

SEAFARERS



LOG

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

G&H Towing Crews Approve Contract 3-Year Agreement Increases Wages, Maintains Benefits



SIU boatmen employed by G&H Towing have overwhelmingly ratified a new collective bargaining agreement. The three-year pact boosts wages and features other gains. It covers more than 300 people. Pictured from left to right in photo above (taken aboard the tug *Evelena* in Corpus Christi, Texas) are Capt. John Gunning, Mate Shawn Barkdull, Wiper Trevor Spring, Patrolman J.B. Niday, Chief Engineer Jeremy Downey and Capt. Dean Taliancich. Gunning and Niday were part of the union's negotiating team. The photo at left shows the *H. Douglas M*, a G&H-operated boat. *Page 3.*

Classes Humming Along in Piney Point



The SIU-affiliated Paul Hall Center for Maritime Training and Education offers dozens of U.S. Coast Guard-approved classes for entry-level mariners and for experienced Seafarers and boatmen. The school is based in Piney Point, Maryland. Pictured above are engine department upgraders in a recent course. For a list of upcoming classes as well as recent class photos, see *Pages 20-23.*



Seafarers Give Back to Community

SIU members once again donated their time and work for a yearly community services project in Tacoma, Washington. Recertified Bosun Adel Ahmed, above, was part of the SIU team of volunteers for the 2018 iteration of Paint Tacoma Beautiful. *Pages 12-14.*

Big Win for SIU of Canada
Page 2

Reps. Garamendi, Bergman Honored
Pages 5, 6

President's Report

Election Day Almost Here

Since our next edition will be published right around Election Day, I'll begin this month's message with one more reminder to make sure you're registered to vote, and then go with families and friends to the polls on November 6. If you're not sure which candidates the union is supporting, check with your port agent.

Throughout my years with our union, I have consistently seen surprised reactions from new members (and even some who'd already been with us for a while) when they learn about the gigantic impact that politics has on their jobs. The short version is that if maritime unions, vessel operators, coalitions and other organizations from our industry were not politically active, there wouldn't be a U.S. Merchant Marine. That's why we're on the front lines practically every day, fighting to protect the Jones Act, the Maritime Security Program, cargo preference laws and anything else that boosts the U.S.-flag fleet and American crews.



Michael Sacco

That's also why I talk with Seafarers all the time about grassroots political action, and why we devote so much coverage (in print and online) to politics. It's why we support pro-maritime candidates at every level of government, regardless of party. Our involvement is a matter of survival, but a strong American-flag fleet – and reliable, well-trained, U.S. citizen crews – are equally vital to national, economic and homeland security.

The stakes are just as high when it comes to workers' rights and freedom of association. It's no secret that unions have been under attack for decades, and those legislative and judicial assaults are only intensifying. But the labor movement not only is fighting back, we are winning some key victories, starting with the Teachers' protests in the spring. Unions led the way in defeating so-called right-to-work provisions in Missouri, and we also successfully challenged anti-worker executive orders that would harm federal employees (including members of the SIU Government Services Division). Additionally, non-partisan polling shows that the public's opinion of unions is at a modern high point. In fact, nearly two-thirds of the people 35 and under who were polled expressed their support for unions, according to Gallup.

Put all of that together and it's easy to see why we must vote for pro-maritime, pro-labor candidates this year. At stake are all 435 seats in the U.S. House of Representatives, 35 positions in the Senate and 36 governorships, along with state-level and local offices.

So get out there and vote, and if your port agent asks for help with a campaign or with getting people to the polls, please make every effort to volunteer your time.

Last but not least, I thank every Seafarer who already contributes to the union's voluntary political action fund, SPAD. If you're not on board with SPAD, the time to sign up is now. It's definitely not the only tool in our political arsenal, but it's an important one.

Jones Act Facts

Like our fellow citizens all across the country, I was cringing and praying for the best when Hurricane Florence devastated parts of the East Coast in mid-September. You know it's bad when the highway signs all the way up here around D.C. are warning you not to attempt any travel to the Carolinas.

Ahead of the storm, SIU members did a fantastic job crewing up ships and moving them out of harm's way. The activations required a lot of extra work in our manpower office and at the hiring halls, and I'm proud of the way you all rose to the occasion.

Meanwhile, in the immediate aftermath of Florence, I thought I was in some kind of movie where I woke up one morning and I'd somehow gone back in time a year. That's because I started reading new articles slamming the Jones Act for allegedly impeding the recovery from Hurricane Maria in Puerto Rico in 2017. (Those pieces were trying to compare the federal responses to Florence and Maria.)

We've covered this ad nauseum, but if you're new to the union or the industry, don't fall for the lies being resurrected by Jones Act critics. The facts are that Jones Act carriers led the way in the recovery in Puerto Rico, and the law greatly benefits that territory. And, as many of you know, American crews on Jones Act vessels still are bringing the needed supplies to rebuild the commonwealth. If you want to get up to speed on the Jones Act and Puerto Rico, visit the excellent website americanmaritimepartnership.com (the SIU is a member of the coalition that runs the site).

As always, we have a lot of work ahead, well beyond Election Day. And as always, we're up to those tasks.

SEAFARERS LOG

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

Volume 80 Number 10

October 2018

The SIU online: www.seafarers.org

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

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

Copyright © 2018 Seafarers International Union, AGLIW. All Rights Reserved.



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

Canadian Maritime Unions Win Major Cabotage Rights

Canadian seafaring unions recently finalized an agreement with the Canadian government that secured cabotage rights for Canadian mariners aboard vessels flying any flag traversing that nation's domestic waterways.

Seafarers International Union of Canada President Jim Given said on Sept. 11, "Our victory is official!"

Given, who serves as the Eastern Area Executive Board Member for the AFL-CIO's Maritime Trades Department (MTD), has spearheaded this fight to enforce and strengthen Canada's cabotage laws for years. He has reported on this campaign several times at MTD Executive Board meetings. (SIU President Michael Sacco also is president of the MTD.)

Under the provisions agreed upon, the Canadian government will not issue any temporary foreign worker permits to mariners from outside nations for more than 30 days without the written consent of the maritime unions of Canada, which will be coordinated through the SIU of Canada.

"What this means," noted Given, "is Canadian mariners will get first work on any vessel running cabotage regardless of the vessel's flag. This is an important win, and the first of its kind for this program."

In the event that no Canadian

mariners are available for such a cabotage run, Given pointed out that the foreign mariners must be granted new employment contracts which clearly show the Canadian wage rates and working conditions they are under while engaged in Canadian waters. Additionally, such conditions must meet the standards set by the laws of Canada.

In 2015, the SIU of Canada filed 42 lawsuits against the Canadian government for violating the Temporary Foreign Worker Program. The union found evidence that Canadian seafarers were not offered the jobs and many foreign mariners were paid as little as \$2.41 an hour while working in Canadian waters. A year later, the union filed 13 more lawsuits with similar allegations.

In July 2016, the Canadian government admitted it improperly issued work permits to the foreign crew aboard a Marshall Islands tanker sailing in Canadian waters. The Canadian Federal Court granted the union's judicial review application and, in February 2017, the SIU of Canada and the national government settled the remaining lawsuits.

As part of the settlement, the union worked with branches of the government to establish a new Temporary Foreign Worker Program policy to address the issues of concern to Canada's maritime labor



Jim Given
President, SIU of Canada

community.

"This is a significant step to ensure that Canadian vessel charterers will no longer be able to use the Temporary Foreign Worker Program to exploit foreign labor as a means to undercut and undermine the Canadian maritime industry and Canadian seafarers," added Given.

The MTD is a constitutionally mandated department of the AFL-CIO. It features 23 affiliate unions (representing around five million members) and a network of 21 port maritime councils.

U.S. Rep. Mast Named New Chairman Of Maritime Transportation Subcommittee

U.S. Rep. Bill Shuster (R-Pennsylvania), chairman of the House Committee on Transportation and Infrastructure, recently named Rep. Brian Mast (R-Florida) to serve as chairman of the Subcommittee on the Coast Guard and Maritime Transportation for the remainder of

the 115th Congress.

The subcommittee, one of six subcommittees within the Transportation and Infrastructure Committee, conducts oversight of the United States Coast Guard, and has jurisdiction over regulation of ocean shipping, maritime transportation safety,

and the Jones Act. The subcommittee also has oversight of the U.S. Merchant Marine as a whole, except in cases of national security.

"Oversight of the Coast Guard and the nation's maritime transportation system is a vital responsibility of the Transportation and Infrastructure Committee. The Coast Guard, as one of the nation's five armed services, conducts an array of critical missions on behalf of the American people," said Shuster. "Brian is an effective member of this subcommittee and has a firm grasp of the issues. He understands the critical nature of the Coast Guard's missions and is ready to take the gavel."

"Maritime transportation is a critical issue for Florida and the Coast Guard has an important presence in our state, which is why I asked Chairman Bill Shuster for the opportunity to take on leadership of this subcommittee," Mast said. "The Coast Guard plays an essential role in maintaining the rule of law on our waterways, including securing our borders and enforcing marine pollution laws. Working together, I'm confident we can ensure they have the tools they need to succeed at these critical missions."



Congressman Brian Mast (center) pauses for a photo after a meeting with members of the maritime community during 2018's Congressional Sail-In. Also pictured, from left to right: American Maritime Officers Service's Legislative Consultant Brenda Otterson; AMO President Paul Doell; AMO Member Captain Kevin Stith; and SIU Port Agent Todd Brdak.

An Apology to Our Readers

The printed version of the September LOG contained a mistake on the front page, where the main headline erroneously identified the new ship *El Coqui* as a tanker. The ship in fact is a combination container/roll-on roll-off (ConRo) vessel, something clearly known to everyone on our staff (and something reflected in the rest of the coverage). We corrected the PDF version of the September edition, which is posted on the union website.

We strive to make every issue

of the LOG interesting, useful – and accurate. While we never will be immune from making mistakes, we don't take last month's lightly. We apologize. We'll do better, and we thank you for your understanding and your support. On a personal note, both the original error and the ultimate responsibility are mine.

Lastly, this seems an opportune time to mention that although we are not asking Seafarers to act as proofreaders, please let us

know if you ever spot a mistake that warrants a correction, and/or one that at least can be changed online. Our staff emails are listed in the LOG section of the SIU website (mine is jbiscardo@seafarers.org); our phone number is (301) 899-0675, and our fax number is (301) 702-4407.

Respectfully,

Jordan P. Biscardo
Communications Director



The SIU crewed *David B* (photo at left) is operated by G&H for Bay-Houston Towing. In the photo above, SIU boatmen meet with Patrolman J.B. Niday (left) aboard the *C.R. Haden*.

G&H Boatmen Approve 3-Year Contract

Pact Boosts Wages, Includes Additional Improvements

SIU boatmen employed by Galveston, Texas-based G&H Towing have overwhelmingly approved a three-year contract featuring wage gains and other improvements.

The pact, which also maintains benefits, covers more than 300 SIU members. Voting took place Sept. 1-5, and the agreement was approved by a 9:1 ratio.

SIU Vice President Gulf Coast Dean Corgey stated, "The key to this contract is that the SIU and G&H Towing company have a longstanding relationship that is excellent. We've shown the industry how working together on national and local politics, recruiting, manning and good-faith bargaining has a positive outcome for all parties."

Representing the SIU during negotiations (which primarily took place for several days in August) were Assistant Vice President Mike Russo, Patrolman J.B. Niday, Mate **Cameron Schroeder**, Capt. **Mark Kazin**, Capt. **John Gunning**, Chief Engineer **Howard Cook** and Oiler **Steve Prendergast**. The company negotiators included Steve Huttman, Elaine Lauzon and Xavier Valverde.

G&H operates nearly 40 harbor tugs in Houston, Galveston, Texas City, Corpus

Christi and Freeport. The company expects to add up to a dozen more boats.

