May, more than 100 members have reached anniversaries as Crowley emphasizes training, retention and promotional opportunities.

"We congratulate the mariners who have continued and advanced their careers on these vessels," said Crowley's Mike Golonka, vice president, government services. "The men and women making their careers aboard these ships provide a critical service to our country, so providing opportunities to enrich their careers is part of our commitment to fulfilling our management role."

Crowley began fully managing the ships, which support the U.S. Navy's Surveillance Towed Array Sensor Sys-

tems (SURTASS) operations, U.S. Air Force radars and other research, between January and May of last year. The fleet consists of seven vessels – five T-AGOS vessels and two T-AGM ships with more than 250 crew members total (many of them SIU members). Crowley provides personnel, operational and technical support, equipment, provisions and supplies for the United States Naval Ships (USNS).

The work anniversaries were reached on the SIU-crewed, Crowley-managed *USNS Loyal*, *USNS Able*, *USNS Effective*, *USNS Victorious*, *USNS Impeccable* and *USNS Invincible*. Crowley also began managing the SIU-crewed *USNS Howard Lorenzen* this year.

In a news release noting the anniversaries, the company reported, "Crowley has emphasized training and professional development of mariners as well as supporting quality of life through scheduled rotations. Overall, retention for the fleet is 87 percent, including 92 percent for officers and 82 percent for unlicensed mariners. In addition, 35 promotions have taken place within the Crowley fleet, and 11 more T-AGOS members have re-



The *USNS Able* is an SIU-crewed, Crowley-operated ship that supports U.S. military operations.

ceived promotions to other fleets."

The ships have made more than 700 embarkations since Crowley took over. The vessels use SURTASS equipment to gather undersea acoustic data around the world in support of the anti-submarine warfare operations. The ships' equipment processes and transmits data via satellite to shore for evaluation.

Crowley's ship management group provides all phases of commercial ship management, along with full technical management and government contracting. Under this U.S. Navy contract, Crowley is providing full turnkey operation and management for the fleet, including crewing, scheduled and unscheduled repair and dry-docking.

With Seafarers Aboard Alaskan Explorer

This snapshot was taken June 13 in Martinez, California, following a union meeting led by Patrolman Nick Marone II. Among other topics, the crew expressed thanks for the recently announced increase in dental benefits provided through the Seafarers Health and Benefits Plan. Pictured from left to right are AB Hussein Mohsen, AB Modesto Rabena, AB Russell Hayden, AB Kenneth Abrahamson, SA David Mohamed, GUDE George Washington, GUDE Lee Weygandt, Chief Cook Dennison Dizon, Bosun Michael Moore, Chief Steward John Huyett, GUDE Terence Bennett, QMED Alberto Semedo and GUDE Jonas Libang. The ship is operated by Alaska Tanker Co.



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

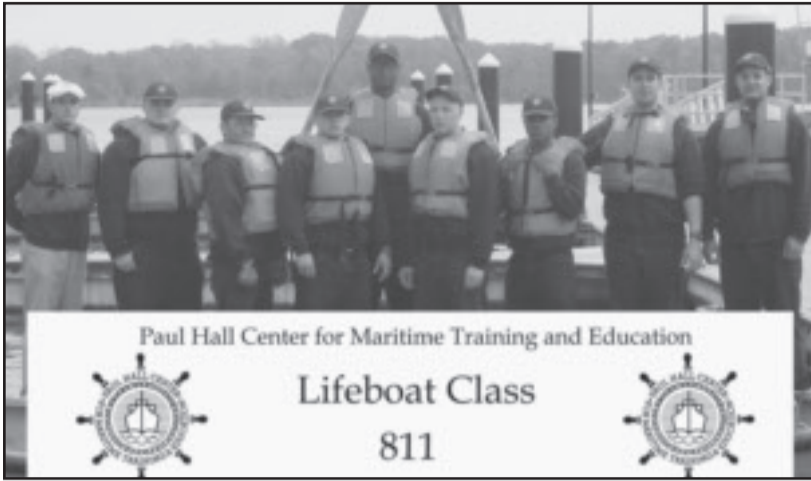
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #811 – Nine Phase I apprentices completed their requirements in this course May 20. Graduating (above, in alphabetical order) were: Christopher Baker, Kevin Hampton, Jason Hinchman, Da'vonte Junies, Joseph Parr, Ryan Raynor, Rahsean Sharp, Hayden Vogt and Edward Voskamp.



