

SEAFARERS LOG

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

Tacoma Tradition: SIU Members Again Give Back to Community

Community outreach is a staple for Seafarers in the Pacific Northwest, including the yearly project Paint Tacoma-Pierce Beautiful. SIU personnel recently teamed up for the 2019 iteration; they spent a few days painting and repairing the home of a local family. Pictured from left in the group photo at right are some of the SIU participants: Henry Egaran, Joni Bradley, Sonny Lawson, Ben Anderson, Robert Anderson and Warren Asp. Bosun Derik Rye is shown painting in the photo below. *Page 8.*



Great Lakes Towing Co. Celebrates Milestone, Christens Tug Michigan

Attendees had more than one reason to celebrate when they gathered in Cleveland on July 22. SIU-contracted Great Lakes Towing Company marked its 120th anniversary, and also christened the new tugboat *Michigan*. SIU Executive VP Augie Tellez and VP Great Lakes Tom Orzechowski were among those on hand for the event. The *Michigan* was christened by vessel sponsor Carolyn Watkins (left), an official with the Ohio Environmental Protection Agency. *Page 24.*

NY Waterway Christens Ferry
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Piney Point Completes Major Upgrades
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President's Report

Big Win, and More Progress

Our industry scored an important victory in late July, when United States Senators from both sides of the aisle stood up for the Jones Act. Specifically, they turned back two ill-conceived amendments in the Coast Guard Authorization Act that would have weakened America's freight cabotage law.

The resounding, bipartisan votes in favor of fully maintaining the century-old law that remains vital to U.S. national, economic and homeland security must not be taken for granted. This is a constant battle, which is one reason why it's also a regular topic of my columns.



Michael Sacco

In a case of coincidental timing, during that same stretch in July, the SIU's most recent class of recertified bosuns made separate trips to SIU headquarters and then to the nation's capital. They learned about the behind-the-scenes work our union constantly puts forth to protect SIU jobs and the industry as a whole. They also saw the results, in real time.

The following week, during their graduation speeches, the bosuns all mentioned how their eyes had been opened to the sheer, unrelenting grassroots effort it takes to promote and protect the U.S. Merchant Marine. While our industry does indeed enjoy strong support from many in the military, in the administration and in Congress, we also have enemies. Some are foreign-flag interests, others are merely misinformed, but all of them threaten American maritime.

The bosuns also, without exception, urged fellow members to donate to SPAD, our union's voluntary political action fund. SPAD isn't our only tool, but it's important. We have a great rate of participation but there's always room for improvement. If you're already on board, I thank you. If you're not, there's never a bad time to join the battle. As the saying goes, the job you save may be your own.

Successfully defending the Jones Act wasn't the only recent positive development. As reported in this edition of the *LOG*, our affiliated school in Piney Point, Maryland, recently completed a massive upgrade of its engine-department training facilities. This should be a big boost for both entry-level students and upgraders. And, it's consistent with the school's mission of producing the world's best-trained mariners.

We also joined with two of our contracted companies in celebrating new-tonnage additions, plus an anniversary. The Great Lakes Towing Company christened a new tug while commemorating 120 years of business, and NY Waterway christened a fully refurbished boat that has been added to its flourishing fleet of passenger ferries. Such growth is a credit not only to the companies but also to the reliable SIU manpower that keeps those vessels running smoothly.

I also call your attention to our yearly feature on Paint Tacoma, a very worthwhile project that the SIU has supported for many years. For as long as I can remember, SIU members often have had tough exteriors but hearts of gold. Our volunteers for Paint Tacoma symbolize the membership's generosity quite well.

Brothers and sisters, I'm confident we'll continue to have plenty of good news to report for many years to come. But, as with anything in life, nothing will be given to us. You have to continue with your outstanding professionalism aboard ship. The union must maintain our political activism as well as working closely with our contracted operators and all of the agencies that affect maritime. And our school must provide the best possible training for every student, whether an apprentice or an upgrader.

Our future is bright.

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

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Pro-Maritime Bill Reintroduced

Bipartisan Legislation Promotes U.S. Shipbuilding, Crews

U.S. Rep. John Garamendi (D-California) and U.S. Sen. Roger Wicker (R-Mississippi) in July reintroduced the Energizing American Shipbuilding Act in their respective halls of Congress.

The legislation, strongly backed by the SIU, would support U.S. shipbuilding by stipulating that a portion of liquefied natural gas (LNG) and crude oil exports be transported on U.S.-built, U.S.-crewed vessels. Specifically, the measure would require that vessels built in the U.S. transport 15 percent of total seaborne LNG exports by 2041 and 10 percent of total seaborne crude oil exports by 2033. If enacted, the bill is expected to induce the construction of dozens of ships, support thousands of jobs in U.S. shipyards, as well as in the domestic vessel component manufacturing and maritime industries. According to an estimate from the Shipbuilders Council of America, the bill would result in the construction of more than 40 ships: approximately 28 LNG carriers by 2041 and 12 oil tankers by 2033.

Wicker and Garamendi on March 26 sent a letter to the Trump Administration encouraging it to secure export opportunities for American mariners and shipyards as part of any trade agreement negotiated between the United States and the Peoples Republic of China.

In that correspondence, Garamendi said: "America is on



U.S. Rep. John Garamendi (D-California)



U.S. Sen. Roger Wicker (R-Mississippi)

pace to be the third largest producer of LNG exports by 2020. If we don't use these trade negotiations to require our LNG exports to ship on U.S. vessels, the United States will continue exporting its LNG on foreign-flagged ships manned by foreign crews."

He continued, "The U.S.-flag international fleet has declined 60 percent since 1991 to just 80 vessels. These negotiations give us the opportunity to reenergize American shipyards and rebuild our nation's dwindling merchant fleet, which provides a vital economic stimulus and critical sealift capacity for our military. I look forward to establishing a dialogue with the administration

on this matter, and I thank Senator Wicker for leading the effort in the Senate to grow the U.S.-flag fleet."

"The United States should seize every opportunity to bolster our domestic maritime industry," Wicker said. "As we pursue stronger trade agreements with China and other nations, I urge the administration to consider supporting the American merchant marine fleet by requiring liquid natural gas and crude oil exports be transported by U.S.-flagged and crewed vessels."

Garamendi and Wicker initially introduced the legislation in December 2018 during the 115th Congress.

'Jones Act is About Protecting America'

A former U.S. congressman recently wrote a powerful defense of America's freight cabotage law.

Ernest Istook, a former Republican member of the United States House of Representatives from Oklahoma's 5th Congressional District, posted an op-ed headlined "The Jones Act is About Protecting America." Currently a political science professor, Istook plainly spelled out how the century-old law remains vital to U.S. national, economic and homeland security.

"In recent weeks, opinion writers in a number of leading agriculture industry publications have been encouraging American farmers to ship their products in foreign vessels, arguing that it's cheaper," he began in his article, which first went online in mid-July. "They have also been urging repeal of the American law that is the last thin lifeline of the once-robust shipbuilding industry in the United States. Unfortunately, this line of thinking reflects the blindly globalist agenda that has been the bane of America's economy for the last 50-years."

Istook specifically pointed to a piece attacking the Jones Act "in favor of this globalist agenda." That author, according to Istook, "starts by ignoring the economies of scale to ship grain. It will always cost more per unit-mile to ship any product on shorter routes and on smaller vessels between domestic ports compared to shipping the same thing to Asia. After the mislead-

ing number on shipping cost, [the writer] then recites libertarian globalist talking points for undoing the Jones Act."

The former congressman continued, "The biggest beneficiaries of repeal would not be American farmers but the anti-American policies of other countries. Ships built and crewed by foreign powers can undercut other prices due to massive subsidies to their maritime industry, trying to monopolize the market. Cornering that market is enormous since 90% of the world's cargo goes by ship."

Not to be overlooked are the massive investments made by other countries in their respective maritime industries. As Istook noted, "For some years now, foreign countries have been giving mega-billion-dollar subsidies to win a monopoly over the maritime industry. That allows companies to offer sometimes-lower prices for shipping grain and other commodities, because overseas governments are paying the difference. In China, for example, these subsidies are estimated to provide a 15-20% advantage."

"South Korea is being sued by Japan and the European Union, whose own subsidies can't keep up with bigger ones in South Korea," he continued. "So the World Trade Organization (WTO) is being asked to adjudicate. This would be similar to the WTO ruling this spring that Europe's subsidies for Airbus harmed the U.S. aviation industry, leading to approval for

\$21-billion a year in retaliatory American tariffs on European goods. It took the WTO 14.5 years to reach that decision. Hoping for a similar ruling against foreign shipbuilding subsidies would take who knows how long? This is why the United States must have its own policies to protect our jobs and security."

He described the Jones Act's impact as "far too small to overcome other countries' massive incentives to shipbuilders, yet it benefits our homeland security. Only the need to construct our military ships has kept America's shipbuilding industry afloat."

For instance, he wrote, the law's "requirements are limited to cargo shipped from one U.S. port to another U.S. port, and not the far-more-massive trade between the U.S. and foreign ports. In other words, only purely domestic shipping is affected, which is a homeland security issue. Similar laws in other countries are used to protect their internal waterways as well."

Istook concluded, "Those who would subvert the Jones Act are part of the never-ending effort to discourage incentives to Buy American. The debate is as old as the United States. Our very first Congress adopted laws to promote both a strong presence at sea and to protect domestic waters. The economist Adam Smith argued that a strong merchant fleet was vital to national interests. Other countries may offer us financial incentives to weaken our shipping industry. But we should tell them, 'No.'"



New Jersey Lt. Gov. Sheila Oliver (photo above) christens the NY Waterway ferry *Susan B. Anthony*. She is flanked by State Senate Majority Leader Loretta Weinberg and NY Waterway President Arthur E. Imperatore. (Photo courtesy Joe Sharp Photography) In photo at right, Deckhand Steven Matos (left) and Capt. Frank Virginia are pictured aboard the *Susan B. Anthony*.



Union-Contracted NY Waterway Christens Ferry *Fully Restored Susan B. Anthony is Newest Addition*

SIU-contracted NY Waterway has added to its fleet of safe, reliable passenger ferries.

The company on July 24 hosted a ceremony in Weehawken, New Jersey, where Lt. Gov. Sheila Y. Oliver christened the *Susan B. Anthony*. The boat joins NY Waterway's fleet of three-dozen vessels.

SIU Patrolman Ray Henderson attended the gathering, which he described as small but upbeat.

"It was a great ceremony – a sunny day on the river," Henderson said. "The lieutenant governor gave a wonderful speech, as did (NY Waterway President) Arthur Imperatore. The members are happy."

Capt. **Frank Virginia** and Deckhand **Steven Matos**, assigned to the new addition, also were there for the christening, which took place at the Port Imperial Ferry Terminal.

"It is with great honor that I join NY Waterway to dedicate this boat to one of the most consequential heroes in U.S. history, Susan B. Anthony," Oliver said. "She was often seen as an outlier and a fighter, which are the traits of every transformative figure that I admire. The roots of her activism started at a very young age and continue to inspire me and so many others in our contemporary pursuit for social equity in New Jersey and beyond."

"It is fitting that Lt. Gov. Sheila Oliver, who has dedicated her life to serving the people of New Jersey, is here to christen the *Susan B. Anthony*," said Imperatore, founder of the company. "Sheila Oliver is a living testament to the wisdom, power and passion of women

in politics made possible by Susan B. Anthony and the suffragettes.... Like all our ferries, and the dedicated men and women who keep them running, this boat will honor the example of Susan B. Anthony and Sheila Oliver, serving New Jersey commuters for years to come."

"I am honored to participate in NY Waterway's boat dedication to one of my heroines, Susan B. Anthony, who relentlessly crusaded for the woman's right to vote," said New Jersey Senate Majority Leader Loretta Weinberg. "She was a true social reformer, activist and fighter for social equality, which are many of the same issues we continue to fight for today. Her spirit will be a guiding light to this vessel and I know somewhere she is looking down on this dedication with pride and satisfaction as we welcome her namesake into the ferry fleet."

The *Susan B. Anthony* was built in 2002 by Yank Marine in Tuckahoe, New Jersey, where the NY Waterway ferries *Molly Pitcher* and *Betsy Ross* also were built. These are the first ferry boats built in New Jersey in memory. NY Waterway has three other boats under construction at Yank Marine.

Originally named the *Suzie Girl*, the *Susan B. Anthony* was used as a party fishing boat on the Jersey Shore. NY Waterway has completely restored it, returning her to as-new condition, with a luxury interior that's standard on all NY Waterway ferries. She is 65 feet long and 20 feet wide, capable of carrying 130 passengers at 24 knots, and powered by two American-made Caterpillar engines.



The new addition to the fleet can carry 130 passengers.

In announcing the christening, the company noted that the *Susan B. Anthony* "will be used on Hudson River crossings between New Jersey and Manhattan. She also will join NY Waterway's proud tradition of providing emergency service when other transit systems are disrupted by weather or road and track repairs. Since 1986, NY Waterway ferries also have conducted emergency evacuations, bringing hundreds of thousands of New Jersey residents home safely after 9/11, the 2003 blackout and other disasters. These ferries also have rescued more than 300 people from various accidents including 143 people rescued from Flight 1549 in the Miracle on the Hudson, the most suc-

cessful rescue in aviation history."

Moreover, NY Waterway ferries carried 11,000 to 12,000 extra riders home to New Jersey when PATH service was disrupted on June 27 and carried more than 10,000 extra passengers home when the Lincoln Tunnel and Port Authority Bus Terminal were closed July 3.

SIU-crewed NY Waterway ferries are considered by many as the most reliable transit system in the New York metro area. They carry upwards of 32,000 or more passengers daily and maintain an on-time performance rate greater than 99 percent. The boats serve 20-plus routes between New Jersey and Manhattan.