The rank-and-file members who served on the bargaining committee said negotiations went well, and the end result is a collective bargaining agreement that was met with enthusiasm by fellow boatmen. In addition to the yearly wage increases, the contract calls for paid parental leave; maintains medical and pension benefits; further secures vocational training opportunities; successfully addresses some issues pertaining to vacation and sick leave; and offers bonuses for engine room personnel.

"I'm excited about the contract and the membership was, too," stated Cook, who had served on one other bargaining committee while working at G&H. "The whole demeanor of the negotiations went well. Mike and J.B. - I can't say enough about those guys. They did a fantastic job and they treated us very well, too."

Kazin said, "I definitely think it was a good contract. This is our best wage increase since 1998.... I'm proud of what we accomplished."

He added that as a first-time member of the bargaining team, "It was definitely a learning experience and a good experience."

Similarly, Schroeder hadn't previously been part of contract negotiations. "I really enjoyed it," he said. "It was a great learning experience, and I wouldn't mind doing it again."

Schroeder said the addition of paternity/maternity leave is "a step in the right direction. Some people won't be able to use it, but I think for a company that's getting younger, it'll definitely be a huge deal and people will be thankful for it. Adding new things to the contract is always big."

Likewise, Gunning pointed to the new benefit as well as the wage gains as contract highlights. "The newborn leave is a really interesting and great development," he said. "In terms of overall money, I think we did extraordinarily well."

He, too, was a first-time negotiator. "It was very different than what I had imagined," Gunning said. "It all went very smooth, and in a really positive direction."

Prendergast took a big-picture view of the contract and the company. He expressed confidence in G&H's growth and new management, and pointed out business is thriving in the Port of Houston (and doing well in other Texas ports).

"I'm optimistic about the future because of the direction the maritime indus-

try is going," said Prendergast, who also served on the union bargaining team for the prior contract in 2015.

Russo said the negotiations "went really well, and the delegates did a heck of a job. We took no monetary losses, and where the company had things that they wanted, we were able to reach compromises that were agreeable. Everybody was professional and respectful; we hammered out an agreement in record time, and that's due in no small part to the outstanding work of our rank-and-file delegates."

Corgey added that G&H crews have been represented by the SIU dating back to the mid-20th century. Further, four of the five union officials based at the Houston hiring hall have worked at G&H at some point.

"The roots run deep," Corgey said. "Everybody realizes that we're going to get a lot more done working together, and the key for the members is stability. Our members can plan on a future for their family budgets, their retirement. They can look forward to a nice, stable occupation and they can also look forward to a secure retirement. After all, none of this can happen without the boatmen and women; they're the best in the business."



Oiler Shaun McCleese (left) and Chief Engineer Roy Wick are pictured aboard the tugboat *Zeus*.



Bargaining committee members from the union and company, respectively, gather for a photo upon successful completion of negotiations. Pictured from left are SIU Asst. VP Mike Russo, Mate Cameron Schroeder, Elaine Lauzon of G&H, Capt. Mark Kazin, Capt. John Gunning, Steve Huttman and Xavier Valverde of G&H, Chief Engineer Howard Cook, AB Steve Prendergast and Patrolman J.B. Niday.



Pictured from left at the port council event are SIU Senior Political Consultant Terry Turner, SIU Port Agent Georg Kenny (who also serves as secretary-treasurer of the port council), Tracy Burke of MEBA, U.S. Sen. Tim Kaine, ITF Inspector Barbara Shipley, U.S. Rep. Bobby Scott, Capt. Randall Rockwood of MM&P, and SIU Government Services Representative Sam Spain.

Sen. Kaine, Rep. Scott Discuss Maritime SIU Participates in Port Council Gathering in Virginia

With representatives from 16 different international unions present – including the Seafarers – the Hampton Roads (Virginia) Port Council kicked off Labor Day weekend on Aug. 31 with a lunchtime question-and-answer session featuring U.S. Sen. Tim Kaine (D-Virginia) and U.S. Rep. Bobby Scott (D-Virginia).

Iron Workers Local 79 hosted the meeting in Norfolk, Virginia.

The port council is part of the AFL-CIO Maritime Trades Department (MTD), to which the SIU is affiliated. SIU Port Agent Georg Kenny and Government Services Division Representative Sam Spain were among the attendees, as was MTD Executive Secretary-Treasurer Daniel Duncan,

who served as moderator.

The 90-minute gathering brought together elements from the Norfolk-area's shipbuilding, ship repair and seafaring communities. The two elected officials dealt with a variety of questions ranging from port activities to finding new ways to spark apprenticeship programs.

Kaine and Scott both serve on their bodies' main committees that oversee labor and workforce issues. Before taking questions, both spoke briefly about creating legislation that would allow federally funded Pell Grants to be used to cover the costs associated with apprenticeship training. (Currently, Pell Grants only help cover expenses associated with

getting a college degree.) In addition, both spoke out strongly against President Trump's announcement the day before to cancel a 2 percent pay raise for federal workers.

Kaine and Scott reiterated their longstanding support for the Jones Act, the Maritime Security Program and cargo preference. Both noted the need for a strong domestic shipbuilding industry to maintain America's military and commercial fleets.

The pair cited Norfolk's efforts to become the largest port in terms of cargo along the U.S. Atlantic coast, stating they would do whatever is possible in Washington to help achieve this goal. However, both were unaware that the Norfolk/Tide-

water/Hampton Roads region is the only major U.S. port on the East Coast that does not have a seamen's center for U.S. and foreign mariners whose ships dock at the facilities. Both agreed to work with local governmental and business officials to alleviate that concern.

SIU President Michael Sacco also serves as president of the MTD, which is a constitutionally mandated department of the AFL-CIO. The MTD features 23 affiliate unions (representing around five million members) and a network of 21 port maritime councils. Those port councils give the affiliates a mechanism to pool their resources on a wide range of issues and projects.

Union Reps Train In Piney Point

The SIU last month launched a new training initiative for current union representatives. Most of the

sessions are taking place at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

Three individual conferences – each designated by region – were planned for officials. A group from the East Coast and Great Lakes com-

pleted the initial seminar Sept. 17-21. The remaining ones are for SIU personnel from the West Coast (Oct. 1-5) and the Gulf Coast (Oct. 22-26).

Regional vice presidents, assistant vice presidents, port agents, safety directors and patrolmen are attending the conferences.

SIU Secretary-Treasurer David Heindel and Piney Point Port Agent Pat Vandegrift handled much of the planning for all of the training.

"This is being done in order to best serve the rank-and-file membership," Heindel stated. "There are always a lot of changes happening within the maritime industry, and we are also facing some unique challenges in the labor movement, so the timing of these conferences is excellent."

Current officials began the initial session with a review of the union's newly updated port procedures manual, a comprehensive document covering virtually all aspects of union representation. They reviewed the

union's constitution along with various legal considerations; leadership techniques; the International Transport Workers' Federation; the government's request-for-proposal process; contracts and shipping rules; political action and more.



SIU President Michael Sacco (left) opens the first training session. Also pictured (from left) are Secretary-Treasurer David Heindel, Counsel Leslie Tarantola, and Seafarers Plans Administrator Maggie Bowen.



SIU Exec. VP Augie Tellez (standing) addresses the attendees.

Lexington Institute: National Security Requires U.S.-Flag Fleet, U.S. Mariners

In a recent article written by Daniel Goure, Ph.D., vice president at the Lexington Institute think tank, the U.S.-flagged fleet received high praise for the crucial role the American maritime industry plays in the nation's defense.

In the article, Goure stated, "Support for a U.S.-flagged commercial sealift fleet is one of the few economic areas where the U.S. government, Republican and Democratic administrations alike, has practiced what amounts to industrial policy. And rightly so. The maintenance of a viable and reliable capability to move military-relevant cargoes around the world in support of U.S. forces abroad is critical."

The Lexington Institute is based in Arlington, Virginia. On its website, the organization states, "It is the goal of the Lexington Institute to inform, educate, and shape the public debate of national priorities in those areas that are of surpassing importance to the future success of democracy, such as national security, education reform, tax reform, immigration and federal policy concerning science and technology. By promoting America's ability to project power around the globe we not only defend the homeland of democracy, but also sustain the international stability in which other free-market democracies can thrive."

Goure continued, "Recent assessments of the U.S. industrial base have identified several critical vulnerabilities that could compromise the military's ability to conduct high-intensity warfare. One of these

is the ability of the U.S.-flagged sealift fleet to meet the transportation demands created by the overseas deployments and operation of large combat formations in a war zone. Simply put, the U.S.-flagged sealift fleet has been allowed to erode to the point that it is of only barely sufficient size and capability to meet the demands created by relatively small contingencies such as those conducted in this century in Southwest Asia."

The article quoted Gen. Darren McDew (USAF), who recently retired after serving as commanding officer of the U.S. Transportation Command. During his time at the agency, McDew stated, "An aging organic sealift fleet coupled with a reduction in U.S.-flagged vessels threatens our ability to meet national security requirements. The U.S.-flagged fleet has been in steady decline since World War II as a result of decreasing demand and the rising cost of the U.S.-flagged fleet compared to international fleets. In 1951, 1,288 U.S.-flagged ships were registered in the United States. In 1990, the fleet was down to 408 ships, and in 2013 just 106. Today, 82 U.S.-flagged ships operate in international trade, representing a 25 percent reduction in just the last 5 years. If the fleet continues to lose ships, a lengthy, mass deployment on the scale of Desert Shield/Desert Storm could eventually require U.S. Forces to rely on foreign-flagged ships for sustainment."

Goure then outlined the basic duties of the Maritime Administration (MARAD) before talking in detail about their impor-

tant programs: "Two of MARAD's main tools for assisting the U.S. commercial fleet are the Maritime Security Program (MSP) and the Voluntary Intermodal Sealift Agreement (VISA)," he wrote. "These programs are designed to assure the availability of sufficient U.S. commercial sealift capability and the supporting infrastructure to sustain U.S. military operations overseas in an emergency."

"The MSP provides supplementary funding, currently \$5 million per ship annually, for a specific number of U.S.-flagged, privately owned ships which conduct international commerce but which are available under agreement to respond to Department of Defense (DoD) requirements during war and national emergencies. Currently, the MSP fleet consists of 60 vessels in a mix of container ships, roll-on/roll-off carriers, and heavy lift platforms. The VISA program is similar to MSP insofar as it too is a partnership between the U.S. government and the maritime industry to provide the DoD with assured access to commercial sealift, terminal facilities, and supply chain management services to support the emergency deployment and sustainment of U.S. military forces. VISA participants commit to providing a graduated level of carrying capacity to DoD based on a three-stage activation system. In return, these participants receive preference regarding the transportation of DoD cargoes in peacetime. VISA allows DoD access to a broader range of vessels than are in the MSP, including tankers."

He then talked about another impor-

tant program, saying, "A third way that MARAD ensures the availability of a U.S.-flagged sealift fleet is through the cargo preference program. This program mandates that U.S. government shippers use U.S.-flagged ships, if available, to transport 50 percent of any oceangoing cargo that either directly or indirectly involves the government. Except in wartime, food aid cargoes are the single greatest source of preference cargoes. Removing or even reducing the 50 percent preference would be highly damaging to the U.S. commercial transport fleet."

He continued, "Because the cargo preference program can necessitate that U.S. government departments and agencies pay higher shipping prices, it has led to some intra-governmental tensions. The U.S. Agency for International Development has argued that it should be allowed to ship more food aid on foreign carriers to stretch its budget. There are reports that even some DoD agencies responsible for the movement of bulk supplies have sought to circumvent the cargo preference requirements."

The article concluded, "The cost of MARAD's programs to support a viable and effective U.S. commercial sealift capability amounts to a small fraction of the projected \$65 billion it would cost the government to replicate this capacity and the intermodal infrastructure and global cargo networks provided to the DoD by private-sector MSP participants. For a relatively small expenditure, a critical national security capability can be maintained."

Congressman John Garamendi Named 'Champion of Maritime'

One of the U.S. maritime industry's leading advocates recently received one of its most prestigious honors.