Water Survival (Upgrader) – Seafarer Lamar Pinckney recently completed the enhancement of his skills in this course. He graduated May 20.



Welding – Two upgraders finished their classwork and graduated from this course May 20. They are Olympia Harley (above, center) and Ferdinand Gabonada Hullana (right). Their instructor, Chris Raley, is at the left.



Able Seafarer Deck – The following individuals (above, in alphabetical order) graduated from this course May 27: Matthew Alexander, Husein Mohsin Alarrayashi, Benjamin Carroll, Christopher Dault, Peter Hamm, Matthew Hargrove, Francisco Javier Hernandez Davila, Benjamin Howarth, Thomas Johnson, Alfred Jones, Martin McDonald, Ian McDonough, Christian Montanez Cruz, Stevie Palmer, Christian Reyes Herencia, Kalai Robledo and Rossitza Atanasova Zahariev.



Government Vessels – Nineteen upgraders (above, in alphabetical order) graduated from this course May 27: Muniru Alhasi Adam, Mike Adorno, Kyren Ancrum, Jose Gacutan Bonita, George Borromeo, Darvin Brown, Dominic Dela Cruz Dumlaog, Victor Frazier, Kenneth Hagan, Diana House, Dwight Hunt Sr., Brian Magill, Vicente Bautista Mansilungan, Ali Said Saleh Nassir, Clovis Pomare, Lateef Ojumu Sanusi, Frank Strong, Charles Toliver and Elpidio Avergonzado Toyco. Their instructor, Tom Truitt, is at the far left in the second row.



Marine Refrigeration – The following Seafarers (above, in alphabetical order) graduated from this course May 13: Dwight Cherry Jr., Derrick Clark, Jerome Culbreth Jr., Michael Deren, Elliot Duncan, William Gibson, Darrell Goggins, Nathan Graddick, Steven Miller, Lionel Rivera and Ronald Westerfield. Class instructor Jay Henderson is at the far right in the first row.



Medical Care Provider – Eight upgraders graduated from this course May 20. Completing their requirements (above, in alphabetical order) were: Alcy Beckford, Matthew Botterbusch, Kelly Doyle, Dwight Hunt Sr., Bud Sok Khuth, Jarred Moylan, Charles Toliver and James Wunder. Their instructor, Leonard Wayne Johnson Jr., is at the far left.



Tankship Familiarization – The following Phase III apprentices (above, in alphabetical order) graduated from this course May 13: Antony Chapman, Andrew Mendoza, Phillip Nichols, Hiten Shrimankar and Mackenzie Wincelowicz. Each plans to work in the deck department of American-flag vessels upon the completion of their training.



Tankship Familiarization – Eleven Phase III apprentices (above, in alphabetical order) completed this course May 13: Frank Bigornia, Bevan Cottle, Lionel Manuel Felix Lugo, Terren Fields, Thedford Jones Jr., Christile Lejunie, Zachary Manzi, Liam Richey, Samuel Sanders Jr., Michael Smith and Nicholas Tejada. Upon the completion of their training, each plans to work in the engine department aboard American-flag vessels.



Tankship Familiarization – Phase III apprentices Simona Evans (above, right) and Tyrane Savage finished their requirements and graduated from this course May 13. Upon the completion of their training, each plans to work in the steward department while sailing aboard American-flag vessels.

Combined Basic/Advanced Firefighting – The following upgraders (photo at right, in alphabetical order) graduated from this course May 13: Alcy Beckford, George Borromeo, Matthew Botterbusch, Dwight Hunt Sr., Bud Sok Khuth, Gheorge Savencu and James Wunder. Class instructor Leonard Wayne Johnson Jr., is at the far left.



Paul Hall Center Classes



Basic Low Flash Point Fuel Operations – Eleven Seafarers (above, in alphabetical order) graduated from this course May 6: Kenneth Benton, Ronald Byrd, Hector Cumba, Anthony Grant, Michael Henry, Rudy Lopez, Christian Oding, Mark Smith, Maude Solomon, Richard Ward and Brian Wilder. Alan Tupper, their instructor, is at the far left in the back row.