SIU-Crewed Vessel Marks U.S. Customs Anniversary



The *Maersk Kinloss*, operated by SIU-contracted Maersk Line, Limited, approaches the Port of New York on its way to a historic inspection. (U.S. Customs and Border Protection photo by Anthony Durak)

The U.S. Customs and Border Patrol (CBP) recently celebrated 230 years of service with a ceremony conducted at APM's Port Elizabeth terminal in Newark, New Jersey – and SIU members helped with the commemoration.

The SIU-crewed *M/V Maersk Kinloss* served as a symbol of the first vessel to arrive after the creation of the CBP on August 5, 1789: the two-masted sailing ship *Persis*. During the Aug. 5, 2019 ceremony, the captain of the *Maersk Kinloss*, Christopher Murray, presented the Application for Unloading (CBP Form #3171) for the vessel to CBP Director of Field Operations Troy Miller, and acting Port Director Dylan DeFrancisci. Before a group of senior port executives, CBP executives, Coast Guard officers, media and other invited guests, the Customs document was duly signed and stamped, formally executing the permit in accordance with the procedures of the late 18th century. In that era, this process would also have included the payment of the tonnage taxes due to

the Customs collector.

Maersk Americas Head of Corporate Security and Regulatory Mark Tierney spoke at the event, saying, "As we commemorate the very first vessel cleared by U.S. Customs at the Port of New York two centuries and three decades ago, we must also recognize that each year, this port alone receives and processes approximately 17,000 commercial vessel calls – and the CBP is doing an outstanding job in meeting the challenges of expanding global trade volumes and increasing vessel size and cargo capacities."

A Customs duty fee of \$774.71 was collected based upon the assessed values of the goods entering the port 230 years ago aboard the *Persis*. In 2018, the total value of U.S. merchandise imports exceeded \$2.6 trillion.

CBP is the second-largest source of revenue in the federal government, collecting approximately \$52 billion in duties, taxes, and other fees in Fiscal Year 2018.

Tanker Saga Spotlights Runaway-Flag Shipping

When Iranian military forces seized a commercial tanker in the Strait of Hormuz in late July, the incident made worldwide headlines.

Most of the stories focused on the escalating tensions in the Middle East, but some also spotlighted what CNN described as “the murky world of international shipping, where shipowners can register and re-register their vessels within minutes, turning their crews into pawns in a game of diplomatic chess.”

The vessel in question is a flag-of-convenience (FOC) or runaway-flag tanker, the *Stena Impero*. It is owned by a Swedish company, flies a British flag, and carries a multinational crew of 23. The mariners are from India, Latvia, the Philippines and Russia.

An FOC ship is one that flies the flag of a country other than the country of ownership.

SIU Secretary-Treasurer David Heindel is quoted in an online CNN piece about the *Stena Impero*. The article by Ivana Kottasová was most recently updated July 29. It takes a detailed look at FOCs and their many pitfalls.

Heindel also serves as chair of the International Transport Workers’ Federation (ITF) Seafarers’ Section. He told CNN, “On flag-of-convenience vessels, non-national seafarers simply don’t have the same rights that national seafarers would have if they were employed.”

He also told the news outlet that mariners may have trouble getting assistance from their ship’s flag state if they’re not its citizens. “That is especially true when the flag belongs to a developing country with little diplomatic power and no real labor protections,” CNN said in summarizing his comments. “At the same time, Heindel said, the diplomatic missions of the seafarers’ own countries may not be able to help either. It may be their citizens who are involved, but they have no power over

the vessels. To make the matters even more complicated, ships are allowed to switch flags and re-register as they please, even mid-journey.”

Another maritime expert quoted in the article – Michael Roe, professor of maritime and logistics policy at the University of Plymouth – said, “If you’ve got a credit card, and you’ve got 15 minutes, you can re-register your ship under any flag you want.”

Some of the data cited in the article likely didn’t surprise those already familiar with the maritime industry, but for others, the statistics may have been jolting. For instance, the reporter pointed out that approximately 40 percent of the world’s fleet is registered either in Panama, the Marshall Islands, or Liberia (whose registry is headquartered in Virginia). Yet those three countries combined own fewer than 170 ships.

Moreover, landlocked Mongolia has 265 vessels sailing under its flag.

The ITF has engaged in a decades-long campaign against runaway-flag shipping, and the SIU has been part of the effort. The federation has brought thousands of FOC ships under ITF contract while striving to promote a genuine link between flag states and vessels.

As pointed out by the ITF, for workers, runaway-flag shipping can mean “very low wages, poor on-board conditions, inadequate food and clean drinking water, and long periods of work without proper rest, leading to stress and fatigue.”

The federation further notes that by “flagging out, shipowners can take advantage of minimal regulation, cheap registration fees, low or no taxes, and freedom to employ cheap labor from the global labor market.”

The ITF believes there should be a genuine link between the real owner of a vessel and the flag the vessel flies, in accordance with the United Nations Con-

vention on the Law of the Sea (UNCLOS). According to the federation, FOC registries make it more difficult to hold shipowners

accountable; in many cases, the registries themselves are not even run from the country of the flag.

Solidarity in Lone Star State



The SIU had a strong presence at this year’s Texas AFL-CIO convention in San Antonio. Pictured from left are Rick Levy, president of the state fed; SIU VP Gulf Coast Dean Corgey, who was re-elected as a district VP; Shwe Aung, ITF inspector, who was elected president of the Asian Pacific American Labor Alliance of Texas (thereby also making him a VP of the state labor federation); and Montserrat Garibay, secretary-treasurer of the state fed. SIU Asst. VP Mike Russo and Port Agent Joe Zavala also attended.

School Hosts IBF Officials

The SIU-affiliated Paul Hall Center for Maritime Training and Education recently hosted top officials from the International Bargaining Forum (IBF) for meetings in Piney Point, Maryland. The IBF brings together representatives from the International Transport Workers’ Federation (ITF) and the international maritime employers that make up the Joint Negotiating Group (JNG). IBF agreements are only available to shipping companies that are members of the JNG and can only be signed by ITF-affiliated unions. (Visit the ITF website for comprehensive information on the IBF.) Pictured here are meeting participants touring the Paul Hall Center in mid-July. SIU Secretary-Treasurer David Heindel, who chairs the ITF Seafarers’ Section, is at far left in photo immediately below.



Sen. Portman Named Lakes Legislator of 2019

A United States senator recently garnered a prestigious maritime award.

U.S. Sen. Rob Portman (R-Ohio) early last month was named the 2019 Great Lakes Legislator of the Year by the largest labor/management coalition representing shipping on America's fourth sea coast. The award is presented annually by the Great Lakes Maritime Task Force (GLMTF) to a legislator who has helped advance waterborne commerce on the Great Lakes and St. Lawrence Seaway.

The SIU is a member of the GLMTF.

Portman received the award Aug. 9 in Cleveland, immediately after touring SIU-contracted Great Lakes Towing Company facilities.

"Senator Portman understands the importance of marine transportation to our national and regional economies," said John Baker, president of the coalition. "As co-chair of the Great Lakes Congressional Task Force, Senator Portman often works in a bipartisan way on the complex issues confronting the region."

Baker, president emeritus of the International Longshoremen Association's Great Lakes District Council, added, "GLMTF is especially grateful that Sen. Portman played a key role in passing the Vessel Incidental Discharge Act as part of the Coast Guard Authorization Bill. While preserving a role for the states and the Environmental Protection Agency, it charged the Coast Guard with primary responsibility for implementing and enforcing vessel

regulations. Senator Portman negotiated language that overwhelmingly passed the House and Senate."

"Senator Portman's commitment to workforce development and interest in U.S. shipbuilding are other reasons for his selection," said Richard Hammer, first vice president of the GLMTF and assistant general manager of Donjon Shipbuilding and Repair. "Presenting the award at the Great Lakes Shipyard on the Cuyahoga River is an appropriate venue."

John Clemons, a GLMTF vice president and national vice president for the Seafarers-affiliated American Maritime Officers, stressed that Portman's support for a strong U.S. Merchant Marine played a role in his selection. "As a member of the Homeland Security and Government Affairs Committee, Sen. Portman understands that the economic security, homeland security and national security interests of the United States are best served by vessels crewed, built and owned by Americans," Clemons said.

Jim Weakley, GLMTF vice president and president of the Lake Carriers' Association, noted that Portman's support for the many jobs along the waterfront and the roles they play in the economy are unquestioned. "Senator Portman continues to work on environmental and economic issues that benefit Lake Erie and the entire Great Lakes region," Weakley stated. "His bipartisan nature is a true testament to Midwest values

and Ohio's tradition of statesmanship."

"I'm honored to be named the 2019 Great Lakes Legislator of the Year by the Great Lakes Maritime Task Force," said Portman. "As co-chair of the Senate Great Lakes Task Force, I will continue to lead the fight to protect our Great Lakes while ensuring our shipping industry in Ohio and across the region remains competitive. Lake Erie is an Ohio treasure that provides drinking water for three million Ohioans, supports hundreds of thousands of jobs, and draws millions of visitors each year. I will continue to fight to help preserve this treasure for future generations."

With his selection as Great Lakes Legislator of the Year, Portman becomes the eleventh Ohio legislator to receive the award since its inception in 1998. Previous recipients are Sen. John D. Glenn (D); Rep. Louis B. Stokes (D); Rep. Steve LaTourette (R); Sen. Mike DeWine (R); Sen. George Voinovich (R); Rep. Marcy Kaptur (D); Rep. Stephanie Tubbs Jones (D); Rep. Betty Sutton (D); Rep. Bob Gibbs (R) and Rep. David Joyce (R).

Founded in 1992, the Great Lakes Maritime Task Force promotes domestic and international shipping on the Great Lakes. With 78 affiliated organizations, it is the largest U.S. coalition to ever speak for the Great Lakes shipping community and draws its membership from both labor and management representing U.S.-flag vessel operators, shipboard and longshore unions, port authorities, cargo shippers, terminal operators, shipyards and other Great Lakes interests.

Its goals include ensuring Lakes dredging is adequately funded, construction



U.S. Sen. Rob Portman
(R-Ohio)

of a second Poe-sized lock at Sault Ste. Marie, Michigan, bolstering the Coast Guard's icebreaking resources, protecting the Jones Act and other U.S. maritime cabotage laws and regulations, maximizing the Lakes overseas trade via the St. Lawrence Seaway, opposing exports and/or increased diversions of Great Lakes water, and expanding short sea shipping on the Lakes.

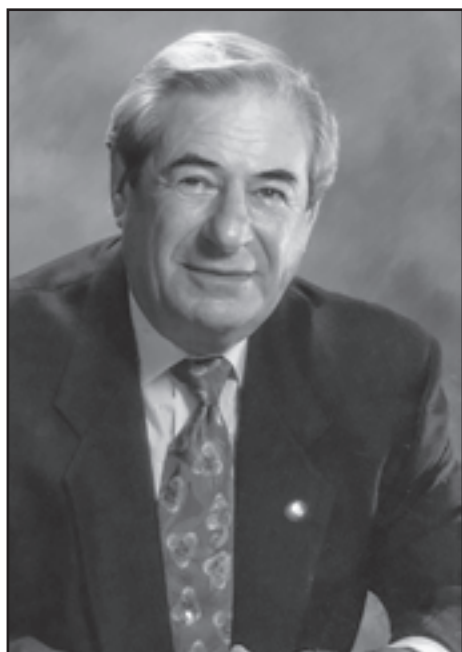
Communications Workers President Emeritus Bahr Passes Away at 93

The last member of the AFL-CIO Executive Council to have served during World War II passed away July 30.

Morton Bahr, president emeritus of the Communications Workers of America (CWA), was a shipboard radio operator during the war before he came ashore to begin a career that culminated in heading the union that dealt with telecommunications workers.

"Morty was a great friend and a true union man," stated SIU President Michael Sacco. "He was proud of the fact that he served in the merchant marine during World War II. He was a man who embodied all the old virtues, most notably loyalty and commitment. Yet, he married those qualities to build a new vision of the future."

Sacco said Bahr loved telling him why he stopped being a mariner. Bahr had married his girlfriend, Florence, during a shore leave in 1945. Both of them were teenagers. He returned to sailing and received a message at sea that he had become a father. Bahr wasn't able to see his son for six weeks. When he did get home, he told Florence he was going to make one more voyage. Her response (taken from



CWA President Emeritus
Morton Bahr

his autobiography "From the Telegraph to the Internet"): "Go ahead. But the baby and I won't be here when you return."

Bahr found a land-based job with McKay Radio and stayed with the American Communications Association, which he joined upon sailing. Following a 1948 strike that crippled the union, Bahr joined the CWA and became an organizer at McKay, which

had become American Cable & Radio. By 1954, he was elected president of his New York local.

In 1957, he joined the CWA staff and was the lead organizer for the campaign that brought 24,000 plant workers of the New York Telephone Company into the union. Four years later, he was appointed the union's New York director.

Bahr was elected District 1 vice president in 1963. His jurisdiction included New York, New Jersey and New England.

In 1985, Bahr became the third president in CWA's history. He took over just after the breakup of the AT&T Bell System, which had employed a half-million union members. He served until his retirement in 2005. He also was a member of the Maritime Trades Department Executive Board during those 20 years.

Bahr and Florence remained together, and they raised two children.

CWA President Chris Shelton stated, "Not only CWA members, but the entire labor movement, lost a giant. Morty was comfortable whether he was in

the company of presidents of the United States, in the halls of Congress, or on a picket line. He was not only a great president but he was a members' president. Morty loved fighting alongside members in organizing drives and on the picket line almost more than anything that he did as president of this union. He will be sorely missed."

Congrats to New Commanding Officer



SIU Asst. VP Nick Celona (left) attended the change-of-command ceremony for the 23rd Marine Regiment, 4th Division. He's pictured with the new commanding officer, Col. Ross A. Parrish. The division is based in San Bruno, California.