U.S. Rep. John Garamendi (D-California) on Sept. 17 was presented with the American Maritime Partnership's (AMP) annual Champion of Maritime Award. It's the coalition's top award, and is given "to a member of Congress for extraordinary support and dedication to the American maritime industry," AMP noted in a press release.

SIU Vice President West Coast Nick Marrone attended the presentation in Vallejo, California.

The SIU is an AMP affiliate.

"Through his years of work in the U.S. Congress, Rep. Garamendi has shown unwavering and ardent support for domestic maritime, which includes the men and women who build, operate and crew the tens of thousands of vessels that transport goods and people safely in the more than 95,000 miles of U.S. coastline and inland waterways," AMP stated.

Garamendi serves as ranking member of the House Coast Guard and Maritime Transportation Subcommittee of the House Transportation Committee. He recently introduced legislation aimed at increasing jobs for U.S. mariners, boosting domestic shipbuilding, and helping ensure that American-flag vessels are used for a percentage of LNG exports.

In announcing the award, AMP added, "In addition to his work to promote the contribution that the American maritime industry makes to California by providing thousands of family-waged jobs and add-

ing more than \$6.6 billion annually to the state's economy alone, Rep. Garamendi recognizes the importance of this industry to the nation's economic, national, and homeland security interests. Nationwide, the domestic maritime industry accounts for approximately 500,000 American jobs and more than \$100 billion in annual economic impact."

During the ceremony, the congressman stated, "When we think about all the issues at the forefront of American politics right now – good-paying jobs, energy independence, national security, trade, and rebuilding our manufacturing sector – the American maritime industry

is at the forefront of all of them. Unfortunately, it's not on the minds of many of our leaders in Washington. I'm proud of the work we're doing together to change that.

"The successes we've had for our domestic maritime industry would not be possible without the tireless efforts of the American Maritime Partnership, and I couldn't be more honored to receive the Champion of Maritime Award," he continued. "I also want to thank the Propeller Club of Northern California, the California State University Maritime Academy (which hosted the event), and my Maritime Advisory Committee for bringing the maritime community together today to discuss the challenges and opportunities before us. As a united maritime industry, we will continue to rebuild this critical sector to advance America's national and economic security."

"It is hard to imagine a more tireless supporter of our industry," said Matt Woodruff, chairman of AMP. "When the American maritime industry faces a challenge or an opportunity, we can be sure with absolute certainty that Rep. Garamendi will be a leader for the men and women of American maritime. At the top of our list, he is a leading champion of the Jones Act, the fundamental law of the American maritime industry which is essential to the strength of our domestic, homeland and national security."

AMP's member organizations include the SIU and other maritime unions, vessel owners and operators, shipboard and shoreside workers, shipbuilders and repair yards, equipment manufacturers and vendors, dredging and marine construction contractors, plus numerous maritime associations and national security organizations.



U.S. Rep. John Garamendi addresses those gathered at the awards ceremony. (Photo courtesy AMP)

Rationale for Longstanding Maritime Bills In USA Remains Powerfully Sound Today

Jones Act, Cargo Preference, MSP all Boost American Security

The story of the U.S. Merchant Marine is as old as the nation itself. However, the legislative fight to protect the rights of the American mariner didn't gain traction until much later.

One of the first such moments occurred with the enactment of the Passenger Vessel Services Act (PVSA) of 1886. That law, which assessed a fine to any foreign ship carrying passengers between two ports in the U.S., was a first step towards the country's modern cabotage laws.

Following soon behind was the Military Cargo Preference Act of 1904, which dictated that 100 percent of military cargoes be carried on board U.S.-flag vessels. Exceptions could be made if an American vessel was unavailable, but only with the concurrence of the Maritime Administration (MARAD).

In 1915, mariners achieved a breakthrough with passage of The Seamen's Act, thanks in large part to a years-long push by an SIU forerunner, the International Seamen's Union. As noted by the late SIU historian John Bunker, the law was "designed to counteract fears for the safety of American sailors during the early years of World War I. In order to improve living and working conditions for the crews of vessels registered in the United States, it abolished imprisonment for desertion; reduced penalties for disobedience; regulated hours of work at sea and in port; fixed a minimum quality of rations; regulated the payment of wages; required a certain number of lifeboats; increased the fraction of able seamen on board; and required 75 percent of each ship department to understand the language spoken by the officers."

Meanwhile, once the PVSA helped slow if not stop foreign interests from attempting to cut costs at the expense of their mariners, U.S. lawmakers devised a similar law for cargo transportation: The Merchant Marine Act of 1920.

The goals of the Merchant Marine Act of 1920 (far better known nowadays as the Jones Act) are outlined in the preamble of the law, which reads, "It is necessary for the national defense and for the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency, ultimately to be owned and operated privately by citizens of the United States; and it is declared to be the policy of the United States to do whatever may be necessary to develop and encourage the maintenance of such a merchant marine, and, in so far as may not be inconsistent with the express provisions

of this Act, the Secretary of Transportation shall, in the disposition of vessels and shipping property as hereinafter provided, in the making of rules and regulations, and in the administration of the shipping laws keep always in view this purpose and object as the primary end to be attained."

The law was reaffirmed in 1936, and later amended in 1954 with the addition of cargo

preference laws, which dictated that certain percentages of the volume of government-impelled cargoes be transported on privately owned U.S.-registered vessels.

Also taking place in 1954, Public Law 480 (PL-480) was enacted; it would later be termed Food for Peace. This program was originally intended to serve as a way for domestic farmers to ship surplus product

overseas, but was revised in 1966 to allocate part of U.S. food production for distribution among the poorest countries in the world. The program was formally replaced with the similar Food for Peace Act in 2008.

In a recent statement, the coalition USA Maritime described the benefits of PL-480: "Unlike other foreign aid programs, the program does more than just send aid overseas. Food for Peace is a point of pride for the 44,000 American farmers, shippers, processors, port workers, and merchant mariners whose jobs depend upon the program. Food for Peace is not just a handout.

It's the sharing of American bounty and American know-how to help rescue those less fortunate from starvation and chronic food insecurity. By creating a uniquely sustainable public-private partnership between American faith-based organizations, U.S. industry, and the U.S. government, Food for Peace leverages private and public resources to make a meaningful difference for millions of people in a way that government alone simply cannot."

Since its enactment in 1954, PL-480 is considered one of America's most successful foreign aid programs.

Supporting Our Military

The U.S.-flag fleet has a well-documented history of answering the call of the U.S. military in times of crisis. As the needs of the military have shifted and expanded over the years, the importance of maintaining a surge sealift fleet of privately owned, militarily useful vessels became even more critical. On October 8, 1996, President Clinton signed the Maritime Security Act of 1996, which established the Maritime Security Program (MSP).

According to the MARAD, "The MSP maintains a modern U.S.-flag fleet providing military access to vessels and vessel capacity, as well as a total global, intermodal transportation network. This network includes not only vessels, but logistics management services, infrastructure, terminals facilities and U.S. citizen merchant mariners to crew the government owned/controlled and commercial fleets."

Experts have estimated it would cost the government tens of billions of dollars to replicate what the MSP (and its related Voluntary Intermodal Sealift Agreement) provides.

All of these laws help protect the country's national, economic and homeland security. The Jones Act alone, for example, helps maintain nearly 500,000 American jobs and pumps billions of dollars into the economy every year. It also is vital to helping maintain the country's shipbuilding capability and its pool of civilian mariners.

Jones Act – Quotes from Senate Floor, June 4, 1920

Following are a few quotes from the Congressional Record of June 4, 1920, when U.S. Senators voted to institute their version of the Merchant Marine Act of 1920, better known as the Jones Act. These quotes show the recognition of the need for such a law, and the presence of the Senators who voted in favor of the bill.

Sen. John Nugent (D-Idaho)

"Mr. President, I appreciate the fact that it is not only desirable but necessary that we have a great merchant fleet in order that the products of our mines, fields, and factories may be transported to every quarter of the globe in American bottoms, and in order that, should the emergency arise, the ships may be used as auxiliaries to our Navy."

Sen. Park Trammell (D-Florida)

"I heartily share the sentiment of the committee favorable to the maintenance of a great American merchant marine. I believe prior to the war that this was one of the crying needs of the Nation, and it was one of the misfortunes of our country that the merchant marine which we formerly had in the early days had from time to time passed into the hands of foreigners, and that on account of that fact there were very few vessels sailing under the Stars and Stripes and operating under American control.

"As one of the fortunes of war our Nation acquired a very large fleet. This fleet, in my opinion, should be permanently maintained and the Nation should have such advantages as will accrue to it as the result of the maintenance of an efficient American merchant marine."

Sen. William King (D-Utah)

"In my judgment you can build up a merchant marine by fair and just and sensible legislation."

Sen. Nathaniel Dial (D-South Carolina)

"The time has come when we need a merchant marine which will be commensurate with our demands and necessities. We wish to ship our goods to every market in the world. I am, therefore, strongly in favor of building up a great merchant marine.... We want to build up a merchant marine of which we will be proud; we want to carry and distribute a large proportion of our merchandise in our own vessels, as we did long ago, before the days of the Civil War."

Sen. Wesley L. Jones (R-Washington)

(Note: This text is from the law itself, sponsored by Sen. Jones)

"The Merchant Marine Act of 1920 is an earnest effort to lay the foundation of a policy that will build up and maintain an adequate American merchant marine in competition with the shipping of the world.... If every American will place the nation's good above individual welfare; think, talk and act Americanism and give whole-hearted support to the law passed to aid the United States and uphold those who administer it solely in the interest of the United States and its citizens, we will have an adequate merchant marine that will secure our own interests and promote the world's welfare."

Rep. Bergman Receives Lakes Honor

U.S. Rep. Jack Bergman (R-Michigan) has been named 2018 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.

Rep. Bergman was honored Sept. 18 at a ceremony in Traverse City, Michigan.

The SIU is a member of the coalition. "Although this is just his first term, Rep. Bergman has quickly become recognized as a leader on Great Lakes and Seaway issues," said Jim Weakley, president of the GLMTF. "This reflects that his district fronts on three of the five Great Lakes: Superior, Michigan and Huron."

Weakley, who is also president of the Lake Carriers' Association, said the GLMTF is especially grateful that Bergman spoke directly to President Trump about the need for a second Poe-sized lock at Sault Ste. Marie, Michigan. "Within hours of Congressman Bergman

talking to the president, our nation's leader publicly declared his support for fixing the Soo Locks. That support ... puts the project in the best spot it's been in years."

Bergman's commitment to adequate U.S. Coast Guard icebreaking resources is another reason for his selection, the coalition noted. "The locks at Sault Ste. Marie, Michigan, open on March 25 and close on January 15," said John D. Baker, first vice president of the GLMTF, and president emeritus of the International Longshoremen's Association's Great Lakes District Council. "But if heavy ice covers the Lakes, the resumption of the iron ore trade and overseas exports of grain from the Lakes largest grain-shipping ports will be delayed. Rep. Bergman is fully supportive of building another heavy icebreaker to help the Mackinaw and other icebreakers keep commerce moving under even the most trying conditions."

Other's pointed to the congressman's support for adequate dredging of Great Lakes ports and waterways, and his backing of a strong U.S. Merchant Marine as reasons for

his selection for the award.

Bergman becomes the tenth Michigan legislator to receive the award since its inception in 1998.

Founded in 1992, the Great Lakes Maritime Task Force promotes domestic and international shipping on the Great Lakes. With 78 members, 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 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.



U.S. Rep. Jack Bergman
(R-Michigan)

With Seafarers in the Lone Star State

Houston is one of the largest ports in the United States and, not surprisingly, it's a busy area for Seafarers.

Most of the photos on this page show SIU members and officials in that city – aboard a ship (*Liberty Glory*), at the hiring hall and at area labor events.

The *Liberty Promise* photos were taken in Corpus Christi, Texas, around 200 miles to the southeast.