Basic Training (UP Basic Firefighting) – The following upgraders (above, in alphabetical order) graduated from this course May 13: David Campbell, Mark Canada, Antonio Centeno, Raul Guarionex Colon Matos, Hector Manuel Cumba, Dominic Dela Cruz Dumlao, Mauricio Pena Elope, Leander Garrett, Anthony Grant, Daniel Harris, Michael Henry, Rudy Lopez, Jabr Ahmed Nasser Matari, Christian Oding, Sinclair Oubre, Mark Smith, Maude Solomon and Kareem Walters.



Basic Training (UP Basic Firefighting) – Thirteen Seafarers (above, in alphabetical order) graduated from this course May 20: Kyren Ancrum, Jonathan Bennett, George Borromeo, Angel Ivan Colon Cintron, Thomas Cyrus Jr., Roy Madrio, Benedict Opaon, John O'Shaughnessy, Noel Otero, Victor Manuel Rios Lopez, Olive Stewart-Paul, Elpidio Avergonzado Toyco and Abel Vazquez Torres. Class instructors Joe Zienda and Mike Roberts are at the far left and far right, respectively.

Small Arms – Five individuals (above, in alphabetical order) graduated from this course May 5: William Dowzicky III, William Howell III, Rick James, Charles Searfass and Gary Torres. Robert Springer and Stan Beck, their instructors, are at the far right and far left, respectively.



Tankship Familiarization – Four Seafarers (above, in alphabetical order) completed their requirements and graduated from this course May 13: Emmanuel Martinez Alcantara, Angel Ivan Colon Cintron, Noel Otero and Victor Manuel Rios Lopez.

Advanced Shiphandling – Two individuals graduated from this course May 27: Michael Cousin (above, center) and Sean Murphy. Their instructor, John Gorman, is at right.

Engine Room Resource Management – The following upgraders (above, in alphabetical order) graduated from this course May 6: Steven Balelo, Eugene Browning, Martin Carpenter, Jan Gawel, Robert George, Andrew Kovacs, Bradley Singletary and Todd Smith. Freddie Toedtemeier, their instructor, is at the far right.



Engine Room Resource Management – Nine individuals (above, in alphabetical order) completed the enhancement of their skills in this course when they graduated May 20: Brian Bascom, Tito Manansala Calaque Jr., Jeffrey Charette, Andrew Clarke, John McCranie IV, Jason Mixson, Robert Shaver, Oleg Ivanovich Sushkov and Mark Vicknair. Their instructor Freddie Toedtemeier, is at the far left.

MEECE – Eight upgraders (above, in alphabetical order) improved their skills by graduating from this course May 27: Brian Bascom, Christopher Carlson, Carl Coval, Steven Haver, Anthony McNeil, Thomas Murphy, Oleg Ivanovich Sushkov and Thomas Walsh. Freddie Toedtemeier, their instructor, is at the far left.



Leadership & Management Skills – The following individuals (above, in alphabetical order) completed this course May 13: Jeffrey Altzner, Steven Balelo, Carl Coval, David Davis, Marc Fitton, Henry Gamp, Michael Gates, Robert George, David Hawkins, Steven Klare, Bryan Kneeland, Keith Shine, Thomas Stralka, Rebecca Tallman, Jonathan Terry and Mark Vicknair. Class instructor Freddie Toedtemeier.

Steward Department Classes – Five upgraders recently completed steward department classes. Rommel Reston (above, left) finished certified chief cook module three while (starting second from left) Robert Resurreccion, Grazyna Tomaszewska, Emanuel Spain and Perry Martin Sr., graduated from the advanced galley operations course.

Seafarers Commemorate National Maritime Day

Shipboard, Shore-Side Ceremonies Honor U.S. Merchant Marine

Although the National Maritime Day ceremonies in Washington, D.C., often garner more attention because of high-profile speakers, such observances definitely are not limited to the nation's capital. Seafarers around the globe, both at sea and ashore, respectfully celebrate the day each year, and 2016 was

no exception.

Photos from a few of the non-D.C. gatherings appear on this page; some are also featured on the SIU and *Seafarers LOG* Facebook pages. Coverage of the ceremonies that took place in Washington appears on Pages 8-10.