Class members join SIU officials for a photo immediately following the meeting in Piney Point, Maryland. Pictured from left are Port Agent Victor Nunez, VP Joseph Soresi, VP Tom Orzechowski, Recertified Bosuns Shawn Strand, Donley Johnson, Foaad Saleh, Antjuan Webb and Lovell Smith, SIU President Michael Sacco, Executive VP Augie Tellez, Recertified Bosun Christopher Rosado, VP George Tricker, Recertified Bosuns Raymond Johnson, Ronald Webb, John O'Shaughnessy and William Lima, and Secretary-Treasurer David Heindel.

Bosuns Find a Home with SIU

Recertified Seafarers Underscore Career Opportunities

Members of the union's newest class of recertified bosuns have diverse backgrounds, but they share a strongly held belief in the attractive career opportunities available with the SIU.

That message came through time after time, often poignantly, when 10 Seafarers graduated from the recertification course Aug. 5 in Piney Point, Maryland. In keeping with tradition, they gave speeches near the end of the monthly membership meeting; their remarks were well-received by fellow upgraders, Paul Hall Center apprentices, family members and union officials.

Graduating from the two-week class were **Donley Johnson, Raymond Johnson, John O'Shaughnessy, Christopher Rosado, Lovell Smith, Shawn**

Strand, Antjuan Webb, Ronald Webb, William Lima and Foaad Saleh. They completed a two-week course that's considered the top curriculum for deck department mariners at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC).

The class includes reviews of U.S. Coast Guard regulations, updates on the latest PHC training, hands-on exercises with simulators, and briefings on the collective bargaining process. It also features a town hall-style session with apprentices, meetings with representatives from various union and Seafarers Plans departments, and a trip to AFL-CIO headquarters in Washington, D.C., among other subjects.

Following are some highlights

of the graduation speeches, in chronological order.

Shawn Strand

A 20-year Seafarer, Strand kicked off his remarks by thanking SIU officials "for all their hard work protecting our jobs. Because of you, I am able to have a successful career to support my family." He also praised the PHC instructors and staff.

"The leadership skills and union education I have learned in these last couple weeks was top notch," said Strand, who sails from Tacoma, Washington. "These skills will be carried over to every ship I sail on."

Like his classmates, he urged fellow members to promote the Jones Act and donate to SPAD, the union's voluntary political ac-

tion fund. "This is what keeps our jobs safe," he stated.

Strand added, "I would not be where I am today if it wasn't for the old-timers passing their seamanship down to me. All that knowledge has made me a better sailor, and I thank you."

Donley Johnson

When he signed on with the SIU 24 years ago, Johnson had a five-year plan: "get in, make some money, buy a house and then get a 'normal' job," he said. "Well, I'm in the twenty-fourth year of my five-year plan. I keep sailing because this is my normal. It's a great career; I've been able to provide for my wife and two boys. I've seen a lot of really interesting places and really cool things."

Johnson encouraged all Seafarers to take advantage of the PHC. He also called the recertification class "a real eye-opening experience. We met a lot of individuals who are dedicated to keeping the American flag flying on ships. We learned about their everyday struggle to defend the Jones Act. It is truly an endless battle. It was good to see our SPAD money hard at work. So please, contribute to SPAD, because our jobs depend on it," said Johnson, who sails from Jacksonville, Florida.

Foaad Saleh

There's no mystery as where Saleh found his influence for joining the union.

Continued on next page



Recertified Bosun
Shawn Strand



Recertified Bosun
Donley Johnson



Recertified Bosun
Foaad Saleh



Recertified Bosun
Ronald Webb



Recertified Bosun
John O'Shaughnessy



Recertified Bosun
Lovell Smith



Recertified Bosun
Raymond Johnson



Recertified Bosun
William Lima



Recertified Bosun
Antjuan Webb



Recertified Bosun
Christopher Rosado

“I joined when I was 19 years old, after I graduated from high school in 1994,” he recalled. “The reason I joined the SIU is because my father is an SIU member.”

Saleh, who sails from Algonac, Michigan, doesn’t regret the decision.

“The SIU provides great contracts, and they also fight for us for better wages, reasonable hours and safer working conditions,” he said. “The union ensures benefits for me and my family.”

He said that the class trips to SIU headquarters and to D.C. provided valuable insights about how the union, the Seafarers Plans, and the Maritime Trades Department (MTD) operate. In that vein, he encouraged all members to donate to SPAD and support the Jones Act.

Saleh concluded with “special thanks” to SIU President Michael Sacco and other officials “for the effort they put in to keep the SIU strong. This has been a wonderful experience.”

Ronald Webb

Another longtime member, Webb joined the union in 1986 in New Orleans (he now sails from Fort Lauderdale, Florida).

“I didn’t know what I wanted to do (for a career), and the union gave me direction,” Webb said. “The union pretty much saved my life.”

He said the recertification course will help him do an even better job aboard ship, and stressed that the officials “need our help to protect our industry and jobs. We need to always do our best job, we need to upgrade our skills, and we need to donate to SPAD.”

John O’Shaughnessy

“I’ve been part of the SIU since 1983 when I was a trainee here in class 384,” O’Shaughnessy began. “I’ve always tried to do a good job, and that’s why I’ve lasted this long.”

Currently sailing from Jersey City, New Jersey, O’Shaughnessy said the SIU “has

been important in my life. It has given me stable income, time to enjoy myself, and benefits. I have enough (sea) time to receive a pension, and let me tell you, that’s a good feeling.”

He thanked the PHC instructors and SIU officials for their work, and underscored the union’s “commitment to protecting our jobs. During my visits to Camp Springs and Washington, I saw firsthand their dedication to the union and its members, and how hard the battle is for survival. We as members need to donate to SPAD so our union officials who represent us have the support they need for their continuous battle on Capitol Hill – and so we in turn can support ourselves and our families.”

O’Shaughnessy added, “My time here has been enjoyable. This is a beautiful school, and I was treated with respect for all my years of service.”

Lovell Smith

The other class member who sails from Jersey City, Smith noted, “Twenty-four years ago, I walked through these doors as a trainee – a boy from New York with no direction. Now, I stand here as a man that gives direction.”

He said he first applied for the recertification class 15 years ago, but things worked out for the best.

“Looking back, I was not ready then,” Smith stated. “Now, I stand here humble, with more understanding, more knowledge and more patience.”

He said the class was worthwhile and summarized the work of a bosun as “not about knowing how to tie every knot in the book. It’s about people management, conflict resolution, promoting safety and morale-boosting.”

Smith thanked his family for their unwavering support “and being so understanding of my absences through holidays, birthdays and all the special events that I could not attend.” Some of those family members traveled hundreds of miles to

attend the graduation ceremony; his first bosun, **Brian Isenstadt**, and other old shipmates also attended.

Raymond Johnson

Describing the union as “a well-oiled machine,” Johnson said one thing that stood out in the class was “learning how hard the leadership works to provide jobs, protect the Jones Act and protect the livelihoods of so many people. They are at the forefront of the maritime industry to ensure that we continue to have jobs and a strong union with a good pension plan and a good health benefits plan.”

He thanked the school’s instructors and said the facility has “a good atmosphere and great people.”

Johnson, who sails from Mobile, Alabama, noted that he has been a mariner for 33 years, the last 29 with the SIU. He has sailed around the world twice.

William Lima

Before becoming a Seafarer, Lima started sailing with the National Maritime Union’s (NMU) division for civil-service mariners in 1987. “When we merged with the SIU (in 2001), things got better,” he recalled.

Lima has sailed from Boston, Brooklyn and Jersey City, but currently calls Piney Point his home port.

“This union has always supplied me and many others with good-paying jobs throughout the years,” he said.

Lima said the leadership course in particular will help him “be a little more tactful without yelling so much.”

He concluded by expressing confidence in the union’s officials.

“There’s a lot of people out there who would like to see this union fail and the Jones Act disappear, for their own selfish gain and greed,” Lima said. “Luckily, we have a whole slew of dedicated men and women that work hard for us to keep this union strong and proud for many, many

years to come.”

Antjuan Webb

“The union has played a very important role in my life,” said Webb, who joined the SIU in 1989 and who sails from Oakland, California. “It took me off the streets and kept me away from the people I’d been hanging out with. They either went to jail or were murdered. I believe God protected me through the trainee program here at Piney Point.”

Webb said the initial training “taught me how to become a man – responsible, disciplined, and a professional U.S. Merchant Mariner.”

He thanked Sacco and SIU Executive Vice President Augie Tellez “for being concerned and passionate about our well-being. I also thank the instructors and staff at the school for their hard work.”

Webb said the class helped him realize the vital importance of grassroots political action, including SPAD.

Christopher Rosado

Another part of the graduation tradition is enduring the playful suspense about who’ll be the last speaker – and in this case, Rosado had the honors.

“I’ve had the pleasure of travelling the world, meeting all kinds of people and cultures and seeing things people pay good money to see on cruise ships. The difference is, I got paid to see those places,” said Rosado, whose home port is Santurce, Puerto Rico.

He continued, “Being part of this SIU family has made me the man I am today. Because of the SIU, I’ve been able to provide for my family and to have the lifestyle I have today – and I have a pretty good one.”

Rosado thanked the officials and school personnel, and encouraged fellow Seafarers to support SPAD.

“It’s hard work, what these people do,” he stated. “Our leaders need the resources to make it happen.”

Apprentices Receive Advice From Those ‘In The Know’

The newly recertified bosuns wrapped up their respective speeches with advice for Paul Hall Center apprentices. Here’s a sampling:

“You are part of a great tradition! Work hard, ask questions, and learn as much as you can. Take pride in what you do. You are the future of the SIU.”

--- **Shawn Strand**

“Have an open mind as to which department you want to join. There is something great and rewarding in all of them.... Don’t be surprised to find out that this is your ‘normal,’ too!”

--- **Donley Johnson**

“Take advantage of this great school and look to the future. Study hard, ask

questions, and keep all of your mariner documents up to date.”

--- **Foad Saleh**

“Study hard while you are here. Learn from your instructors. Learn to work together with your classmates. When you go out to sea, work hard, carry your load and never be afraid to ask questions.”

--- **Ronald Webb**

“It’s all about learning how to get along with others and how safety is one of the biggest issues. Ask questions – it’s very rare that someone isn’t willing to help.”

--- **John O’Shaughnessy**

“Join the ship with an open mind and a willingness to learn. Work safe and listen

to your department heads. While overseas, practice the buddy system and try not to travel alone. Save your money.”

--- **Lovell Smith**

“To be a good trainee and shipmate, you need to have a good attitude and good work ethic. Listen to your instructors, department heads and even your peers. No one knows it all.”

--- **Raymond Johnson**

“The sky is the limit for all of you. Where else can you start out cleaning pots and pans, then end up being master of your vessel? Be positive and, most of all, be safe out there.”

--- **William Lima**

“You have a great opportunity to get

everything you need out of this program. Take advantage, work hard, get along with others and pay attention to these great leaders here at the school. Whenever you get on ships, always be respectful and professional and work hard. Not only do you represent yourselves, you also represent the Seafarers International Union.”

--- **Antjuan Webb**

“You are the future. Study hard, learn from your instructors, and be a team player. When you go out there, represent. Work hard, ask questions. Be neat, be early, be respectful. That will take you a long way.”

--- **Christopher Rosado**



AB Robert Anderson



Oiler Luke Coffelt



GUDE Henry Egaran



SA Robert Seals (front) and AB Morgan Hayes

‘A Tacoma Staple’

Seafarers Participate in Annual Philanthropic Project

SIU members in the Pacific Northwest show no signs of letting up in their efforts to give back to the community.

Most recently, SIU personnel teamed up for the union’s annual participation in Paint Tacoma-Pierce Beautiful, a regional philanthropic project that began in 1985. The union has been active with the program (typically referred to as Paint Tacoma) for 13 straight years. The summertime outreach normally consists of painting the exteriors of houses of low-income, elderly and disabled homeowners within Tacoma, Washington, city limits.

SIU Port Agent Warren Asp headed the union’s involvement this year, and he came away impressed by the attitude, effort and skills of the Seafarers team. Collectively, they spent three days (80 man-hours) at a local home, where they deftly gave it a facelift.

“We could not have asked for better crews this year,” the port agent said.

Joining him were AB **Abdulhak Ahmed**, AB **Morgan Hayes**, SA **Robert Seals**, AB **Robert Anderson**, GUDE **Henry Egaran**, AB **Sonny Lawson**, Bosun **Derik Rye**, Oiler **Luke Coffelt**, Recertified Bosun **Richard Barnes**,

Safety Director **Ben Anderson** and Administrative Assistant **Joni Bradley**.

“The volunteers were a generational mixture of SIU veterans and rookies working side-by-side,” Asp said. “This was also an introduction to the program for our new Administrative Assistant Joni Bradley. Joni has had big shoes to fill in the port this year following Brenda Flesner’s retirement, and she was up for the challenge.”

Alberto Ortiz, a son of the homeowners, was the SIU’s main contact for the project.

“The SIU people did a very wonderful job,” Ortiz said. “The house really needed it, and I know my parents are very happy and grateful. Thank you very much, on behalf of all of us.”

Recertified Bosun Barnes has participated in Paint Tacoma several times. He said this year’s iteration was worthwhile, as usual.

“I enjoy giving back to Tacoma, putting the SIU’s name out there and showing we care,” Barnes stated. “The homeowners really appreciated our work.”

AB Lawson was a Paint Tacoma newcomer and was no less pleased with the

group effort.

“I think it went really well,” Lawson said. “Everything was organized and we had lots of volunteers. You could tell that everybody was chipping in and having a good time. It’s a good program.”

GUDE Egaran has participated in prior years.

“I like to volunteer and help,” he said. “This was definitely worthwhile. At the end, I told Warren, ‘Maybe next summer we’ll do it again.’”

Based on the SIU’s reliability, participation seems like a given, though not one that’s taken for granted.

Meanwhile, Asp noted that Egaran “was instrumental in stepping up and volunteering every day that we had a team working. From pressure washing to the final touches, he was our Johnny on the spot, so to speak.