ABOARD LIBERTY GLORY – Pictured from left to right on deck in the photo at left, are AB Timothy Kauble, AB Franklin Akins and Patrolman Joe Zavala. SA Pete Hernandez (center photo) makes his way to the galley of the *Liberty Maritime* vessel, while the photo directly above shows AB John Rascon (left) and Chief Cook Ali Bazzi.



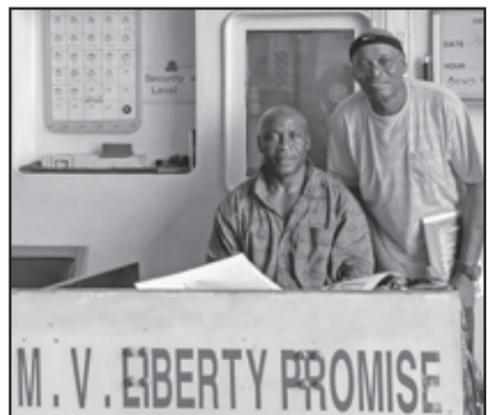
BOOKS GALORE – In photo at left below, Second Mate Thomas Griffin (right) gets sworn in for his full book by Patrolman Joe Zavala. The large group photo above features AB Joselito Lampong (wearing white shirt, front near the center, holding his full B-book) and Patrolman J.B. Niday (also displaying the book), along with other members. At the counter in photo at center below, QMED Samuel Takyi (right) receives his probationary B-book from Niday. In the remaining photo at right, below, AB Choh Zuom (left) is sworn in by Safety Director Kevin Sykes for his full B-book.



RALLYING FOR CITY – Seafarers turn out Aug. 16 for a rally in support of the city's bid to host the 2020 Democratic National Convention. Some of the SIU contingent is pictured with U.S. Rep. Al Green (fourth from left) near the Toyota Center, site of the demonstration. Houston, Milwaukee and Miami are the finalists.

CELEBRATING LABOR DAY – Enjoying a cookout are (photo at left, from left) Hany Khalil, executive director of the Texas Gulf Coast Area Labor Federation; U.S. Rep. Sheila Jackson Lee (D-Texas); future Seafarer Joe Jesse Zavala IV and his dad, SIU Patrolman Joe Zavala. Shown in the photo at right are Zavala and son, Houston Mayor Sylvester Turner and SIU Safety Director Kevin Sykes.

ABOARD LIBERTY PROMISE – AB William Steele (immediate right) operates a forklift on the *Liberty Maritime* vessel, while (photo at far right, from left) AB Edward Mills and SA Alfonso Thomas Martinez are pictured at the security desk. The center photo includes (from left) AB Sirio Centino, GUDE Camonte Terrell and GUDE Francois Doucet.



GAO Report Cites Defense Function of American-Flag Fleet, U.S. Merchant Mariners

The American maritime industry received a welcome if unsurprising affirmation that the U.S.-flag fleet and its mariners remain a crucial component of national defense, thanks to a recent report released by the United States Government Accountability Office (GAO).

According to the report, the agency reviewed and subsequently commented on American-flag ships that trade internationally. The GAO spent more than a year and a half conducting research and finalizing the report.

The 55-page document essentially concluded – much like previous studies have determined – that the cost of maintaining the fleet is a worthy investment. For example, the GAO found that the Maritime Security Program (MSP), which provides a relatively small annual subsidy to enrolled U.S.-flag vessels that are crewed by civilians and privately operated, helps ensure there are enough mariners and tonnage to support our troops in times of crisis.

Additionally, the MSP offers the federal government a capability that would be hard to replicate otherwise. According to the U.S. Maritime Administration (MARAD) and the Department of Transportation (DOT), the financial cost of replacing these benefits with a government-owned fleet, as well as replicating the related intermodal infrastructure that allows the cargoes to travel to areas that would otherwise be difficult to access, would exceed

\$60 billion by the latest estimate.

The GAO study served to also impress upon the DOT the need to release the long-awaited National Maritime Strategy: “The DOT has drafted but not issued the national maritime strategies mandated by Congress. The strategies are intended to address U.S.-flag vessels’ competitiveness and ensure the long-term viability of U.S.-flag vessels and U.S.-citizen mariners. According to DOT officials, a combined draft strategy was developed under the previous administration but is now being reviewed by the current administration. DOT has not established a timeline for finalizing the strategy even though it was to be completed by 2015. Without establishing a timeline to complete this required strategy, DOT continues to delay providing decision-makers the information they need to determine how best to address the challenges facing the U.S.-flag fleet.... The GAO recommends that DOT complete the national maritime strategy and establish time frames for its issuance. DOT concurred with our recommendation....”

Much of the report focused on challenges facing the industry, prominently including a decline in the amount of government cargoes dating to 2004, and a growing shortage of shipboard manpower. The latter point is consistent with urgent, public comments by the respective heads of the U.S. Transportation Command and the U.S. Maritime Administration.

EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER !

The Paul Hall Center's Seafarers Harry Lundberg School of Seamanship (SHLSS) has partnered with the College of Southern Maryland (CSM) to offer an Associate of Applied Science degree in Maritime Operations Technology with a concentration in either:

- Nautical Science (Deck department)
- or-
- Marine Engineering (Engine-dept.)

Students must complete a combination of academic general education courses and technical education courses in order to earn the degree.

Courses completed during the Unlicensed Apprentice program apply toward the degree.

Students can complete English, Math and Physics courses at SHLSS. The remaining general education courses can be completed online.



Enrollment Information

Please contact Seafarers Harry Lundberg School Academic Coordinator Dale Rausch
(301) 994-0110 Ext. 5411 or
drausch@seafarers.org

Resident courses at Piney Point begin
January 14, 2019

- Associate of Applied Science Degree
- UA courses apply toward the degree
- Fully accredited
- Some courses held at SHLSS
- Online classes
- Scholarships available

The following classes will convene at SHLSS:

January 17, 2019 through February 1, 2019

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

Includes tuition, textbooks, room and board plus one hour of tutoring following each daily class session.



Spotlight on Mariner Health

Understanding and Addressing Seizures

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

Seizures are a symptom of a brain problem. They can happen suddenly, due to abnormal electrical activity in the brain. Most people think of a seizure as meaning when someone has convulsions and the body shakes rapidly and uncontrollably. Not all seizures are like this. There are many types of seizures and some are very mild.

Overall, seizures can fall into two main groups. There are focal seizures (also called partial seizures). These happen in just one area of the brain. They are named after the part where the seizure originated.

By contrast, generalized seizures are the result of abnormal activity on both sides of the brain. This happens when never cells on both sides of the brain start to misfire. They can make you have muscle spasms, black out, or fall. These are usually called grand mal or tonic-clonic seizures.

Seizures can last from 30 seconds to two minutes and usually do not cause any lasting harm. However, if the seizure lasts longer than five minutes, or the person does not wake up after a seizure, this is a medical emergency.

There are many things that can cause a seizure. The most common is a head injury. This is an injury to the brain, skull, or scalp. This can range from a mild bump or a bruise to a traumatic injury to the brain.

Eclampsia is a rare but serious condition that causes seizures during pregnancy or right after delivery. You can develop this even if you do not have a history of seizures.

Alcohol withdrawal delirium also may cause seizures.

Intracranial hemorrhage, brain aneurysms, or skull fractures are life-threatening conditions in which you have bleeding inside your skull.

Cerebral Palsy is a group of disorders that affect muscle movement and coordination.

Concussions from trauma or sports injury require medical treatment. They can cause an altered mental state.

Low blood sugar or low blood sodium can change the chemical balance inside the brain.

Brain cancer, febrile illnesses, malignant hypertension, heat emergencies, or amphetamine dependencies can also cause seizures.

There are many treatments for seizures, and most involve medications. A neurologist should be able to identify the medicine that works best for your type of seizure activity, although a patient may go through many different meds until the right one is chosen.

If medications do not work, there are other options. There are a few types of implants that can help to control the brainwave activity that may become erratic. Responsive neuro-stimulators work directly with the nerves in the brain.

Vagus-nerve stimulation works with the vagus nerve in the chest up to the brain.

Diet, exercise, and occupational therapy are also used with good results.

Lastly, surgery may be needed to that area of the brain so that no further seizure will occur.

If a seizure happens to someone, place them on their side and help to keep them free from any injury during the incident. Call for help and make sure they are breathing. If not, begin CPR.

Healthful Recipe Chicken Enchiladas

8 Servings

8 corn tortilla, 6-inch
Cooking spray
2 pounds chicken breast, cooked shredded
1 cup mushroom, chopped
1 ½ tablespoons onion, chopped
1 ½ tablespoons cilantro, chopped
1 whole jalapeno, seeded and chopped
1 cup 2% milk cheddar cheese, shredded
1 cup roma tomato, diced
½ cup olive, sliced
3 cups iceberg lettuce, shredded
1 cup sour cream, light

Enchilada Sauce Recipe

8 ounces tomato sauce
3 tablespoons chili pepper, ground
1 teaspoon cumin powder, ground
1 teaspoon granulated garlic
1 ½ cups water
¼ teaspoon salt
¼ cup cold water
1 tablespoon cornstarch

Enchiladas Sauce: Add all of the ingredients to a sauce pot or steam kettle; cook over medium heat for about 8 minutes or until the sauce boils. Thicken the sauce with the corn starch slurry to reach desired thickness. Take the pot off of heat.

Enchiladas: Coat a large nonstick skillet

with cooking spray; place over medium-high heat until hot. Warm the tortillas on each side for 10-15 seconds. Stack the warmed tortillas up and cover with clean kitchen towel. Set aside. Next, sauté the onion, mushroom, cilantro, and jalapeno; sauté until onion and mushrooms are tender. Add chicken and ½ of the enchilada sauce; cook 5 minutes.

Serving Suggestion: Spoon chicken mixture evenly down centers of each tortilla. Roll up tortillas; place, seam sides down, in a 13x9 inch baking dish; pour the other half of the enchilada sauce over the enchiladas and top with cheese. Bake at 350 degrees F for 10-15 minutes or until enchiladas are thoroughly heated and cheese melts. Sprinkle evenly with tomato and olives. Serve over lettuce with a tablespoon of sour cream on top.

Nutrition Information: Per Serving (Excluding unknown items): 259 calories; 11g Fat (36.9% calories from fat); 22g Protein; 19g Carbohydrate; 3g Dietary Fiber; 60mg Cholesterol; 424mg Sodium. Exchanges: 1 Grain (starch); 3 Lean meat; 1 Vegetable; 0 Fruit; ½ Fat; 0 other Carbohydrates.

Provided by the Paul Hall Center for Maritime Training and Education's Lundberg School of Seamanship



Former Seafarer Felix Nunez (above) appreciates the notes he received from class members pictured at left (their teacher is standing in back). The kids attend Santiago Christian School in the Dominican Republic.

Letters from Students Brighten Mariner's Day

When SIU hawsepiper **Felix Nunez** received a packet of letters from his stepdaughter's third-grade class, he immediately knew he wanted to share them with fellow mariners.

"They got wind I'm some type of sailor," Nunez explained. "They decided to write me letters, which are hilarious. I think the membership would get a kick out of them."

Nunez sailed with the SIU for more than a decade (beginning in 2001), primarily as an AB, before joining the Seafarers-affiliated American Maritime Officers (AMO). He now sails as a second mate and chief mate, and resides in the Dominican Republic.

His stepdaughter attends a private, Christian school in Santiago that opened in 1967.

He concluded, "My thanks go to the whole class and the teacher. The letters were well-received and very much appreciated."

Following are some lightly edited excerpts from the letters, offered in that same spirit of appreciation. The first is from his stepdaughter. (*Editor's note: While the class members understandably aren't familiar with the nuances of the U.S. Merchant Marine, they hit the mark in equating the seafaring life with contributing to freedom. They also almost universally promoted Nunez to captain.*)

■ "Our [classes] are Spanish, technology, art, library, music and P.E. I love P.E. and library. My less favorite is music.... My favorite activity is 'guess who has the dice.' It is so, so fun. By dad, love you."