ABOARD CAPE ORLANDO – The U.S. Maritime Administration sponsored a National Maritime Day ceremony in Alameda, California, where SIU Asst. VP Nick Celona (at podium in photo above) was a featured speaker. The group photo at left on the Ready Reserve Force ship features SIU members and officials along with other crew members, guests and personnel from Patriot.



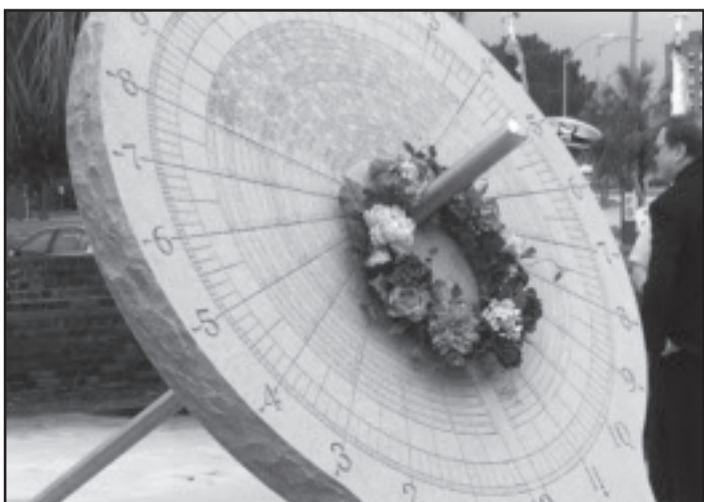
ABOARD MV FREEDOM – Vessel master Capt. Shawn Hagerty submitted photos along with this write up: "The *Freedom* celebrated National Maritime Day on 22-May-2016 while underway at sea from Galveston, USA to Brunswick, USA. All officers and crew mustered on bow at 1300 local hours for a special ceremony. The commemoration began with alto saxophone musical arrangements by 3/M Stross of the Star Spangled Banner and God Bless America. We then listened as Deck Cadet Manning Hosea read this year's National Maritime Day Presidential Proclamation. This was followed by a heartfelt perspective by Chief Steward Starling regarding the personal meaning of the U.S. Merchant Marine to him. Captain Hagerty then addressed the crew regarding the history and significance of National Maritime Day.

To close the ceremony, we struck eight bells followed by a moment of silence to honor all those past mariners that have served and sacrificed before us and to reflect on how we can continue to honor their memory. An extra moment of silence was also observed in memory of the *El Faro* crew."

The SIU crew aboard the Tote Services-operated vessel included Bosun Stephen Herring, ABs Cirilo Jumamil, Stefon Otey and Ken Simmons, STOSs Radu Marinescu and Ricky Rivera Martinez, Oilers Courtney Gantt, Jose Vega Caraballo and Rafael Leon Ortiz, Chief Steward Frank Starling, Chief Cook Marco Guevara, SA Gabriel Bello and Apprentice Alan Squier.



ABOARD USNS WHEELER – The SIU-crewed, Tote Services-operated vessel hosted a wreath-laying ceremony in Busan, Korea, on May 20. Vessel master Capt. Glenn Macario noted the event was hosted jointly by the Military Sealift Command and the United Seamen's Service at Pier 8. He also pointed out that in the ship photo below, the *Wheeler's* signal flags spell out E-L-F-A-R-O-3-3. Pictured in the photo above, from left, are Capt. Macario, Mr. Walt Christensen, Col. Stephens, LCDR Pugh, and Chaplain Zumwalt. The ceremony featured a U.S. Navy honor guard and buglers from the Korean navy. The SIU crew included Bosun Jerry Gonzaga, ABs Brian Frederick, Kevin Hanmont, Ed Majesky and Smyrno Desir, QMED Jasper McGirt, Wiper Jarvis Carter, Chief Steward Jean Favreaux, Chief Cook Radfan Almaklani, and Apprentice Gabe Freeman. SIU members from the *USNS Impeccable* also attended.



TEXAS HOSTS CEREMONIES – SIU Safety Director Kevin Sykes (left in photo at right) represented the union at separate events in Port Arthur and Galveston, Texas. He's pictured with Tammy Lobaugh, executive director for operations and administration, Texas Maritime Academy, in Galveston, while a memorial wreath is shown in Port Arthur, photo at left. Visible at far right is Father Sinclair Oubre, an SIU member who runs the Apostleship of the Sea's Beaumont, Texas, Dioceses.