“Also worth mentioning is our apprentice program graduate AB Morgan Hayes,” he continued. When we first got to the house, there were shrubs and tree branches that needed to be cleared so we could work. Brother Hayes had the proper tools in his truck to do a first-class pruning job of all interfering foliage.”

Asp also credited the homeowners for being “a delightful family that couldn’t have been more pleased to have their home getting a refreshed look. In sticking with the generational theme that seemed to be prevalent this year, the home comprised of grandparents to grandchildren spanning close to 70 years. The family brought out cold refreshments to make sure the team wasn’t overheating, showing their genuine delight with the job and wanting to show their appreciation.”

He reserved his highest praise for the Seafarers who turn out year after year.

“We always get members asking, ‘So, when are we painting a house this year?’” Asp said. “It has become a Tacoma staple, and it brings this hiring hall great joy to be involved with the community.

“Aside from generational diversity, we also get a cultural diversity of volunteers,” he concluded. “From our Muslim brothers to Filipino to African American, Tacoma gets it all from all walks of life. It speaks to a genuine desire for our membership to want to work side-by-side for the betterment of something that is bigger than themselves. We couldn’t be more thankful for our membership here.”



Recertified Bosun Richard Barnes



AB Abdulhak Ahmed



Port Agent Warren Asp



Safety Director Ben Anderson

At Sea and Ashore with the SIU



PRESIDENTIAL GREETING – From left: SIU President Michael Sacco, future Seafarer Kemer Gennady Rojas and current AB Kemer Rojas are pictured at the union-affiliated school in Piney Point, Maryland.



CONGRESSWOMAN BACKS MARITIME – In early August, U.S. Rep. Elaine Luria (D-Virginia) (left) noticed coverage of the SIU-crewed *USNS Seay* in the *Seafarers LOG* and pointed out she once sailed aboard the vessel during her U.S. Navy career. (She served two decades in the Navy, retiring at the rank of Commander.) She's pictured holding a copy of the *LOG* at a Maritime Trades Department port council event in Norfolk, with MTD Executive Secretary-Treasurer Daniel Duncan (a former editor of the *LOG*). Luria reiterated her support of the U.S. Merchant Marine.



ABOARD DANIEL K. INOUE – Pictured aboard the Matson ship in Oakland, California, are (from left) Recertified Steward Edvaldo Viana, ACU Moosa Mohamed and Chief Cook John Bennett.



ABOARD OVERSEAS KEY WEST – These snapshots were taken when the OSG vessel made a stop in Port Everglades, Florida, earlier this year. SIU Asst. VP Kris Hopkins is third from left in the larger group photo in the center.



SBX CREWS RECOGNIZED – Vessel operator TOTE Services earlier this year treated SBX crew members to a dinner in their honor, and also presented certificates of appreciation for nearly 600 continuous days at sea. Some of the attendees are pictured here. In photo at left are SA Billie Kawelo (left) and SA Apalogie Cruz-Labrador. Displaying certificates in photo at center are (from left) QDW Timothy Van Pelt, Recertified Steward Cesar Dela Cruz, Storekeeper Connie Tarplin, Bosun James Reynolds, OS Ayesh Ahmed and SA Laura Davies. The photo at right includes company executives, union officials, crew members and officers.

MEETING WITH MARINES – SIU Asst. VP Nick Celona (second from right in photo at immediate right) meets with U.S. Marine Corps officers on the West Coast to discuss national security and the importance of the U.S. Merchant Marine carrying materiel for our troops. Pictured from left are Lt. Col. Thomas Chockly, Maj. Michael Becker, Celona and Col. Steven White.



STARLIGHT CONTRACT APPROVED – Starlight Marine crews on the West Coast recently approved a three-year contract featuring wage gains and other improvements. Celebrating the occasion are (from left) SIU Port Agent Nick Marrone II, crew members Paul Gonzalez, Joe Corey, Victor Gonzalez, Chris Wooten and Marty Russo and SIU Asst. VP Nick Celona.



MATSON THANKS CAPE HUDSON CREW – When the Seafarers-crewed *Cape Hudson* returned to San Francisco in late June following a seven-month mission, vessel operator Matson hosted a celebration at a local restaurant. They thanked the crew for a job well done and for making the mission successful. Pictured at the gathering are (from left) SIU Patrolman Adrian Fraccarolli, SA Mohamed Shahbain, MEBA Patrolman Max Alper, Matson Crewing Coordinator Julie Sarrico, Chief Steward Dorray Saberon, Maritime Administration RRF Program Director Danny Defanti, Matson VP Jack Sullivan and SIU Port Agent Nick Marrone II.



ABOARD CAPE MOHICAN – Pictured aboard the Ocean Duchess vessel in late July in Oakland, California, are (from left) Bosun Anthony Pace, Electrician Boleslaw Szatkowski, Steward/Baker Salah Omar, GUDE Zaid Said, GVA Mohamed Omar and SIU Port Agent Nick Marrone II.



STEWARDS CONFER – Two recertified stewards are pictured in Jacksonville, Florida. That's Juan Vallejo (from the *El Coqui*) on the left and Kim Strate (from the *Taino*) on the right. Crowley operates the LNG-powered ConRos.

At Sea and Ashore with the SIU

BOOKS GALORE IN HOUSTON



AB Dwayne Harris (right) takes the oath before receiving his full B-book. ITF Inspector Shwe Aung is at left.



AB Kervin Guevara (left) gets his B-book from Port Agent Joe Zavala.



QEE Jimmie Williams (left) receives his A-book from Patrolman Kelly Krick.



AB Dixon Omar Guity Bonilla (left) gets his full book from Safety Director Kevin Sykes.



AB Francisco Martinez (left) proudly displays his full book. He's pictured with Patrolman J.B. Niday.



ABOARD OVERSEAS LOS ANGELES – These photos were taken on the OSG ship in Martinez, California. Pictured from left in the photo at left are Chief Cook Keith Hall, Steward/Baker Clifton Medley and SA Jessie Espiritu. Shown from left in the other photo are Bosun Lionel Hall, Oakland Patrolman Adrian Fraccarolli, OSM Mykel Potter, GUDE Reynaldo Mambulao, QEP Fernando Ortega and GUDE Gil Lawrence.



ABOARD LIBERTY GRACE – Pictured from left are SIU Patrolman Kelly Krick, ABM Nieves Guerrero, AMO 2nd Mate Lauren Johnson, ABM Dixon Guity, and Patrolman J.B. Niday. The Liberty Maritime vessel was at Houston's City Docks, not far from the hiring hall.



WITH SIU CIVMARS – These were taken aboard the *USNS William McLean*. Steward department members (photo at left, from left) include James Frasier, Elfatesha Carter, Luis A. Ramos Jr., Antionette White, Celeste Bracey and Laura Thomas. In the photo at right, the deck crew (and one engine department member) includes Bosun Travis Laws, Bosun Mate Robert Melendez, AB Omary Ally, OS Jereau Scruggs, AB Virgilio Abadam, Pumpman John Mejia and Bosun Mate Joseph Teshara. Thanks to SIU Government Services Division Representative Sam Spain for the photos.



At Sea and Ashore with the SIU



AT THE HALL IN SAN JUAN – Chief Steward Jesus Ortiz (left in photo at left) donates a new grill for the hall. He's pictured with Port Agent Amancio Crespo, who's also at right in the remaining photos. In photo at center is second-generation Seafarer FOWT Marcelino Santos Bermeo, displaying his first registration since completing upgrading training at the SIU-affiliated Paul Hall Center. The remaining photo at right includes STOS Carlos Omar Diaz, showing his first Maritime Defense League receipt.



B-BOOK IN CHARM CITY – OS Abraham Tungaia (right) receives his B-book from Safety Director De-Carlo Harris at the hiring hall in Baltimore.

B-BOOK IN JERSEY – OS George Arthur (right) receives his full B-book from Patrolman Ray Henderson at the hiring hall in Jersey City, New Jersey.



B-BOOK IN PHILLY – SA Ismail Saleh (right) displays his newly acquired full B-book at the hiring hall. He's pictured with Port Agent Joe Baselice.

ABOARD DECISIVE – Pictured from left on the Transoceanic cable ship in Baltimore are Chief Cook Aaron Helton-Cox, SIU Piney Point Port Agent Victor Nunez, Chief Steward Ben Piker and Steward Assistant Anthony Parks.

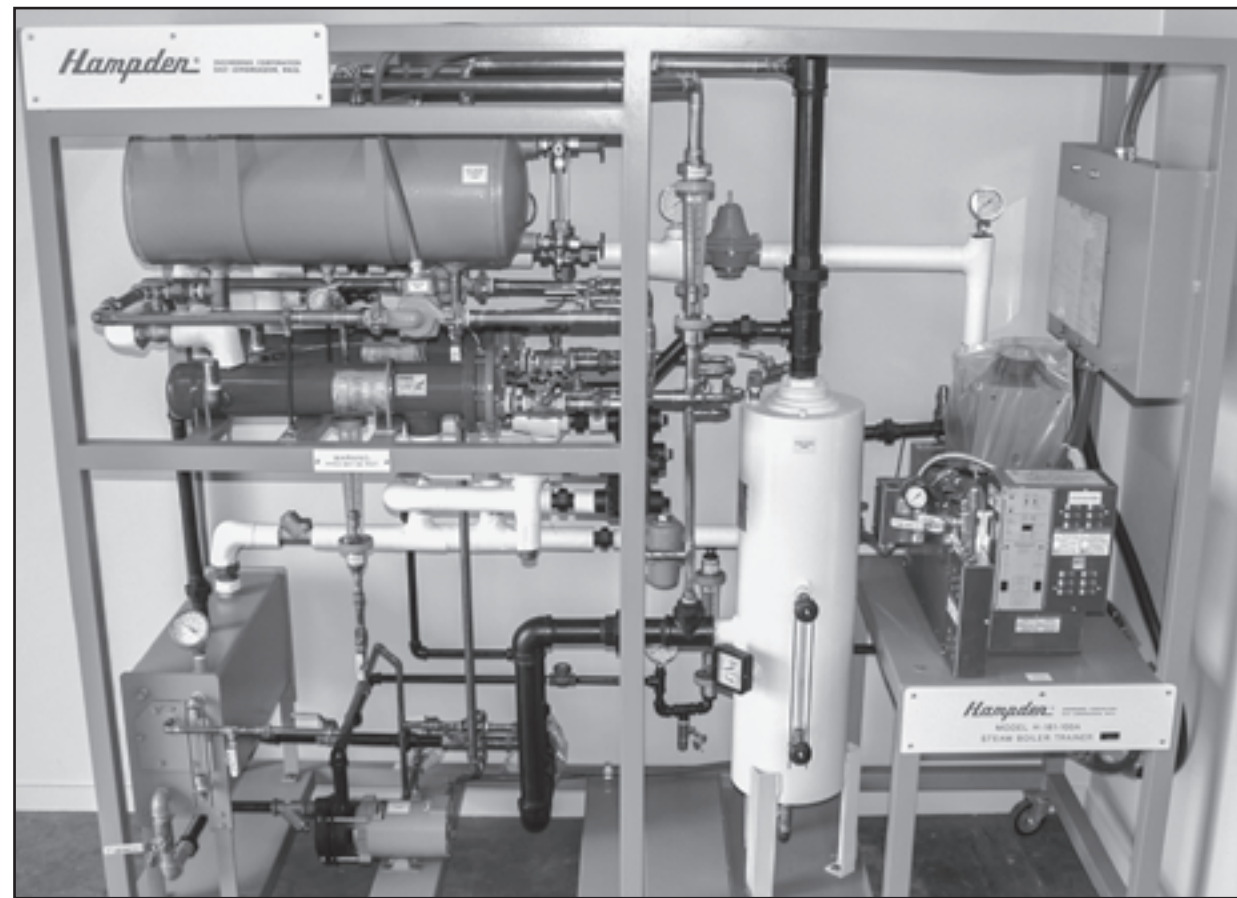


ALGONAC SNAPSHOT – The SIU-crewed *Great Republic* (Key Lakes) passes the hiring hall in Algonac, Michigan.

ABOARD TUG KIOWA – Pictured aboard the Material Services boat are (from left) SIU Deckhands Matthew McGinnis, Dustin Ferguson, Nathan Rossiter and Chad Hogan. Thanks to Patrolman Tyson Little for the photo, which was taken in Romeoville, Illinois.



SIU President Michael Sacco (left) and Acting Paul Hall Center Vice President Tom Orzechowski tour the new facility.



A steam boiler trainer



The Electrical/PLC Lab

Major Upgrades Completed in Piney Point PHC Opens State-of-the-Art Engine Department Shop

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education (PHC) recently completed yet another major upgrade to the school's facilities.

The newly upgraded engineering shop features state-of-the-art trainer systems, real-world equipment and new lab environments that will give students the best opportunity for learning the various aspect of the engine department in a safe, controlled scenario.

PHC Acting Vice President Tom Orzechowski said, "The shop is completely retooled and set for the next level of training. The building itself went through a complete renovation, and we added new classroom space adjacent to the new electricians' lab. New trainers encompassing every aspect needed for upgrading and basic training are now available and at the ready. This brings our vocational shop up to date and prepares us for the future."

PHC Instructor Bill Dodd said, "The engineering community is ever-evolving with the introduction of newer electrical and electronic equipment, more advanced mechanical applications and environmental concerns on board ships. It is the responsibility of the HLSS (Harry Lundeberg School of Seamanship) Marine Training Department to incorporate the most up-to-date equipment to train mariners in their perspective vocations."