■ "In our class, we are talking about freedom. First we talked about the Statue of Liberty, and then we talked about people who fight for freedom. Is that what you do? Every year we also have a day called field day. On field day we do a lot of competitions. Elementary splits up into two groups.... At the end of the day they say who won, red team or blue team."

■ "We have been learning a lot about freedom. I know you are doing a very hard job. I trust that you're a good man. I'm praying that nothing bad happens to you. I also pray you have a long life. A good life. Thanks for always fighting for freedom."

■ "I have learned a lot about freedom. It is not free and is not like slavery. Your sacrifice has saved a lot of people all of your hard work. What does it feel to be in the navy?"

■ "Me and my class have learned about freedom. It is very important to you and to other people, not to all, but to most of them.... We want to thank you for being a hero, for saving the world.... You are America's protector."

■ "Thanks for saving your life to save other people's lives

and thank you for giving freedom to people. Thank you for your service bravery and trustworthy and hard work and thank you for saving the USA. Thank you because freedom is not free and you have given it to people. Do you have more kids?"

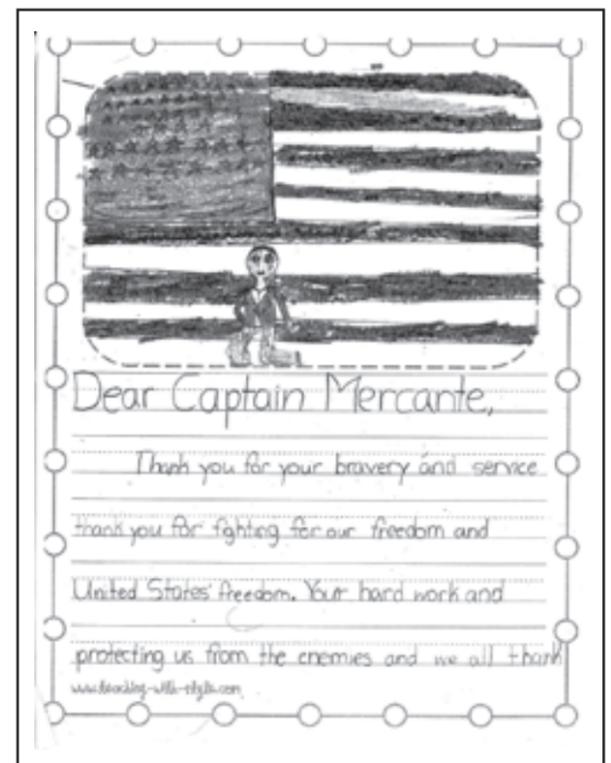
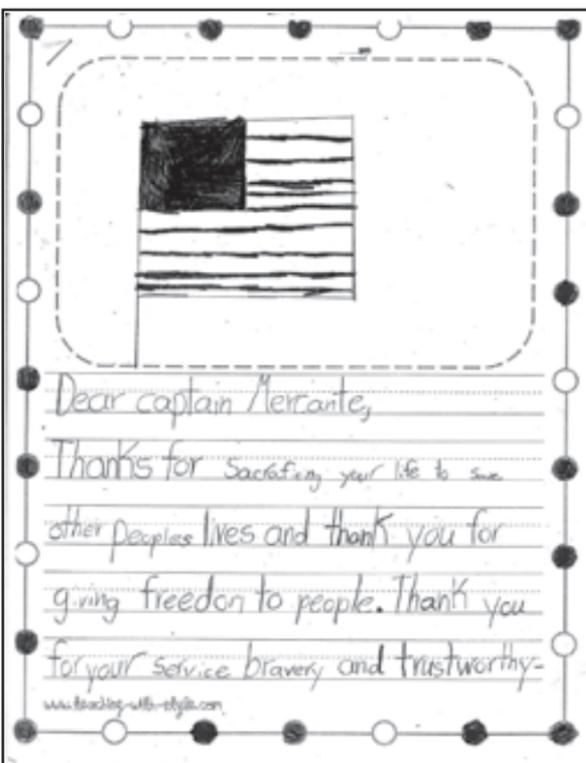
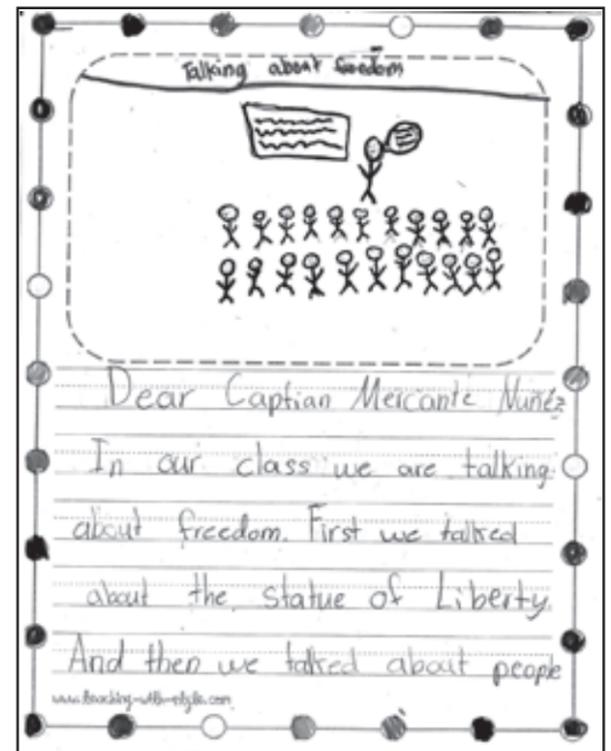
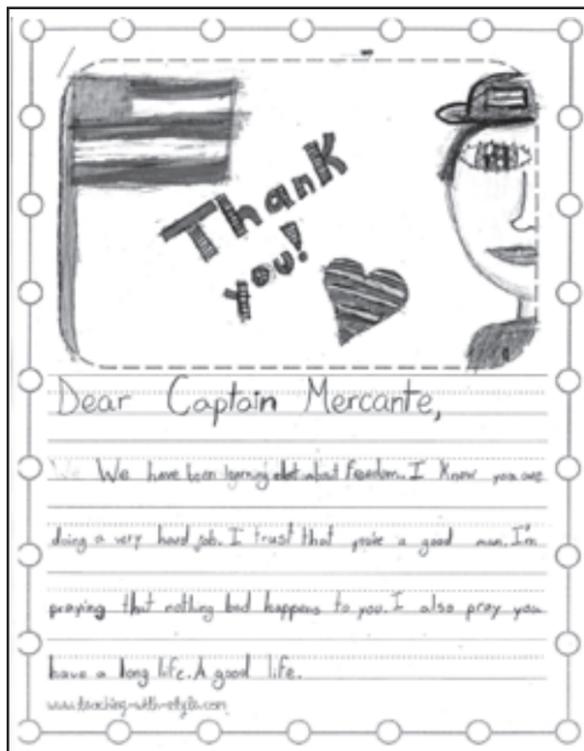
■ "Thank you for your bravery and service. Thank you for fighting for our freedom and United States freedom. Your hard work and protecting us from the enemies and we all thank God He brought you to life. And if you want to know more about [your stepdaughter] she is a great student, friends with everybody and a hard worker just like YOU!"

■ "We have been learning about freedom and we have been learning that freedom is not free and someone had to pay a price and that was Jesus. Thank you for your service

and your sacrifice for all the USA. Also thank you for your bravery."

■ "I have learned that freedom is not free and I know that you work really hard for freedom. I know that it is hard to get. Thank you for all you have done and for protecting the United States."

■ "We are praying for you captain. I wish God can help you train for battle. Our colors of our school are red, blue and white. At recess me and my friends are going to make a movie about a boat.... We have seeds in our classroom. We have four types of seeds. They are watermelon, spinach, onions and tomatoes. Our tomatoes have 16 votes that they would grow first."



Nunez received a thick stack of notes from the students – a few pages the letters are shown here. The salutations mean merchant captain.



TALKING MERCHANT MARINE IN FLORIDA – SIU Asst. VP Kris Hopkins (right in both photos) recently had separate meetings with members of Congress. The main discussion topics were the Jones Act, the Maritime Security Program, cargo preference and how the nation depends on a viable U.S. Merchant Marine. With Hopkins in photo at left is U.S. Rep. Ted Deutch (D-Florida); in the other photo is U.S. Rep. Mario Diaz-Balart (R-Florida).

PROMOTING MARITIME IN GUAM – SIU Port Agent Fred Sanchez (right) recently met with Congresswoman Madeleine Bordallo, Guam’s delegate to the U.S. House of Representatives. They discussed the U.S. Merchant Marine in general, and the Jones Act and cargo preference specifically. Congresswoman Bordallo reiterated her support for those measures and for the industry as a whole

At Sea and Ashore with the SIU



WELCOME ASHORE IN NEW ORLEANS – QMED Bruce Zenon (left) picks up his first pension check at the hiring hall. Congratulating him is Port Agent Chris Westbrook. Zenon began sailing with the SIU in 1989.

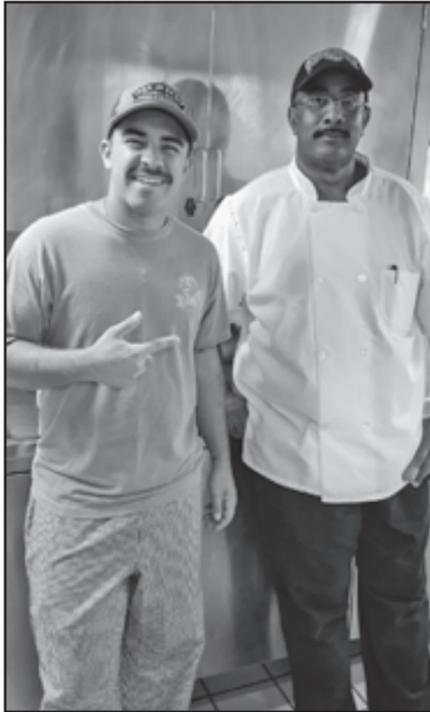


NY WATERWAY NOTABLES – NY Waterway Captain Vince Lombardi (right in photo at left) displays his full book. He’s pictured with Patrolman Ray Henderson. (Vince has had the full book for a while. We’re a little tardy with the photo.) The company recently threw a party for Seafarer George Schumpp (right in the photo at right), in recognition of his 30 years with the company. The senior deckhand is pictured with NY Waterway President and Founder Arthur E. Imperatore, inventor of the modern commuter ferry system.



ABOARD ALLIANCE NORFOLK – Recertified Bosun Wilfredo Velez submitted these photos of deck gang members earlier this year aboard the Maersk Line, Limited vessel. In photo at far left, AB Arsenio Omabao performs routine maintenance on a lifeboat. AB Eldin Ebanks (center photo) preps a ramp for a coat of paint. In photo at immediate left, AB John Paul performs rust maintenance on a vent. Bosun Velez (photo directly above) assists raising deck panels in preparation for loading cargo.

At Sea and Ashore with the SIU



ABOARD SEABULK ARCTIC – Thanks to Recertified Bosun John Cedeno Jr. for these snapshots from the Seabulk Tankers vessel. Some of the crew members are pictured after reviewing wage rates, while two others are shown in the galley. Cedeno said it's "a great crew." Pictured from left in photo at left are AB Richard Benoit, AB Christopher Sanchez, AB Blake Braye and Cedeno Jr. Chief Cook John Jewell (left) and Chief Steward Gordon Major are shown in photo at center, while the remaining snapshot features (from left) Pumpman James Rodweller, AB Christopher Sanchez, GVA Jose Martinez, Cedeno Jr. and Wiper Anthony Williams.