The new equipment includes:

- A Pumps Trainer System, for teaching students how various types of pumps operate and function with the multiple piping systems on board ships

- A Mechanical Trainer System, for teaching how couplings, bearings, chain drives and gear drives are incorporated in a mechanical system, as well as how alignments are performed

- A Hydraulics Trainer System, for teaching about hydraulics and what types of components are in a hydraulic system for lifting, pushing, extending and retracting pieces of equipment that are far too heavy to move by hand

- A Pneumatics Trainer System, to provide students with understanding how air can accomplish many tasks

- A Steam Boiler Trainer System, to allow students to better understand the steam cycle

- An Oily Water Trainer System, to provide students an understanding of how to clean and get rid of oily water waste aboard ships in accordance with applicable laws and regulations

- A Lube Oil Purifier System, to help develop a better understanding of how important clean lube oil and fuel oil are to the effective running of the ship's engines

- Centrifugal Pumps and Motor Assemblies, which allows hands-on training for students when having to replace components or rebuild

centrifugal pumps onboard ships.

Another new addition, the Electrical Training Lab, allows students to train for troubleshooting, testing and repairing various types of electrical issues that may arise aboard vessels. Each student has access to their own group of electrical components for testing, troubleshooting and repair training.

Additionally, the Programmable Logic Controller Units Lab allows students to develop and implement sensor inputs/output logic for multiple mechanical, pneumatic and electrical systems aboard ships.

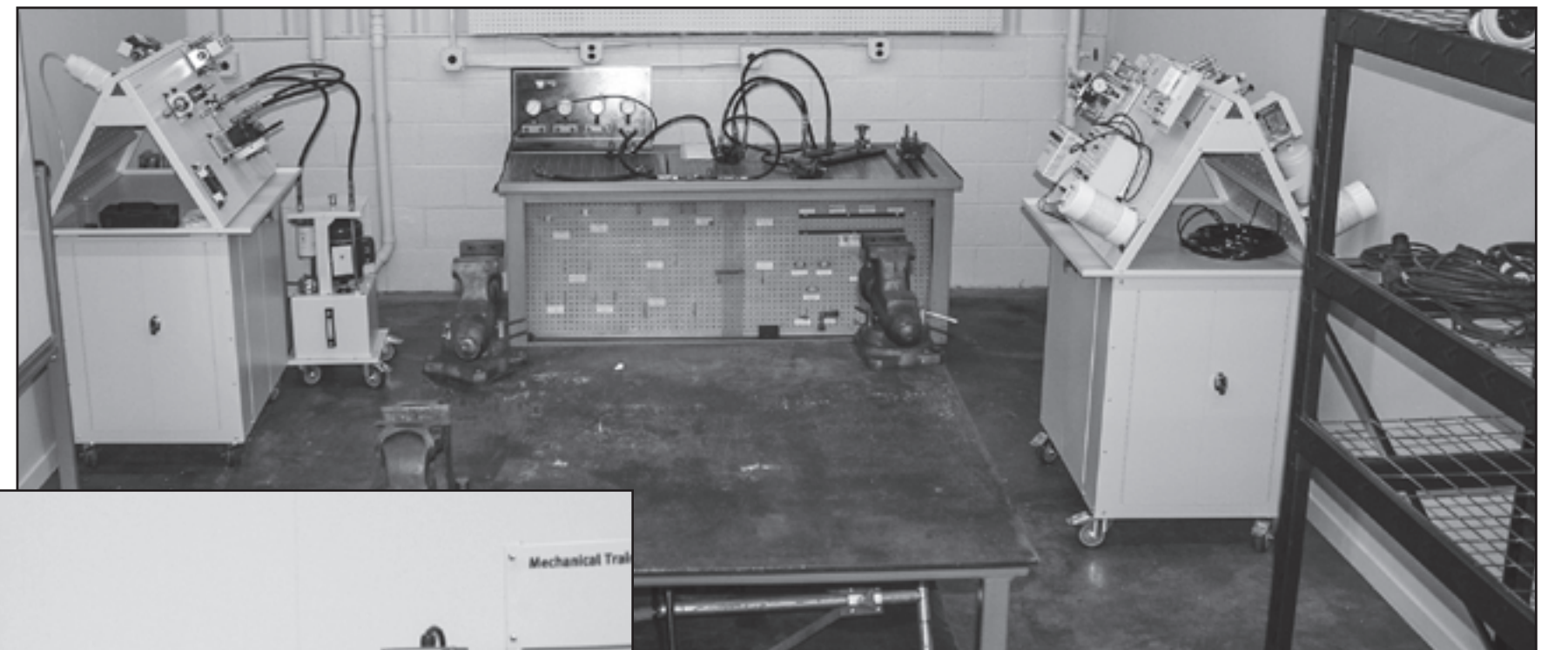
Finally, as previously reported, the engineering shop houses the up-to-date reefer containers – donated by SIU-contracted ship operators – which allow mariners to train on the actual equipment they will encounter on a vessel or offshore work site.

Longtime mariner and electrician Mike Fay offered his thoughts on the completed shop, saying, "I think most would agree the reefer container training is the top rung of the engine department ladder. That is where all the other courses are combined: electrician, refrigeration, high pressure silver brazing, etc. The reefer units we train on are the actual units from vessels; they are not models or simulators as some other labs use."

"Many of our trainers that we have taught with were more than 20 years old, and have seen



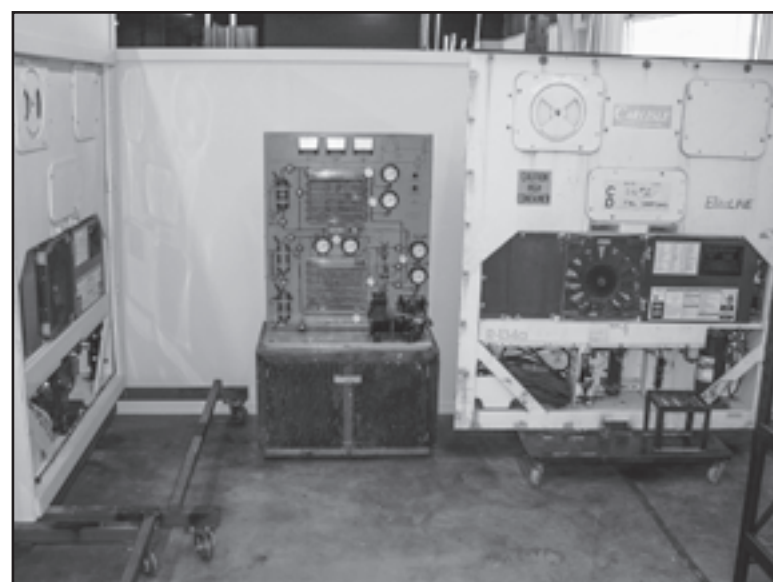
Electrician Mike Fay (left) describes aspects of the shop to SIU Asst. VP Nick Celona during a recent tour.



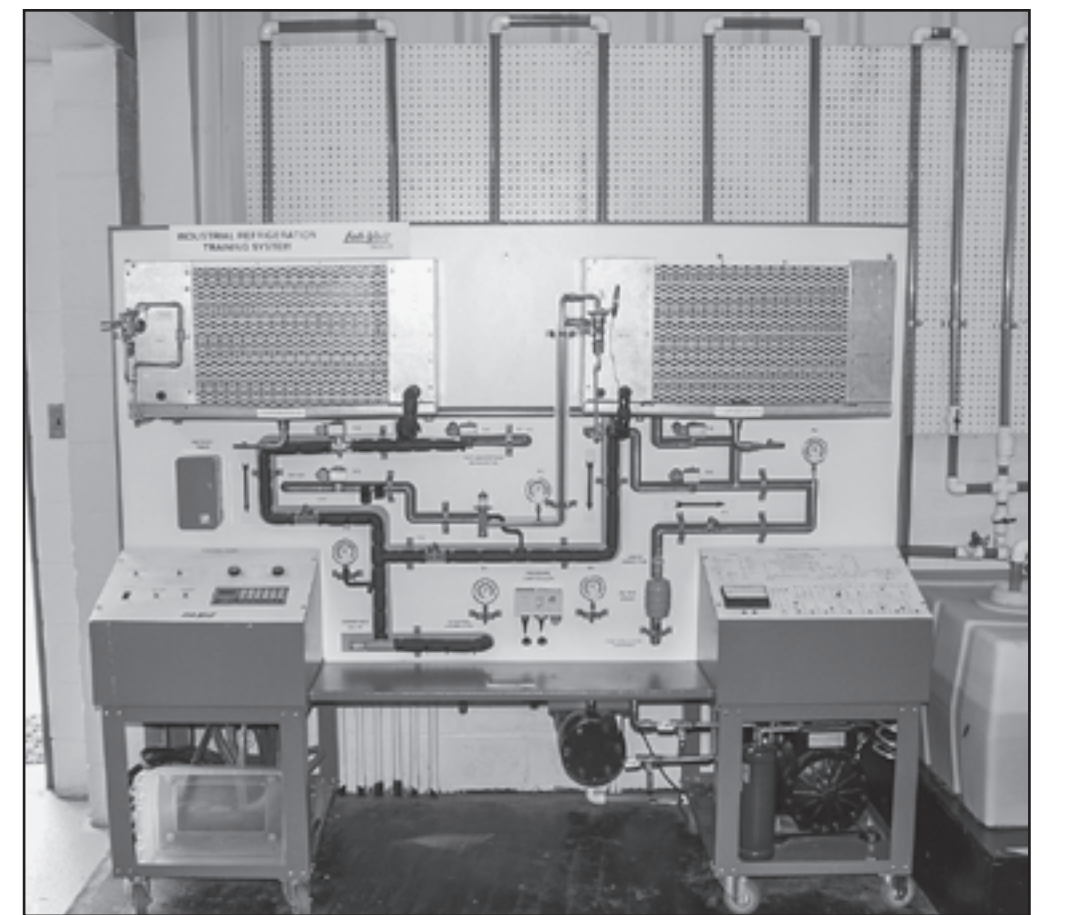
The Hydraulic/Pneumatic Lab with trainers



The new pump lab is one of many recent upgrades at the Paul Hall Center.



The refrigerated container lab



The industrial refrigeration training system



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Culinary 2.0 Available at PHC

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

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

While every new member of the steward department who completes their apprenticeship at the Paul Hall Center's Lundeberg School of Seamanship will have successfully passed Culinary 2.0, it's important to remember that those already sailing as chief cooks and chief stewards must also take the coursework in order to exercise preference and priority beginning next year (unless they have received training after January 1, 2017 at the Piney Point, Maryland-based campus).

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

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

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

Personal

Anyone who sailed with Norman R. Currie Sr. (between 1961 and 1968) is asked to contact Thomas P. Kelly at (410) 649-2049. Currie's vessels during that time included, but were not limited to, ones operated by Cities Service, A.H. Bull & Co., Waterman, Alcoa, Moore-McCormack, Calmar, and U.S. Steel, respectively.

September & October 2019
Membership Meetings

Piney Point.....*Tuesday: September 3, Monday: October 7

Algonac.....Friday: September 6, October 11

Baltimore.....Thursday: September 5, October 10

Guam.....Thursday: September 19, October 24

Honolulu.....Friday: September 13, October 18

Houston.....Monday: September 9,**Tuesday: October 15

Jacksonville.....Thursday: September 5, October 10

Joliet.....Thursday: September 12, October 17

Mobile.....Wednesday: September 11, October 16

New Orleans.....Tuesday: September 10, October 15

Jersey City.....Tuesday: September 3, October 8

Norfolk.....Thursday: September 5, October 10

Oakland.....Thursday: September 12, October 17

Philadelphia.....Wednesday: September 4, October 9

Port Everglades.....Thursday: September 12, October 17

San Juan.....Thursday: September 5, October 10

St. Louis.....Friday: September 13, October 18

Tacoma.....Friday: September 20, October 25

Wilmington.....Monday: September 16, October 21

*Piney Point change due to Labor Day Holiday

**Houston change due to Columbus Day Holiday

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

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Dispatchers' Report for Deep Sea										
"Total Registered" and "Total Shipped" Data is cumulative from July 16-Aug. 15. "Registered on the Beach" Data is as of Aug. 16.										
Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups			All Groups				All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	18	8	2	12	5	0	4	29	16	2
Anchorage	1	6	0	2	1	1	3	3	5	0
Baltimore	4	3	0	4	4	1	4	4	1	0
Fort Lauderdale	19	11	9	22	11	5	10	27	15	8
Guam	6	1	0	3	1	0	0	3	0	0
Harvey	9	5	3	13	3	1	6	14	6	4
Honolulu	13	4	0	8	6	1	4	14	6	0
Houston	55	23	6	44	23	3	26	87	25	11
Jacksonville	36	28	6	29	18	3	27	63	40	12
Jersey City	39	17	7	27	11	3	12	75	16	6
Joliet	2	1	2	2	1	1	0	3	5	1
Mobile	11	6	0	4	2	4	5	15	10	5
Norfolk	31	14	4	19	11	6	17	44	19	6
Oakland	13	3	1	8	2	1	5	26	8	8
Philadelphia	5	0	1	6	0	1	2	3	1	1
Piney Point	3	3	0	0	4	0	0	4	5	0
Puerto Rico	2	10	1	4	5	2	4	9	8	3
Tacoma	26	10	6	20	5	3	11	50	16	7
St. Louis	4	0	4	1	0	2	3	8	0	3
Wilmington	24	11	2	25	10	3	6	60	18	8
TOTALS	321	164	54	253	123	41	149	541	220	85
Engine Department										
Algonac	6	2	1	4	0	2	1	7	3	1
Anchorage	0	0	0	1	0	0	0	0	0	0
Baltimore	5	5	0	4	0	1	0	3	5	0
Fort Lauderdale	9	12	3	10	6	1	3	11	11	3
Guam	3	1	0	2	0	0	1	1	1	0
Harvey	7	2	1	3	1	0	1	5	5	1
Honolulu	4	1	0	4	3	0	1	9	2	0
Houston	16	10	4	15	3	3	13	26	23	7
Jacksonville	13	16	2	22	8	2	9	27	28	2
Jersey City	12	9	2	11	5	0	9	20	10	6
Joliet	4	1	1	3	0	1	0	1	1	1
Mobile	3	2	0	4	2	0	3	3	4	1
Norfolk	10	11	5	12	9	4	7	23	26	11
Oakland	9	2	2	6	4	2	6	11	6	1
Philadelphia	0	1	0	0	0	0	0	5	1	1
Piney Point	2	5	0	2	2	0	1	2	7	0
Puerto Rico	3	7	0	4	2	0	1	7	7	1
Tacoma	11	5	0	12	5	2	6	22	8	6
St. Louis	2	1	1	2	1	0	1	3	1	2
Wilmington	14	5	4	9	4	2	1	25	13	10
TOTALS	133	98	26	130	55	20	64	211	162	54
Steward Department										
Algonac	3	1	0	1	1	1	1	6	2	0
Anchorage	0	0	0	0	1	0	0	0	1	0
Baltimore	2	1	1	1	1	0	1	2	1	0
Fort Lauderdale	12	5	1	10	3	0	4	17	5	2
Guam	0	3	0	0	1	0	0	1	3	0
Harvey	6	2	0	6	1	0	1	6	2	1
Honolulu	11	1	0	6	0	1	2	22	2	0
Houston	14	2	1	17	2	1	5	33	3	1
Jacksonville	21	12	3	17	10	2	10	36	16	2
Jersey City	11	9	2	6	2	2	2	16	9	3
Joliet	0	1	0	0	1	0	0	0	1	0
Mobile	1	6	1	1	4	0	4	5	3	0
Norfolk	18	7	3	17	2	4	10	25	11	2
Oakland	21	3	1	17	2	0	6	29	8	2
Philadelphia	3	0	0	4	0	0	1	3	0	0
Piney Point	2	4	0	2	6	0	6	3	2	0
Puerto Rico	1	6	1	4	4	0	2	3	6	1
Tacoma	9	5	2	8	2	1	4	19	6	2
St. Louis	1	1	1	1	0	2	1	2	1	0
Wilmington	24	12	1	16	10	1	11	32	10	2
TOTALS	160	81	18	134	53	15	71	260	92	18
Entry Department										
Algonac	1	6	10	0	5	8	8	2	16	20
Anchorage	0	1	2	0	0	0	0	0	3	2
Baltimore	0	4	2	0	3	0	1	0	1	1
Fort Lauderdale	0	8	2	0	0	0	0	0	9	3
Guam	0	1	0	0	0	0	0	0	1	0
Harvey	0	4	1	1	4	1	2	1	1	1
Honolulu	2	4	3	1	3	2	1	5	9	5
Houston	3	13	4	1	11	1	4	8	23	11
Jacksonville	1	26	19	1	13	10	6	3	32	84
Jersey City	4	14	6	1	11	6	3	4	21	13
Joliet	0	2	3	0	0	0	0	0	3	3
Mobile	1	0	0	0	0	1	0	1	1	0
Norfolk	0	16	25	0	11	13	5	0	29	31
Oakland	0	12	6	0	7	6	0	2	26	8
Philadelphia	0	3	1	0	1	0	0	0	2	1
Piney Point	0	1	6	0	0	4	6	0	2	3
Puerto Rico	0	2	1	0	0	0	0	1	1	1
Tacoma	4	11	5	2	8	6	2	7	19	21
St. Louis	0	1	1	0	1	0	1	0	0	1
Wilmington	1	16	8	1	11	2	0	1	36	27
TOTALS	17	145	105	8	89	60	39	35	235	236
GRAND TOTAL:	631	488	203	525	320	136	323	1,047	709	393

Seafarers International Union Directory

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

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by Seafarers at the Houston hiring hall.

Question: Why did you start sailing and what has kept you sailing?



Charles Hill
Recertified Bosun

I started sailing as a youngster, about 21 years old, and I was an NMU member. I started sailing because friends of my parents were seamen, and they would tell me stories about their trips. I enjoy the camaraderie, the sea. It's relaxing; it's therapy for me. I'm a sea lover, and it has enhanced my life, made my life better across the board. Now I'm the one telling sea stories, to my grandchildren. Being in the union has really helped me achieve so much in life.



John Mbelwa
AB

I started sailing because I love it. Joining the SIU allowed me to become financially stable, and allowed me to send my daughter to college, and I'll be able to send my son starting next year. I appreciate everything the SIU has done for me, in helping me get a good-paying job to provide for my family.



Emanuel Gazzier
Recertified Bosun

I started sailing because I grew up in a commercial shrimping family. I've been on boats since I was 5 years old, down in Mobile, Alabama. I've just got so much involved in it, it's a good life. I appreciate everything the union has done for us, and a special thanks to the negotiating committees for getting these good contracts for us.



Abel Reyna
ACU

I always loved to sail, and I loved seeing the world. I joined the union to be able to provide for my family, while also travelling around the world and exploring all new places. The SIU has allowed me to do all of that, and I'm very grateful for the opportunity that being in the union has provided.



John Leahey
GUDE

I started sailing as a bartender on the *Independence* (American Hawaii Cruises). I've kept sailing because I like to travel, and sailing is a great way to do that. The Philippines, Thailand, all of southeast Asia. I'm 63 now, and looking forward to my retirement benefits that being in the union has secured for me.



John Gunning
Tugboat Master

Initially, I had finished my career as a newspaper reporter, and I was looking for a new career. As soon as I stepped foot on a tugboat, I knew it was where I wanted to be. I've kept at it because it's such a unique job, and I still am amazed at the size of the vessels we move around every day. The union has allowed me to support my family, and I'm grateful for all the opportunities I've been afforded as a part of the SIU.

Pic From The Past



SIU members currently sail aboard LNG-powered ships, and they also have a rich history of working aboard LNG carriers. One such vessel, the *LNG Gemini*, is pictured during the early 1990s. The ship was built in 1978 and was one of eight such vessels in the old ETC fleet..

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

ABDULAZIZ AHMED

Brother Abdulaziz Ahmed, 65, signed on with the Seafarers in 1979, initially sailing on the *Overseas Vivian*. He sailed in all three departments and upgraded on multiple occasions at the Piney Point school. Brother Ahmed last shipped on the *Jean Anne* and makes his home in Detroit.



ANDREW ANDRINI

Brother Andrew Andrini, 68, donned the SIU colors in 2007 when he sailed on the *Wilson*. He was a steward department member and upgraded often at the Paul Hall Center. Brother Andrini's final vessel was the *Moku Pahu*. He lives in Altoona, Iowa.



GLENN BARNES

Brother Glenn Barnes, 65, became a member of the union in 2001. He first shipped on the *John Chapman* and worked in the engine department. Brother Barnes upgraded on multiple occasions at the Piney Point school. He concluded his career on the *Texas* and resides in Aliceville, Alabama.

MARC BROMBERG

Brother Marc Bromberg, 65, joined the SIU in 1977, initially sailing with Inland Tugs. A deck department member, Brother Bromberg upgraded at the Paul Hall Center on numerous occasions. He concluded his career on the *Tacoma* and lives in Keyport, Washington.



NOEL CUNANAN

Brother Noel Cunanan, 68, began sailing with the SIU in 2000, first sailing on the *Little Hales*. He upgraded at the Piney Point school in 2001 and sailed in the steward department. Brother Cunanan most recently shipped aboard the *USNS Bowditch*. He makes his home in Houston.



HENRY DANIELS

Brother Henry Daniels, 65, embarked on his SIU career in 1979 when he sailed on the *Del Sol*. He upgraded on



several occasions at the Paul Hall Center and was a member of the steward department. Brother Daniels concluded his career on the *Virgo* in 1994. He resides in Jacksonville, Florida.

JIM DAWSON

Brother Jim Dawson, 65, joined the Seafarers in 1974. A deck department member, he was first employed with G&H Towing in the inland division. Brother Dawson upgraded on multiple occasions at the Piney Point school. He concluded his career on the *Leader* and settled in Houston.



CLIFTON FAVORITE

Brother Clifton Favorite, 65, signed on with the Seafarers in 2001, first sailing on the *Diamond State*. A deck department member, he upgraded at the Paul Hall Center in 2001. Brother Favorite most recently shipped on the *Ocean Jazz*. He is a Houston resident.

ROLANDO GUMANAS

Brother Rolando Gumanas, 65, became an SIU member in 1984 when he shipped on the *Santa Mariana*. He sailed in the engine department and last shipped on the *USNS Capella*. Brother Gumanas lives in Mather, California.

STANLEY GURNEY

Brother Stanley Gurney, 57, joined the union in 1979. He first sailed on the *Philadelphia*. Brother Gurney primarily sailed in the deck department, and upgraded on multiple occasions at the Paul Hall Center. He last sailed on the *Horizon Tacoma* and makes his home in Montesano, Washington.

JAMES HEINCY

Brother James Heincy, 65, began his career with the union in 2001, initially sailing on the *Bernard F. Fisher*. Shipping in the deck department, he upgraded on numerous occasions at the Piney Point school. Brother Heincy's final vessel was the *Captain David Lyon*. He is a resident of Summerfield, Florida.



DANA HENRY

Brother Dana Henry, 71, donned the SIU colors in 2003 when he shipped on the *Beaver State*. He was a steward department member and upgraded his skills at the Paul Hall Center. Brother Henry's last vessel was the *John McDonnell*. He resides in Tonasket, Washington.



DONALD IRVINE

Brother Donald Irvine, 66, signed on with the SIU in 1981. He first sailed on the *Independence* and upgraded often at the Paul Hall Center. A steward department member, Brother Irvine most recently sailed aboard the *Horizon Pacific*. He lives in the Philippines.

JAMES MANN

Brother James Mann, 65, embarked on his career with the SIU in 1972 when he sailed on the *Platte*. He sailed in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Mann was last employed by Sealand. He lives in Vallejo, California.



NAZIRUDDIN PATANKAR

Brother Naziruddin Patankar, 65, became a member of the union in 2002, initially sailing aboard the *Franklin J. Phillips*. A steward department member, he last sailed on the *Cape Ray* in 2014. Brother Patankar makes his home in Jackson Heights, New York.



ROY PAYNE

Brother Roy Payne, 72, signed on with the union in 1990 when he shipped on the *Long Lines*. A member of the deck department, he upgraded often at the Paul Hall Center. Brother Payne most recently sailed aboard the *Alliance Norfolk*. He settled in Brooklyn, New York.

RAUL QUIOTO

Brother Raul Quioto, 67, began sailing with the SIU in 2004 when he shipped out aboard the *Overseas New Orleans*. He sailed in both the deck and engine departments and concluded his career on the *Overseas Tampa*. Brother Quioto resides in Katy, Texas.



ADRIAN REED

Brother Adrian Reed, 65 joined the Seafarers in 2001 during the NMU/SIU merger. He first sailed on the *Liberator* and was a steward department member. Brother Reed concluded his career on the *Energy Enterprise*. He resides in Rockport, Maine.

FRANK REVETTE

Brother Frank Revette, 66, signed on with the SIU in 1978, initially sailing on the *Overseas Vivian*. He worked in the deck department and upgraded at the Piney Point school

on numerous occasions. Brother Revette most recently sailed aboard the *Delta Mariner*. He resides in Honorville, Alabama.



ALI SHAIBI

Brother Ali Shaibi, 65, donned the SIU colors in 1978 when he sailed on the *TransColorado*. A member of the deck department, he upgraded at the Piney Point school in 1981. Brother Shaibi concluded his career on the *Philadelphia* in 1996. He makes his home in Brooklyn, New York.



ROBERT TORGENSEN

Brother Robert Torgersen, 65, signed on with the Seafarers in 1974, initially sailing on the *Bradford Island*. A member of the engine department, he upgraded on numerous occasions at the Paul Hall Center. Brother Torgersen last worked for the union in Elizabeth, New Jersey. He lives in Atlantic Highlands, New Jersey.



KENNETH WELLS

Brother Kenneth Wells, 57, became a member of the union in 1991 when he shipped on the *Eugene Obregon*. He primarily sailed in the engine department and upgraded on multiple occasions at the Piney Point school. Brother Wells most recently sailed on the *American Liberty*. He resides in Jacksonville, North Carolina.



GREAT LAKES

LEE MACARTHUR

Brother Lee MacArthur, 65, joined the union in 1974. He first sailed on the *JB Ford* and primarily worked in the engine department. Brother MacArthur's last vessel was the *JAW Iglehart*. He lives in Alpena, Michigan.



INLAND

ALBERT BODDEN

Brother Albert Bodden, 62, signed on with the union in 1998. A deck department member, his first vessel was the *Wilson*. Brother Bodden



upgraded on numerous occasions at the Paul Hall Center. He was most recently employed by Penn Maritime and lives in West Palm Beach, Florida.

DAVID FERACE

Brother David Ferace, 66, began sailing with the SIU in 2011 when he shipped with Harley Marine New York. He was a member of the deck department and continued to work for the same company for the duration of his career. He calls Waterford, Connecticut, home.



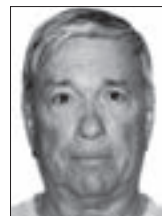
KERRY O'CALLAGHAN

Brother Kerry O'Callaghan, 55, became a member of the union in 1990, when he sailed on the *AMSEA vessel Lake*. He upgraded at the Paul Hall Center in 2008 and shipped in the deck department. Brother O'Callaghan was most recently employed with Crowley and settled in Norwood, Pennsylvania.



ROBERT STEINMANN

Brother Robert Steinmann, 64, donned the SIU colors in 1975, initially sailing with G&H Towing. He sailed in the deck department and was last employed by Moran Towing of Texas. Brother Steinmann resides in Las Cruces, New Mexico.



DAVID SUMNER

Brother David Sumner, 62, donned the SIU colors in 1982 when he sailed on the *Santa Elena*. He primarily sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Sumner most recently worked for OSG Ship Management and resides in Lutz, Florida.



Final Departures



DEEP SEA

HENRY BOON

Brother Henry Boon, 92, died February 24. He joined the SIU in 1979, sailing first on the *President Truman*. A steward department member, Brother Boon last sailed aboard the *President Tyler* in 1992. He lived in Oakland, California.