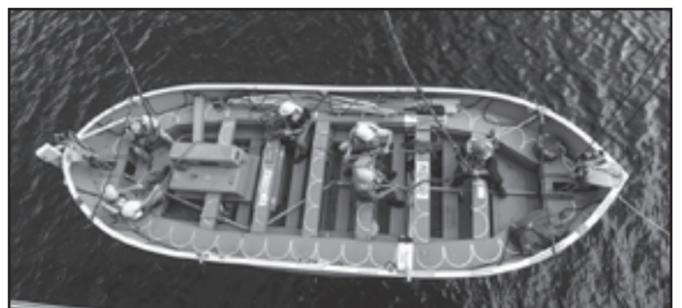


ABOARD APL PRESIDENT TRUMAN – Recertified Bosun Gerry Gianan sent this photo of the steward department. "This galley gang is a good feeder," the bosun noted. Pictured from left are Recertified Steward Benedict Opaon, ACU Roberto Firme and Recertified Steward Joseph Gallo.

ABOARD OVERSEAS TAMPA – Recertified Steward Bobby Darku (photo at left) takes seafood seriously. "On the *Overseas Tampa*, we don't wait until Thanksgiving or Christmas to have lobster!" he said in a recent email from the Overseas Ship Management vessel. "By the way, any steward wanting to do this, go see Tony's Seafood when in Baton Rouge."



ABOARD USNS BOBO – Many thanks to Chief Officer Jennifer L. Senner (an SIU hawsepiper and graduate of Apprentice Class 622) for these photos of the deck gang. Pictured aboard the Crowley-operated ship are Bosun Nate Elliott, ABs Joven Deocampo, James Osborne and Marcus Smith, and OSs Nagi Said, Jamal Freeman and Kerrem Jones. (Editor's note: In the posed photo, the ship is at anchor and the lifeboat is in the stowed position over the deck.)





ABM Kareem Ahmed, GUDE Abdul Salam Mohamed, ABM Justin Bowe, AB Mohamed Aboubaker



AB David Brusco (standing) and Recertified Bosun Adel Ahmed



ABM Justin Bowe



Alicia Bishop and Emilia Flesner



Recertified Bosun Thomas Macgregor



QMED Randall Kramer, OMU Joe Ritchey

Seafarers Continue Tradition of Community Service

A tradition that began some 12 years ago for Tacoma, Washington-area SIU members remains very much alive and well today, as evidenced by the recent completion of another project with philanthropy at its core.

Responding to the call of Paint Tacoma Beautiful, a crew of Seafarers (including family members and friends) on Sept. 19 put the finishing touches on a project involving the exterior upgrade of a private residence in their community. Armed with an assortment of drop cloths, ladders, paint brushes, other tools and a collective mindset of compassion, the crew completed what days earlier had been a full-scale upgrading project on the home of David Rees.

Altogether, the team devoted more than 150 man-hours effecting repairs to Rees' residence. Specifically, team members power washed, scraped, sanded, primed and painted the entire dwelling, including trim, doors and hand rails. Essentially, they gave the entire abode a much-needed facelift.

Rees said he heard about the Paint Tacoma Beautiful project a while ago and that it normally was done for older, low-income people, but he was not sure if he qualified. Nonetheless, he said, he applied and hoped for the best.

"Some people from the project (Paint Tacoma Beautiful)

stopped by my house and talked to me about the program and I told them about my income situation," he said. "Later on, they called and told me that I did qualify for the program, and that they would be happy to take on my house. I thought that it was fantastic because my house really needed some work and I was not able to do it myself."

Not long after this get-acquainted encounter with Paint Tacoma representatives (in late August), members the SIU crew arrived at Rees' residence. They assessed the magnitude of the work to be done, formulated a plan of attack and launched the initial phases of their upgrades.

From the outset, the group made a genuinely positive and abiding impression on the homeowner. "They were a bunch of real nice, well-mannered guys who did a really good job," Rees said. "It was a real pleasure meeting and talking with all of them. They were just a group of real neat guys, and a couple of gals came by, too. They all were just really nice people."

Rees is a senior citizen who lives alone and is approaching his 80th birthday. "I was glad to get to 80 and now I'm hoping to get to 90," said the military veteran who was born and raised in Utah. "I am not originally from Tacoma," he shared. "The service brought me out here, so after my service ended, I just stayed."

Incidentally and by pure happenstance, Rees has ties to the SIU. It turns out that a family member of his (Clair Cox) back in the 1980s graduated from the SIU-affiliated Paul Hall Center for Maritime Training and Education's apprentice program. She sailed with the union for a few years out of the Seattle hall.

"Like I said, all of the people who came here and labored on my house were really neat guys (and 'gals'), they did a fantastic job and I really appreciate all the work they have done," Rees added. "It's just great."

Ben Anderson, SIU Tacoma safety director, who organized this year's project, was pleased with Rees' kind words about the SIU team's performance. "We're all elated that Mr. Rees found our efforts beneficial and that they made a difference in his quality of life," he said. "I'd like to thank our members for once again giving of themselves and supporting this effort to help people in or community. I can't say that I am surprised about their response though, because that's what they always do."

SIU Port Agent Joe Vincenzo stated, "The thing that strikes me most about this project is that providing this service cuts across national, ethnic and religious barriers

Continued on page 14



AB John Villa



Recertified Bosun Richard Szabo



Chief Cook Abelardo Reyes



Many of the SIU volunteers pose with the homeowner following the completion of the project. Pictured from left to right in the photo above are: Home owner-David Rees, ABM Justin Bowe, Port Secretary Brenda Flesner, OMU Joe Ritchey, AB/Dratgelder William Born, Port Agent Joe Vincenzo, Safety Director Ben Anderson, Recertified Bosun Thomas Macgregor, Electrician William Mogg, AB Raul Molina, AB John Villa, AB Mark Louie Manalansan and OMU Eduardo Arroyo.

The Tug Schoodic: Man Overboard?

Editor's note: This article was penned by Rafael Alvarez, a writer and former SIU member based in Baltimore. Alvarez is also the son of a retired, longtime SIU member who sailed with the union for more than three decades. Anyone with information about long-lost mariner Harrison Worrell or the tug Schoodic is asked to contact Alvarez via email at orlo.leini@gmail.com.

The last known whereabouts of marine engineer Harrison "Happy" Worrell was on board an East Coast tug called the *Schoodic* in late December of 1939. Worrell's family never saw him again. And though a body didn't surface – nor was a death certificate discovered – an insurance benefit of a thousand dollars was paid out to his widow, a woman with many layers of secrets named Myrtle Whittier Joyner Worrell.

Before compensating the alleged widow, Monumental Life argued in court papers, "Harrison Worrell is not dead." Company investigators apparently were not able to prove this any more than Myrtle could show that he was dead. The policy was issued just weeks before his disappearance on or about Dec. 26, 1939.

Insurance industry officials said it is virtually unheard of for a benefit to be paid without a death certificate.

Worrell was born in 1896 in Rollins Fork, Virginia, a small town between the Chesapeake Bay and the Rappahannock River. Blue-eyed, sandy-haired, he was in his early 40s when he vanished, and had several failed relationships resulting in children by other women at the time he went missing.

Not much more is known about Worrell beyond a string of Baltimore addresses, his registration for the draft during World War I and his application for a Social Security card.

His story is a seafaring puzzle worthy of Conrad and Conan Doyle, one further muddled by Myrtle's lickety-split marriage to a "boarder" in her house before tears shed for Worrell (if there were any) were dry.

"I want to know if the insurance company actually investigated anything," and if so, what they found out, said Terry Grove Barbera, Worrell's biological granddaughter who spent most of her life thinking that the boarder – Clyde



The tugboat *Schoodic* sails in Baltimore Harbor. (Photo courtesy Maryland Historical Society)

Martin Hatt (1914-1978) – was her grandfather.

Similarly, her mother – LaVerne Worrell Grove, now 81 and living in a suburban Baltimore nursing home – believed that Clyde Hatt was her father until she was in the seventh grade.

One day in 1949 or 1950, the adolescent LaVerne was rooting around in the basement of the family home on Mosher Street in West Baltimore and found a box of papers – among them, her birth certificate naming Harrison Benjamin Worrell as her father. When LaVerne asked her mother about it, Myrtle evaded the question.

The moment has vexed LaVerne ever since. "I was hurt by something I didn't know anything about," said LaVerne, who long ago spent \$300 on a detective who turned up a few out-of-touch relatives but no firm answers.

"It was a feeling of being alone," she said, "of wondering, 'Who am I.'"

Several years ago, the investigation was taken up by Barbera, raised in Baltimore and now living near Seattle. Her list of unanswered questions is lengthy.

Did Worrell die on board the tug?

Was it a boating accident that went

unreported?

Did Worrell hurl himself overboard from grief over the death by pneumonia of his infant daughter Geraldine (LaVerne's younger sister), who passed away that June?

Was his disappearance reported to the police? Was there any accounting by the family that owned the *Schoodic* – Nora and H.B. Messenger of Caroline County on Maryland's Eastern Shore?

Was the Coast Guard involved?

Did a newspaper somewhere in the mid-Atlantic report that a body had washed up on shore fitting the description of Worrell?

A habitué of the rough stevedore saloons that once crowded the South Baltimore waterfront, might Happy have said the wrong thing to the wrong guy?

Or, most troubling of all, said Barbera, "Did he just walk away from his family one day and make it look like an accident?"

Barbera has chased most of these leads without satisfaction. She is particularly seeking cooperation from Monumental Life, now known as Transamerica Premier Life Insurance Company, headquartered in Cedar Rapids,

Iowa. So far, they have not been helpful.

Named for a peninsula in Down East, Maine, the *Schoodic* was built near Portland in the Pine Tree State in 1907 and was owned by the Messenger Transportation Company of Federalsburg between the World Wars.

The tug was primarily used to tow petroleum bunkers between Baltimore and Philadelphia. In 1942, she sailed via canals near Lake Okeechobee in Florida to bring a new barge to the Chesapeake.

Forty years after she was built, the *Schoodic* was destroyed by fire in April of 1947 near Drum Point off the shores of southern Calvert County in Maryland.

Barbera's labors began as a simple pastime, the building of a family tree. It grew and came to focus on Harrison Worrell for her mother, "a woman who has lived with this hole in her identity most of her life, who was crippled for being told it was improper to ask for the truth from her own mother.

"My interest in solving the mystery of Harrison's disappearance is to round out the story while Mom is still alive," she said. "If nothing else, I might be able to give her this last gift."

Tacoma-Area Mariners Donate Time Completing Project to Benefit Neighbors

Continued from Page 12

in that it brings together work parties consisting of all walks, creeds and colors. We just don't see enough of this in the news. I'm sure that it is out there, but you just don't see it or hear about it unless you yourself are involved. It is not only out there, but it is also here alive and well in Tacoma." (Vincenzo originally spearheaded the union's participation both in Paint Tacoma and Santa's Castle, the latter an annual holiday toy drive for U.S. military families.)

AB **Justin Bowe**, a member of this year's team, is one of many Seafarers whose selfless devotion to volunteering in order to help others continues to make Paint Tacoma Beautiful flourish. "Justin Bowe helps us every year," Vincenzo said. "He's the best."

"I volunteered because it was a good way to give back to the community and at the same time represent union labor and show those in our community that we care," said Bowe, who has been sailing under the SIU banner for nearly 16 years.

"Also, the project took place while I was on vacation. I happened to be between ships at the time, so it was ideal for me.

"Volunteering for programs like Paint Tacoma Beautiful is something that we as Seafarers can do because of our unique work schedule," he continued. "We can get involved in these community projects during our down time. And that's different from a lot of people who work 8 to 5 or more than 250 days a year and don't have the time or opportunity to volunteer for these types of community projects. Volunteering for the project gave me a good feeling inside because the people who submit their houses for the program usually are not physically or financially capable of going out and painting their houses on their own. This is my second or third time and it's always been for senior citizens living alone."