JOSE FELICIANO

Pensioner Jose Feliciano, 72, passed away July 23. He became an SIU member in 1987 when he sailed aboard the *USNS Hess*. A deck department member, Brother Feliciano last sailed on the *Maersk Arkansas*. He went on pension in 2012 and lived in Penuelas, Puerto Rico.



EARL GRAY

Pensioner Earl Gray, 87, died July 13. He joined the union in 1971 and first sailed on the *Columbia*. Brother Gray was a steward department member and last sailed aboard the *Horizon Challenger*.



He became a pensioner in 1998 and was a resident of Gretna, Louisiana.

JUAN GUARIS

Pensioner Juan Guaris, 78, passed away July 2. He embarked on his SIU career in 1967, initially sailing on the *Chatham*. Brother Guaris primarily sailed in the engine department, most recently aboard the *Consumer*. He became a pensioner in 1997 and settled in Carolina, Puerto Rico.

JOHNNY HAMMOCK

Pensioner Johnny Hammock, 64, died July 13. Signing on with the Seafarers in 1973, he first shipped on the *Van Horizon*. Brother Hammock was a member of the deck department and last sailed aboard the *John Page*. He retired in 2010 and called Cantonment, Florida, home.

PATRICIA JOHANSEN

Pensioner Patricia Johansen, 69, passed away August 4. She joined the union in 1998, initially sailing aboard the *USNS Invincible*. Sister Johansen worked in both



the deck and steward departments. She last sailed on the *Cape Orlando* and retired in 2015. Sister Johansen lived in Belfair, Washington.

SANFORD KLAVANO

Pensioner Sanford Klavano, 74, died July 20. He started sailing with the SIU in 1969 when he shipped on the *Columbia Beaver*. A deck department member, Brother Klavano last sailed aboard the *William Baugh*. He went on pension in 2008 and lived in East Wenatchee, Washington.



GUY POLLARD LOWSLEY

Pensioner Guy Pollard Lowsley, 82, passed away June 25. He donned the SIU colors in 1967 when he sailed on the *Santa Maria*. Brother Pollard Lowsley shipped in the engine department. He last sailed on the *Explorer* before becoming a pensioner in 1998. Brother Pollard Lowsley was a resident of San Francisco.



CRAIG LUNDBERG

Brother Craig Lundberg, 59, died June 26. He signed on with the union in 2001, during the NMU/SIU merger. Brother Lundberg was a member of the steward department. His first SIU vessel was the *Overseas New York*; his last, the *American Freedom*. He made his home in San Diego.

NEIL NAPOLITANO

Pensioner Neil Napolitano, 88, passed away May 27. He joined the SIU in 1979, initially sailing aboard the *Boston*. Brother Napolitano shipped in the deck department and last sailed on the *Consumer* in 1994. He started collecting his pension in 1996 and resided in Forksville, Pennsylvania.



GREGORIO ORTIZ

Pensioner Gregorio Ortiz, 72, died July 15. Born in San Juan, Puerto Rico, he began his SIU career in 1967. Brother Ortiz first sailed on the *Trans Hudson* and was a member of the deck department. He last shipped on the *USNS Dahl* before going

on pension 2010. Brother Ortiz lived in Turlock, California.

ENDEL PAPPEL

Pensioner Endel Pappel, 93, passed away June 11. He became an SIU member in 1985 when he worked for Waterman Steamship. Brother Pappel shipped in the deck department and last shipped on the *Bayamon*. He retired in 1985 and resided in Baltimore.



MICHAEL PITERIS

Pensioner Michael Piteris, 97, died May 25. He joined the SIU in 1967 when he shipped on the *Northern Lights*. Brother Piteris was an engine department member and sailed last on the *Robert E. Lee*. He retired in 1986 and made his home in Greece.



EDWARD SMIGIELSKI

Brother Edward Smigielski, 47, passed away July 21. He was born in Pennsylvania and joined the SIU in 2012. Brother Smigielski's first vessel was the *Resolve*. The steward department member most recently shipped on the *Maersk Ohio*. He called Myrtle Beach, South Carolina, home.

FRANCIS TOTH

Brother Francis Toth, 62, died June 10. Born in Pennsylvania, he started his career with the Seafarers in 1978. Brother Toth first sailed on the *Mount Explorer* and shipped in the steward department. He most recently worked on the *Evergreen State* and made his home in Hollywood, Maryland.

INLAND

MICHAEL HUFANA

Brother Michael Hufana, 63, passed away April 19. He became a member of the SIU in 2007 when he worked for OSG Ship Management. A deck department member, Brother Hufana remained with the same company for the duration of his career. He lived in Town Bank, New Jersey.

CLIFFORD JAMES

Pensioner Clifford James, 65, died July 14. He embarked on his SIU career in 1973, working for Dravo Basic Materials. Brother James was a deck department member and continued to ship with the same company for his entire career, which ended in 1992. He called Jackson, Alabama, home.

JEREMIAH NICASTRO

Pensioner Jeremiah Nicastro, 91, passed away July 11. He signed

on with the Seafarers in 1970, initially sailing with Michigan Tankers. A deck department member, Brother Nicastro last sailed with Boat St Mary's Inc. He resided in Gloucester, Massachusetts, his birthplace.

NMU

FRANK BENNETT

Pensioner Frank Bennett, 92, died July 15. He joined the union during the 2001 SIU/NMU merger; his first SIU vessel was the *St. Louis Express*. Brother Bennett was a member of the deck department and concluded his career aboard the *Cape Victory*. He resided in Port Arthur, Texas.

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

NAME	AGE	DOD
Arroyo, Jose	94	07/17/2019
Bollard, Joseph	96	06/13/2019
Caballer, Carmen	93	06/28/2019
Dodd, Thomas	90	07/13/2019
Duarte, John	82	07/31/2019
Green, Albert	94	07/22/2019
Iguina, Francisco	96	07/19/2019
McAllister, Andrew	92	08/04/2019
Rosario, Felix	94	08/10/2019
Sanchez, Emilio	89	06/22/2019
Thompson, Georgie	91	07/04/2019
Vieira, Joseph	94	06/27/2019

SIU CIVMARS Support Our Troops



The *USNS Richard E. Byrd* (right), crewed by members of the SIU Government Services Division, prepares for a replenishment-at-sea operation with the U.S. Navy's forward-deployed aircraft carrier *USS Ronald Reagan*. Photo was taken Aug. 14 in the Philippine Sea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Tyra M. Campbell)

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.

PATRIOT (TOTE), April 14 – Chairman **Yamira Colon**, Secretary **Matthew Carroll**, Deck Delegate **Kevin Moore**, Engine Delegate **Thomas Leroy**, Steward Delegate **Velicia Williams**. Parts needed in order to repair work clothes dryer. Members to use drying room for work clothes in the meantime. Secretary discussed policies aboard ship. All unlicensed members are considered “all-purpose crew.” Secretary noted drug and alcohol policy. OSs to be notified of duties on watch and on deck. Steward department was thanked for providing great meals. Crew was thanked for keeping the house clean. OS **Jewel Lamb** was praised for taking important steps to maintain shipboard safety. Next Port: Constanta, Romania.

HORIZON KODIAK (Matson), April 21 – Chairman **Gary Walker**, Secretary **Antoinette Amato**, Educational Director **Kevin McCagh**, Deck Delegate **Mott Arnold**, Engine Delegate **Jeffrey Murray**, Steward Delegate **Patrick Durnin**. Chairman reminded members to keep dues current and encouraged them to contribute to SPAD. Educational director encouraged crew to upgrade at the Piney Point school. He suggested registering for the Culinary 2.0 to remain competitive with other members in 2020. No beefs or disputed OT reported. Members requested a new paid holiday in the next Standard Freight Ship Agreement. The new holiday requested would be designated as Maritime Day and would not come at the expense of an existing paid holiday. Crew thanked steward department for a

job well done. Deck department was thanked for their commitment to SAHFOS plankton collection, which contributes to the ship's fund. Crew discussed situation with standby reliefs and Tacoma hall, including standby wages. Members asked that headquarters provide wage incentives and also negotiate an increase with the Matson shore gang. Next Port: Tacoma, Washington.

OREGON (Crowley), April 27 – Chairman **Charles Hill**, Secretary **Tina Knox**, Educational Director **Frank Harris**, Deck Delegate **Saleh Almatari**, Engine Delegate **Waverly Moore**. SIU Assistant Vice President Kris Hopkins came aboard ship and discussed transition to SIU, shipping rules and contracts. Chairman welcomed new members to the union and advised them to keep documents current. He encouraged crew to contact headquarters for more information. Educational director recommended members upgrade at the Paul Hall Center. No beefs or disputed OT reported. Good food on ship.

HOUSTON (USS Transport), May 5 – Chairman **Reny Arzu**, Secretary **Fausto Aranda**, Educational Director **Jorge Lawrence**, Engine Delegate **Charlie Wescott**. Chairman went over new ship procedures and encouraged members to work together. Secretary gave thanks to the SIU. Crew thanked bosun for doing a good job and the deck department for clean housekeeping. No beefs or disputed OT reported. Members expressed appreciation for new chairs and sofa covers. Crew requested 40-inch TV. Steward department was

thanked for good food. Chairman advised members to read the Know Your Rights section in the LOG.

USNS WILLIAM R. BUTTON (Crowley), May 10 – Chairman **Gregory Jackson**, Secretary **Edwin Bonefont**, Educational Director **Braden Horne**, Deck Delegate **Abdoulla Alssoudi**, Engine Delegate **Deralle Watson**. Crew washing machine installed. Chairman went over beneficiary information and reminded members to check and update documents. Secretary discussed differences between the medical plan levels. Educational director reiterated importance of upgrading at the Paul Hall Center. No beefs or disputed OT reported. Crew requested change to vacation accrual policy. Members are unable to communicate with family without email access. Crew would like to have movies on ship. Members plan on having an anchor pool to put more money into ship's fund.

HOUSTON (USS Transport), May 19 – Chairman **Reny Arzu**, Secretary **Fausto Aranda**, Educational Director **Jorge Lawrence**, Engine Delegate **Charlie Wescott**. Chairman put together new chairs for the mess hall and lunch room. He addressed questions regarding travel pay. Crew commended for keeping vessel clean. No beefs or disputed OT reported. Chairman encouraged crew to read LOG. Members discussed complaints about Anderson Kelly clinics and asked the SIU to discontinue sending seamen there. Members requested new TVs as well as recliners for each room. Crew gave thanks to the steward department

for good food. Members expressed appreciation for bosun's help with the steward department.

PATRIOT (TOTE), May 21 – Chairman **Yamira Colon**, Secretary **Mathew Carroll**, Deck Delegate **Kevin Moore**, Engine Delegate **Thomas Leroy**, Steward Delegate **Velicia Williams**. Crew went over old business. Clothes dryer still in need of repair. Educational director advised members to check their documents for expiration dates. Beef reported from deck delegate. Crew requests ability to pay union dues through online portal. Members asked for clarification of penalty pay for engine department. Crew thanked steward department for good meals and for keeping house and decks clean. Next port: Baltimore.

MARJORIE C (Pasha), May 25 – Chairman **Daniel Davenport**, Secretary **Jatniel Aguilera Santiago**, Educational Director **Michael Papaioannou**, Deck Delegate **Billy Cooley**, Engine Delegate **Oscar Cesena**, Steward Delegate **Reno Duque**. Members addressed ideas for ship fund spending. Chairman thanked crew for working hard and working safely. He commended Chief Steward Aguilera and Chief Cook Duque for working together and creating excellent menus. Secretary gave thanks to crew for cleaning up after night lunches. Educational director advised members to check the *Seafarers LOG* or SIU webstie for upgrading courses offered at the Piney Point school. No beefs or disputed OT reported. Steward delegate reminded crew to leave

clean rooms when signing off ship. Members would like to see room inspections prior to signoff. Crew requested new mattresses for staterooms and would like to keep weekly slop chest on board.

INDEPENDENCE (Eco-Tankers Crew Management), May 25 – Chairman **Dave Coleman**, Secretary **Arlene Thomas**, Educational Director **Jeremy Jendrusiak**, Deck Delegate **Albert Washington**, Engine Delegate **Terren Fields**, Steward Delegate **Antonio Holmes**. Crew received memory foam mattress toppers as requested. Payoff scheduled at Port of Houston. Chairman recommended taking USCG physical simultaneously with regular physicals in order to keep ahead of expiration dates. Educational director encouraged crew to upgrade as often as possible. No beefs or disputed OT reported. Steward department was thanked for a job well done and entire crew was praised for working together safely. Next port: Houston.