Speaking of both Paint Tacoma and Santa's Castle, Bowe concluded, "It's wonderful to do this because it makes you feel like you are a part of the city that you live in. I'm sure that efforts like this reflect positively on individual

Seafarers as well as the union as a whole, but beyond that, I think it sends an even greater message. It clearly demonstrates to the people in the community that we do indeed care about performing service in our community. Hopefully it will inspire others people to give a little bit more of themselves."

Chief Cook **Abelardo Reyes**, who joined the SIU in 2009, was a member of Paul Hall Center Apprentice Class 729 and has been sailing for almost 10 years, echoed Bowe's sentiments.

"I was off of work when the project started, so I just wanted to volunteer in order to serve the city of Tacoma and help people by doing what is necessary to make their lives better," he said. "I worked on this project from about 8 a.m. to 3:30 p.m. on the first day. The group went back the next day, but I could not go because I was back on my ship.

"I've been blessed since joining the SIU and I just wanted to give back," he continued. "This is the first time that I did such a project with my SIU brothers and sisters, but I have done similar types of endeavors before with different friends of mine who belong to other organizations."

Reyes added, "Volunteering made me feel good because I know that I have

done something nice to help people, my fellow man, my fellow Tacoma people. I will encourage more of my brothers and sisters to get involved in such projects, because to me it helps build morale and character. It's always good to do something for someone else and not expect anything in return.

Paint Tacoma Beautiful is a large-scale regional effort to spruce up homes for citizens who don't have the means or resources to do it themselves. Tacoma Seafarers are believed to be the longest-standing supporters of the program.

This year's SIU Paint Tacoma Beautiful crew included: Recertified Bosun **Richard Szabo**, QMED **Randal Kramer**, AB/Dragtender **Billy Born**, ABM **Justin Bowe**, Port Secretary **Brenda Flesner**, Emilia Flesner, Alicia Bishop, Port Agent **Joe Vincenzo**, Patrolman **Warren Asp**, Safety Director **Ben Anderson**, Recertified Bosun **Thomas MacGregor**, QEE **William Mogg**, AB **Raul Molina**, AB **John Villa**, AB **Mark Louie Manalansan**, OMU **Eduardo Arroyo**, AB **Mohamed Aboubaker**, ABM **Kareem Ahmed**, GUDE **Abdul Salam Mohamed**, Recertified Bosun **Adel Ahmed**, AB **David Brusco**, Chief Cook **Abelardo Reyes**, OS **Corey Shanley** and OMU **Joe Ritchey**.

Hiring Halls Closed on Saturdays

Change took Effect September 1, 2018

As previously reported in multiple editions of the *Seafarers LOG* and during monthly membership meetings, the union announced that – effective September 1, 2018 – the hiring halls no longer are open on Saturdays.

The corresponding Seafarers Appeals Board action is printed below. The only amendment is the removal of a sentence indicating Saturday hours for the halls.

However, please note that in accordance with the union's constitution, the halls will be open on Saturdays for individual ballot pickup during the next SIU election period, which is scheduled for the final two months of the year 2020. (Ballots also may be obtained at the halls Monday through Friday, or by mail, during the election period.)

Seafarers Appeals Board Action 478

Effective: September 1, 2018

The Board has been provided information by the Union supporting the need to adjust prescribed business hours for hiring halls via closure on Saturdays. The Board in its determination to make such amendment considered: a majority of contracted employers are closed on Saturdays, non-peak member utilization of the hiring hall and the continued ability to have on-call persons available to assist in pier-head jump situations.

With the aforementioned in mind the Seafarers Appeals Board takes the following action to close union hiring halls for business on Saturdays.

AMEND Shipping Rule 4. Business Hours and Job Calls, Paragraphs A. & B. as follows.

"A. Except as otherwise provided herein, all Union hiring halls shall be open Monday through Friday from 8 a.m. to 5 p.m. The hiring halls shall be closed on July 4, Christmas Day, New Year's Day, Labor Day, and such other holidays as are determined by the port agents. Notice of such additional closings shall be posted on the hiring halls' bulletin boards on the day preceding the Holiday."

October & November 2018 Membership Meetings

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

* Piney Point change due to Columbus Day holiday observance.
* Guam change due to Thanksgiving Day observance
* Houston change due to Veterans Day observance

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

SPAD Works For You.
Contribute To The
Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

August 16, 2018 - September 15, 2018

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	12	6	0	18	10	0	6	18	18	2
Anchorage	1	1	1	0	0	2	0	5	2	1
Baltimore	4	1	0	2	0	1	0	6	3	0
Fort Lauderdale	13	5	7	16	7	2	9	27	17	11
Guam	1	0	0	1	1	0	0	3	0	0
Harvey	8	3	4	7	4	3	1	14	3	7
Honolulu	9	2	2	7	3	0	1	12	4	4
Houston	39	18	18	39	16	10	16	87	20	18
Jacksonville	24	17	9	21	13	7	8	57	29	9
Jersey City	30	4	9	26	13	7	12	71	22	8
Joliet	5	3	1	4	3	1	2	8	3	1
Mobile	9	1	1	13	3	1	0	15	5	5
Norfolk	17	7	6	16	10	8	7	32	15	9
Oakland	14	3	3	8	1	2	3	22	4	5
Philadelphia	3	2	3	2	2	2	2	7	4	1
Piney Point	1	2	1	1	1	0	0	3	4	1
Puerto Rico	4	4	1	4	4	0	3	6	16	4
Tacoma	23	7	5	20	6	1	11	54	26	23
St. Louis	3	2	2	1	1	1	0	6	3	3
Wilmington	17	12	6	15	6	4	4	45	16	8
TOTALS	237	100	79	221	104	52	85	498	214	120
Engine Department										
Algonac	3	0	3	3	1	1	1	4	0	3
Anchorage	0	0	0	2	0	0	0	0	0	0
Baltimore	2	4	1	2	4	1	3	1	3	0
Fort Lauderdale	5	9	0	3	5	0	0	19	7	1
Guam	0	1	0	1	1	0	0	0	1	0
Harvey	1	1	1	4	1	1	0	4	3	3
Honolulu	8	3	1	8	2	0	3	12	6	1
Houston	16	4	4	17	6	0	5	26	12	4
Jacksonville	10	11	0	7	10	0	7	30	25	1
Jersey City	12	10	0	9	3	1	2	21	19	0
Joliet	3	0	0	4	1	0	0	1	2	0
Mobile	3	2	2	3	3	1	0	6	4	1
Norfolk	10	10	9	11	12	9	2	21	15	8
Oakland	2	2	3	4	4	0	3	6	6	3
Philadelphia	2	3	0	1	1	0	0	2	2	0
Piney Point	1	3	1	1	1	0	0	3	7	1
Puerto Rico	2	0	0	2	3	0	3	6	0	0
Tacoma	12	6	3	12	3	2	2	24	10	4
St. Louis	2	1	1	0	1	0	0	3	4	2
Wilmington	8	14	1	6	5	1	1	24	18	6
TOTALS	102	84	30	100	67	17	32	213	144	38
Steward Department										
Algonac	1	0	0	3	1	0	0	3	2	0
Anchorage	0	2	0	0	1	0	1	1	1	0
Baltimore	2	0	0	1	0	0	1	1	0	0
Fort Lauderdale	11	4	0	9	6	0	3	17	6	1
Guam	1	0	0	1	1	0	0	3	0	0
Harvey	5	1	0	4	0	1	2	7	4	0
Honolulu	12	2	0	6	0	0	2	22	2	0
Houston	14	3	1	18	4	1	5	38	5	2
Jacksonville	17	10	4	11	6	0	8	26	17	4
Jersey City	9	4	1	13	1	0	6	14	6	1
Joliet	0	0	0	1	0	0	0	0	1	0
Mobile	2	1	1	2	1	0	2	6	2	2
Norfolk	7	5	1	6	7	0	2	15	12	1
Oakland	15	1	0	7	5	0	4	33	5	1
Philadelphia	2	0	0	3	0	0	0	4	0	1
Piney Point	9	1	0	6	2	0	2	6	1	0
Puerto Rico	2	8	1	2	5	0	3	5	8	1
Tacoma	9	1	2	8	0	0	1	19	2	2
St. Louis	2	1	1	1	0	1	0	5	2	0
Wilmington	19	7	2	11	7	0	4	36	14	2
TOTALS	139	51	14	113	47	3	46	261	90	18
Entry Department										
Algonac	2	8	11	0	4	4	4	2	12	18
Anchorage	1	0	1	1	1	2	0	0	0	2
Baltimore	1	1	2	1	0	4	0	0	0	1
Fort Lauderdale	0	5	4	0	3	1	1	0	12	8
Guam	0	1	2	0	1	0	0	0	3	2
Harvey	0	2	2	0	0	1	0	0	2	1
Honolulu	1	4	3	0	2	6	1	10	7	5
Houston	5	7	11	5	11	3	1	11	19	20
Jacksonville	2	13	30	1	14	14	1	5	25	80
Jersey City	2	20	8	1	8	6	1	2	26	17
Joliet	0	1	0	0	0	0	0	0	4	0
Mobile	1	0	1	0	0	0	1	1	0	3
Norfolk	2	21	21	1	17	22	1	1	26	37
Oakland	1	7	11	0	7	5	2	4	16	26
Philadelphia	1	1	1	0	1	1	0	0	2	0
Piney Point	0	1	1	0	1	0	0	0	2	1
Puerto Rico	1	0	0	1	0	1	0	1	0	0
Tacoma	3	7	9	0	7	3	1	8	21	21
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	2	18	11	1	8	12	2	5	36	45
TOTALS	25	117	129	12	85	85	16	50	213	287
GRAND TOTAL:	503	352	252	446	303	157	179	1,022	661	463

Seafarers International Union Directory

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



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

SANTURCE

1057 Fernandez Juncos Stop 16 1/2
 Santurce, PR 00907-4601
 (787) 721-4033

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

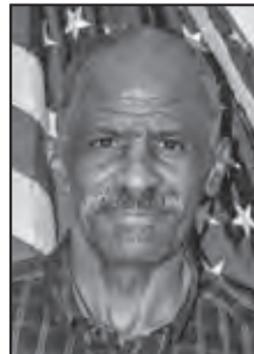
This month's question was answered by the members of the Paul Hall Center's most recent bosun recertification class.

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



Nicholas Smithling
Recertified Bosun

"I joined in 2003, and I've remained in the union because of the job security and the benefits. I felt a reason to be loyal because of the opportunity I was given at just 18 years of age. I came from very humble means, and when I received my first check, I was sold."



Artis Williams
Recertified Bosun

"I came to the SIU through MSC, and have stayed union from 1993 to the present. I enjoy going to sea, and the SIU has given me a good life."



Josephus Willis
Recertified Bosun

"My cousin was in the SIU, and he really enjoyed being part of the union. I joined in 1999 to better myself and to see the world. I've met a lot of good people, I upgraded to AB and worked my way up to where I am now. I'm proud to be an SIU member."



Sanyboy Whiting
Recertified Bosun

"I love the ocean, and through the SIU I've found the experience of a lifetime that I treasure. It's not just a job, it's my professional career. I joined the SIU in 1989, and sailed aboard the *S.S. Constitution* as my first ship. I'm grateful to the union, and hope to work for many more years to come."



Modesto Y. Rabena Jr.
Recertified Bosun

"It is my privilege to be a member of this union for the rest of my life. I'm very proud to be an SIU member, deep in my heart. I'm satisfied with who I am now, as a professional U.S. Merchant Mariner. I will continue to be a member of only one union: the Seafarers International Union."



Thomas Moore
Recertified Bosun

"I joined the SIU to improve my life, and to serve as a crew member aboard ships. I have remained with the SIU due to the improved lifestyle it has afforded me, the available jobs, the type of work, the good benefits, and the Brotherhood of the Sea."



Adel Ahmed
Recertified Bosun

"I joined the union because my father and brother are also members of the SIU. I remain in the union because I tried many careers before I joined, and just wasn't happy. I make good money, and am able to spend quality time with my family on vacations."