OVERSEAS KEY WEST (OSG), May 30 – Chairman **Wayne Ricard**, Secretary **Breon Lucas**, Educational Director **Michael Blue**. Crew went over old business, including requests for reimbursement for work shoes. Chairman thanked members for working safely in the shipyard. Educational director reminded members to upgrade. No beefs or disputed OT reported. Crew requested extended vacation time and changes in pension plan benefits. Special thanks given to steward department members **Lucas**, **Dustin Laney** and **Hyeyoung Forrer** for their excellent work.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
Deck Department Upgrading Courses		
Able Seafarer Deck	October 12	November 8
AB to Mate Modules	Modules must be taken in order. Those who are not in the mates program cannot apply for these courses. Contact the Admissions Office for further details.	
ARPA	September 28	October 4
Crane Familiarization	October 5	October 11
ECDIS	September 21 November 16	September 27 November 22
Lifeboat	September 21 October 19 November 16 December 14	October 4 November 1 November 29 December 27
Radar Observer	September 14	September 27
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	September 14 November 9	October 11 December 6
100 Ton Master	October 19	November 8
Engine Department Upgrading Courses		
BAPO	September 14 November 9	October 11 December 6
FOWT	October 12	November 8
Junior Engineer	September 28	November 22
Machinist	October 19	November 8
Marine Electrician	October 12	November 15
Pumpman	November 9	November 15
Welding	September 14 October 19	October 4 November 8

Title of Course	Start Date	Date of Completion
Steward Department Courses		
Advanced Galley Operations	September 21	October 18
Certified Chief Cook	Modules run every other week. The next class will start September 16.	
Chief Steward	October 19	December 6
Galley Operations	September 14 November 9	October 11 December 6
Orientation/Assessment Chief Cook 2.0	September 14 September 28 October 19 November 2 December 7	September 20 October 4 October 25 November 8 December 13
Orientation/Assessment Chief Steward 2.0	September 21 October 5 October 26 November 16 November 30	September 27 October 11 November 1 November 22 June 6
Safety Upgrading Courses		
Basic Training/Basic FF	September 21 October 19 November 2 November 16 December 7	September 27 October 25 November 8 November 22 December 13
Basic Training Revalidation	September 13 October 18 October 25 November 15 December 6	September 13 October 18 October 25 November 15 December 6
Basic Training/Adv. FF Revalidation	September 14	September 20
Combined Basic/Advanced Firefighting	September 21	September 27
Government Vessels	September 28 October 12 October 26 November 16 December 7 December 14	October 4 October 18 November 1 November 22 December 13 December 20
Medical Care Provider	September 28	October 4
Tank Ship Familiarization - DL	September 21	September 27
Tank Ship Familiarization - LG	September 14 November 9 December 7	September 20 November 15 December 13

UPGRADING APPLICATION

Name_____

Address_____

Telephone (Home)_____(Cell)_____

Date of Birth_____

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

Social Security #_____Book #_____

Seniority_____Department_____

Home Port_____

E-mail_____

Endorsement(s) or License(s) now held_____

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

If yes, class # and dates attended_____

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

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

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
LAST VESSEL: _____	Rating: _____	
Date On: _____	Date Off: _____	
SIGNATURE _____	DATE _____	

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

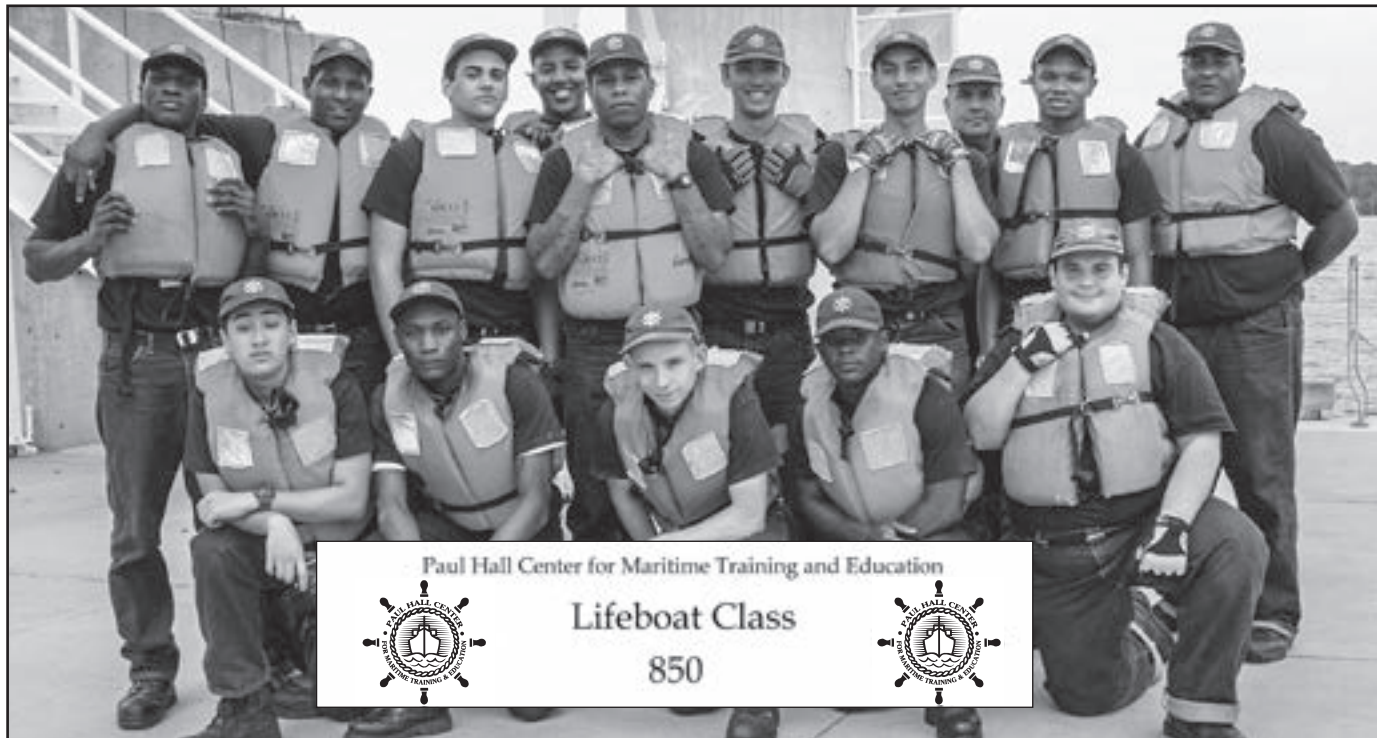
The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, or any race, nationality or sex. The school complies with applicable laws with regard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

Paul Hall Center Classes

Apprentice Water Survival Class #850 – Graduated May 17 (photo at right, in alphabetical order): Diquan Adamson, Quinson Blueford Jr., Kaleb Bogan, Zaid Cooper, D'Angelo Dickson, Nicholas Kai Fortunato, Solomon Foster Jr., Allen Gilmore, Jemell Jones, Zeke Pasquarelli, Jahmiah Peets, Yohanes Pribadi, Marcell Santos-Pascual, Jonathan Silva and Kenneth Smith Jr.

Important Notice To All Students

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



RFPNW (Phase III) – Graduated April 26 (above, in alphabetical order): Robert Coleman III, Norman Comeaux Jr., Jovanni Capistrano Garcenila, Nicholas Holt, Anthonie Nichols and Mervin Zamora. Each plans to work in the deck departments of SIU-contracted vessels upon the completion of their training.



BAPO (Phase III) – Graduated April 26 (above, in alphabetical order): Reny Arzu, Michael David Cruz Cordova, Carlos Marcos Gutierrez, Deandre Henry, Roman Hutson, Julian Jordan, Jack Lanier, Zion Lyons, Billy Sawyer III, Nicholas Sweeney, Justin Turner and Daniel Villarruel. Upon the completion of their training, each plans to work in the engine departments of union-contracted vessels.



Marine Refrigeration – Graduated April 19 (photo at left, in alphabetical order): Rudy Cesar, Edgar Dequito Dionio, Jesus Manuel Martinez Ortiz, Melody Mitchell, Lamar Pinckney, Cesar Arnaldo Rivera-Polanco, Marvin Sacaza and Sutthipong Ticer. Class instructor William Dodd is at the far right.



BAPO (Upgraders) – Graduated April 26 (above, from left): Andrew Blacker, Donte Sawyer and Torina Brooks.



Marine Electrician – Graduated March 8 (above, in alphabetical order): Edgar Dequito Dionio, Jesus Manuel Martinez Ortiz, Melody Mitchell, Cesar Arnaldo Rivera-Polanco, Marvin Sacaza and Sutthipong Ticer. William Dodd, their instructor, is at the far left.

Paul Hall Center Classes

MSC Supply Configuration Management – Graduated March 22 (right, in alphabetical order): Jason Bentz, Carlos Enrique Gibbons, Stephanie Granger, Enchantress Charmaine Johnson, Paul Klear, Demarkus Antoine McNabb, Robert Resurreccion, Douglas Vaughn and Beverly Williams. Matthew Rogers, their instructor, is at the far right.



UA to Able Seaman – Graduated March 29 (above, in alphabetical order): Erik Andersen, Brandon Caruthers, Da'vonte Junies and Lucas Vasiliades.



Junior Engineer (Basic Electricity) – Graduated March 8 (above, in alphabetical order): Patrick Dean, Vincent Freeman, Deondre Gardner, Arvin Tarroza Heras and Yves Mbuiti Nsaumi. Instructor Christopher Morgan is at the far right.



Government Vessels – Graduated April 12 (above, in alphabetical order): Valerie Bowman, Ernest Boyd, Ferdinand Malicay Cabanlit, Van Dixon, Leopoldo Estrada Martinez, Ryan Marquez Gallano, James Gerry, Mohammed Alam Gir, John Hays, Hussein Kareem Howe, Cecil Husted, Ruby Jones, Joshua Kraynak, John Lewis, Radu Viorel Marinescu, Melaethon Deshenda Silas, Shayla Stafford, Arkala Williams and Kipp Worthy. Keith Adamson, their instructor, is at the far left. (Note: Not all are pictured.)



Combined Basic & Advanced Firefighting – Graduated April 19 (above, in alphabetical order): Yahya Abdulaziz Ahmed, Hussein Mohsin Alrayyashi, William Born, Evan Bradley, Corey Covington, Charles Drumm, Michael Iverson, Benny Antonio Orosco and Glenn Snow. Their instructor, Mike Roberts, is at the far left.



Basic Training (Basic Firefighting) – Graduated April 19 (above, in alphabetical order): Mohaned Kaid Algalham, Joso Buterin and Joshus Kraynak. (Note: Not all are pictured.)

Paul Hall Center Classes



Basic Training (Basic Firefighting Upgraders) – Graduated April 12 (left, in alphabetical order): Mohamed Kaid Algalham, Ronald Burris, Keith Carswell, Eric Ivan-Ray Castle, Duane Evans, Dennis Fitzpatrick, Harold Gerber II, Kassim Ghaleb Ghaleb, Twawang M Gyurme, Doyle Ling, Larry Skowronek, Glenn Snow, Marc Tantre, Alexander Young Jr., and Antonio Duhaylungsod Zorrilla.



Basic & Advanced Firefighting Revalidation – Graduated April 5 (above, in alphabetical order): Jason Boyer, Michael Condrion, Nicholas Conway, Matthew Coogan, Van Dixon, Maxwell Fleischfresser, Paul Howard, Bud Sok Khuth, Robert Lapointe, Niels Lund, Wade Poor, Michael Washburn, Foster Watts Jr., and Alan Williams.



Advanced Galley Ops – Graduated April 26 (above, from left): Sharray Turner, Jeffery Toliver Jr., and Luis Jose Perez Acosta.



Chief Steward 2.0 – Graduated April 5 (above, in alphabetical order): Peter Crum, Ismael Armando Garayua, Benjamin Ines, William Kane and Troy Smith. (Note: Not all are pictured.)



Chief Cook 2.0 – Graduated April 12 (above, from left): David Simon, Andy Campollo and Rae Williams.



Chief Steward 2.0 – Graduated April 19 (above, from left): Richard Sanderson, Juan Luis Guanill and Kimberly Strate.



Certified Chief Cook (Module 6) – Graduated April 6 (above, in alphabetical order): Erwin Raphael Saludaes Asinas, Andres Brown, Gilma David, James Gerry, Dominique Villanueva-Kaaiahua and Deja Watson.

SEAFARERS LOG

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

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



Pictured from left to right in photo at left are SIU Port Agent Todd Brdak, SIU VP Great Lakes Tom Orzechowski, Great Lakes Towing Company President Joseph Starck, SIU Executive VP Augie Tellez and SIU Patrolman Gerret Jarman. Pictured from left in photo above are Exec. VP Tellez, Great Lakes Group President Emeritus Ron Rasmus and VP Great Lakes Orzechowski. (Rasmus is still a board member for the company.)

Great Lakes Towing Celebrates 120 Years

Ceremony Includes Christening of Tugboat Michigan

Seafarers and SIU officials recently helped celebrate two milestones with a longtime employer of union boatmen.

The Great Lakes Towing Company on July 22 hosted a dual celebration in Cleveland – recognizing the organization's 120th anniversary and also christening the new tugboat *Michigan*. Crew members didn't stay long, but that was for a good reason: They had to get back to work, a reflection of the company's full schedule.

SIU Executive Vice President Augie Tellez, Vice President Great Lakes Tom Orzechowski, Port Agent Todd Brdak and Patrolman Gerret Jarman attended the gathering at Merwin's Wharf on the Cuyahoga River. Daniel Duncan, executive secretary-treasurer of the Maritime Trades Department, AFL-CIO, also attended.

Great Lakes Towing boasts the largest American-flag tugboat fleet on the Lakes, and provides harbor assist and towing services to ships in more than 40 U.S. Great Lakes ports.

"Through decades of changes, experiencing both the highs and lows, the company has endured, and remained a critical link in the Great Lakes transportation system," said Joe Starck, company president. "We have always tried to be an outstanding corporate citizen. We are proud to be cel-

ebating 120 years, and we look forward to many more."

The *Michigan* was christened by vessel sponsor Carolyn Watkins, an official with the Ohio Environmental Protection Agency. According to Great Lakes Towing, she "was instrumental in helping the company secure funding assistance through the EPA's Diesel Emissions Reduction Grant program for the fleet's new construction program."

The *Michigan* is the third in a series of five, 64-foot harbor tugs that Great Lakes Shipyard is building for Great Lakes Towing's operation. It is powered by two diesel engines and generates more than 30 tons of bollard pull, but it also features a hybrid system that will allow it to operate on electricity while at idle, underway at low speeds, or when under low loads.

"The tug's compact size and high maneuverability make it ideal for the narrow waterways and low bridges that characterize harbor towing on the Great Lakes," the company noted.

The tugs *Cleveland* and *Ohio* were the first new ones built in the series as part of the company's fleet renewal program. The fourth tug, *Pennsylvania*, is slated for completion later this year. The fifth, not yet named, is scheduled for a Spring 2020 completion.



The newest addition to the company's fleet (photos immediately above and below) signals job security for SIU boatmen. The commemorative cake at left was served following the christening ceremony



Attendees gather at Merwin's Wharf in Cleveland for the ceremony.