Amin Quraish
Recertified Bosun

"I joined the SIU because my father was a union member. I've been sailing for 17 years, and I love what I do. I would like to thank our union leadership for affording me these opportunities."



Victor Nunez
Recertified Bosun

"I joined the SIU looking for a career with a future. It was the best decision I ever made! The union not only made me a merchant mariner, but also made me a better man, a better individual, a hard worker, a professional and last but not least, a leader. That's why I remain in the union."



John D. Cedeno Jr.
Recertified Bosun

"I joined the union in 1991 – Class 486 – straight out of high school. My stepfather was a former Crowley ship's agent in Puerto Rico. As a teen, there were times when I joined him as he boarded docking vessels. The captains of those vessels would always greet me with, 'You look like a strong teen, you would be a great seafarer.' At 18, I decided I wanted to be a part of the SIU, and I have remained in the union for many reasons. Most im-

portantly, I have a level of security and a stable financial backing that has allowed me to provide for my family."



Eugene Perez Jr.
Recertified Bosun

"I joined the union through my uncle, Joe Perez, who is a retiree. Coming from the streets of Brooklyn, New York, it was a great way to get out. I have remained in the union for 34 years and it has been the best thing that has ever happened to me. It changed my life in so many ways. I want to thank the SIU for letting me provide for my family and give them a great life."



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

ZEIN ACHMAD

Brother Zein Achmad, 69, signed on with the SIU in 1980, initially working on the *Santa Mercedes*. A steward department member, he upgraded on several occasions at the Paul Hall Center. Brother Achmad most recently sailed on the *Maersk Idaho*. He resides in Harrisburg, Pennsylvania.



ENRIQUE AGOSTO

Brother Enrique Agosto, 60, became a union member in 1981, first sailing aboard the *Long Beach*. He sailed in the steward department and upgraded on several occasions at the Piney Point school. Brother Agosto's last vessel was the *Ocean Jazz*. He makes his home in Houston.



LARRY COKLEY

Brother Larry Cokley, 65, signed on with the SIU in 1988 when he sailed on the *Bay Ridge*. He was a deck department member and frequently enhanced his skills at the Piney Point school. Brother Cokley last sailed on the *Horizon Hunter*. He lives in San Pablo, California.



JOSAN CONSTANTIN

Brother Josan Constantin, 66, donned the SIU colors in 2001 when he worked aboard the *USNS Heezen*. A deck department member, he upgraded his skills on multiple occasions at the maritime training center in Piney Point, Maryland. Brother Constantin most recently sailed on the *Maersk Kensington*. He resides in Ridgewood, New York.

DONALD GEARHART

Brother Donald Gearhart, 63, began his career with the Seafarers in 1977, first sailing aboard the *Mt. Washington*. He was a deck department member and a frequent upgrader at the union-affiliated Paul Hall Center. Brother Gearhart concluded his career aboard the *USNS Pollux*. He calls Portland, Pennsylvania, home.

JOSEPH HOLZINGER

Brother Joseph Holzinger, 65, joined the Seafarers in 1990 when he sailed aboard the *Cape Carthage*. He was an engine department member and regularly upgraded his skills at the Paul Hall Center. Brother Holzinger's last vessel was the *Trader*. He calls Corona, California, home.

CHROMER JEFFERSON

Brother Chromer Jefferson, 65,

became a member of the union in 1979 when he sailed on the *Merrimac*. An engine department member, he enhanced his skills on a frequent basis at the union-affiliated Piney Point school. Brother Jefferson most recently sailed aboard the *Maersk Chicago* before settling in Las Vegas.

JENNIFER JIM

Sister Jennifer Jim, 58, signed on with the union in 1981, when she worked aboard the *Independence*. She was a steward department member and enhanced her skills on multiple occasions at the Paul Hall Center. Sister Jim's last vessel was the *Horizon Reliance*. She makes her home in Kappa, Hawaii.



JOSEPH LEBEAU

Brother Joseph LeBeau, 68, became a member of the SIU in 1968, first working on the *Alcoa Explorer*. A deck department member, he upgraded his skills on several occasions at the Piney Point school. Brother LeBeau most recently sailed on the *Bellatrix*. He lives in New Orleans.



GEORGE PAPUCHIS

Brother George Papuchis, 65, began his career with the Seafarers in 1970 when he worked for C.G. Willis. He enhanced his skills in 2002 when he upgraded at the Paul Hall Center. A member of the deck department, Brother Papuchis last sailed aboard the *USNS Regulus*. He calls Ephraim, Utah, home.



GEORGE PRICE

Brother George Price, 66, started his seafaring career in 1977. He initially worked for Crescent Towing and sailed in the deck department. Brother Price took advantage of the upgrading opportunities at the union-affiliated Piney Point school, enhancing his skills often. He most recently shipped on the *Charleston Express*, and resides in Kenner, Louisiana.



EDWIN RIVERA

Brother Edwin Rivera, 63, joined the SIU in 1979. A deck department member, he first sailed aboard the *Mount Explorer*. Brother Rivera upgraded often at the maritime training center in Piney Point, Maryland. He



last sailed on the *Garden State* before settling in Jacksonville Beach, Florida.

ANTONIO SIMON

Brother Antonio Simon, 49, signed on with the union in 1994. He first worked aboard the *Sealift Pacific* and was a member of the engine department. Brother Simon upgraded often at the Paul Hall Center before concluding his career aboard the *Ocean Giant*. He resides in Mobile, Alabama.



TERENCE HIRN

Brother Terence Hirn, 65, started his career with the Seafarers in 1995, initially working for Upper Lakes Towing. He was a deck department member and often upgraded his skills at the Piney Point school. Brother Hirn last worked on the *Prentiss Brown*. He makes his home in Bark River, Michigan.



STEVE SMITH

Brother Steve Smith, 62, joined the SIU in 1998 when he worked for Penn Maritime. He sailed in the deck department and enhanced his skills on several occasions at the Piney Point school. Brother Smith last worked on the *Steven W. Pless* before settling in Stanhope, New Jersey.



RAFAEL TANNIS

Brother Rafael Tannis, 70, began sailing with the SIU in 2001. One of his first Seafarers-crewed vessels was the *Maersk Maine*. A member of the deck department, he upgraded at the union-affiliated Paul Hall Center. Brother Tannis last sailed on the *Maersk Denver*. He resides in Bronx, New York.



INLAND

JIMMY DUGGAN

Brother Jimmy Duggan, 56, began his career with the union in 1998 when he worked for Crowley Towing. He was a member of the deck department and upgraded often at the Paul Hall Center. Brother Duggan remained with the same company for his entire career and makes his home in Jacksonville, Florida.



DANIEL GODWIN

Brother Daniel Godwin, 57, joined the SIU in 1992. A deck department member, he worked for Crowley Towing and Transportation for the duration of his career. Brother Godwin calls Jacksonville, Florida, home.



JAMES GRENFELL

Brother James Grenfell, 62, joined the SIU in 1975, initially working for Steuart Transportation. A member of the deck department, he upgraded his skills on multiple occasions at the Piney Point school. Brother Grenfell concluded his career with OSG Ship Management and makes his home in the Marshall Islands.

ROY HONEYCUTT

Brother Roy Honeycutt, 62, began his SIU career in 1995 when he worked for Cape Fear Towing. He was a member of the deck department and upgraded on several occasions at the Piney Point school. Brother Honeycutt remained with the same company for the duration of his career. He resides in Supply, North Carolina.

GREAT LAKES

KENNETH BLUITT

Brother Kenneth Bluitt, 65, joined the Seafarers in 1971, initially sailing on the *Baltimore*. A member of the deck department, he frequently upgraded his skills at the Paul Hall Center. Brother Bluitt most recently sailed on the *Burns Harbor* and settled in Delray Beach, Florida.



SCOTT GALLAGHER

Brother Scott Gallagher, 51, signed on with the SIU in 1989 when he worked for Bob-Lo Island. The

ROBERT HENNINGER

Brother Robert Henninger, 62, signed on with the SIU in 1973. He worked for Moran Towing of Maryland for the majority of his career. Brother Henninger makes his home in Baltimore.

ALAN LEONARD

Brother Alan Leonard, 62, joined the SIU in 1990, initially working for Mariner Towing. He was a deck department member and last worked for OSG Ship Management. He calls Palm Harbor, Florida, home.



PHILIP ROBINSON

Brother Philip Robinson, 62, became a Seafarer in 1979, initially working for Crowley Towing and Transportation. The engine department member upgraded in 2000 at the maritime training center in Piney Point, Maryland. Brother Robinson concluded his career with Crowley and resides in DeLeon Springs, Florida.



STEVEN SORENSON

Brother Steven Sorenson, 65, began his career with the Seafarers in 1993. He was a deck department member and sailed with American Marine for his entire career. Brother Sorenson last sailed aboard the *California* and calls Westminster, California, home.

RORY ST. JOHN

Brother Rory St John, 58, joined the SIU in 1997, initially working for Crowley Towing and Transportation. A deck department member, he worked for the same company for the duration of his SIU career. Brother St. John lives in Jacksonville, Florida.



HOWARD THOMULKA

Brother Howard Thomulka, 63, signed on with the SIU in 1974 when he worked for Interstate Oil. A deck department member, he enhanced his skills in 1991 at the maritime training center in Piney Point. Brother Thomulka concluded his career working for Piney Point Transportation before settling in Oxford, Pennsylvania.



NMU

CLARENCE WALLACE

Brother Clarence Wallace, 65, was an NMU member before the 2001 SIU/NMU merger. He resides in Bronx, New York.

Final Departures



DEEP SEA

MOHAMAD ABDULLAH

Brother Mohamad Abdullah, 55, passed away May 1. He embarked on his Seafarers career in 1991, initially sailing aboard the *Hawaii*. An engine department member, Brother Abdullah most recently sailed in 2016, on the *Eugene A. Obregon*. He was a resident of Daly City, California.

KENNETH ADAMCZAK

Pensioner Kenneth Adamczak, 78, died August 22. He joined the SIU in 1977, first sailing on the *JT Hutchinson*. Brother Adamczak was an engine department member and last sailed on the *El Morro*. He went on pension in 2006 and made his home in Ocala, Florida.



ALBERT ALEXANDER

Pensioner Albert Alexander, 74, passed away August 15. He was born in Norfolk, Virginia, and joined the union in 1965 when he worked for Waterman Steamship Corporation. A deck department member, he last sailed aboard the *Performance*. Brother Alexander retired in 2003 and settled in Virginia Beach, Virginia.



LIONEL DUNKINS

Pensioner Lionel Dunkins, 82, died August 29. He joined the union in 1960 and first sailed on the *Navigator*. Brother Dunkins was a member of the steward department and his last vessel was the *Williamette*. He began collecting his pension in 1998 and called Mobile, Alabama, home.



BOBBY GILLAIN

Pensioner Bobby Gillain, 85, passed away May 29. Born in Alabama, he signed on with the SIU in 1960. A deck department member, Brother Gillain first shipped on the *Beaugard*. He last sailed with Michigan Tankers, in 1980, and resided in Birmingham, Alabama.



ALFREDO MARTINEZ-SABIO

Pensioner Alfredo Martinez-Sabio, 80, died September 3. He became an SIU member in 2005, initially sailing aboard the *Atlantic Forest*. Brother Martinez-Sabio was a steward department mem-



ber, and he last sailed aboard the *Integrity*. He began collecting his pension in 2009 and lived in Bronx, New York.

RONALD MATHEWS



Brother Ronald Mathews, 70, passed away July 12. He began his career with the SIU in 1964. A steward department member, he last sailed aboard the *Seatrain* Texas. Brother Mathews was a resident of Baltimore.

FRANK NIGRO

Pensioner Frank Nigro, 95, died July 25. He joined the union in 1951 and initially worked for Waterman Steamship Corporation. Brother Nigro was born in San Antonio, Texas, and was a member of the steward department. He last sailed aboard the *Cape Ann*, and lived in College Station, Texas.



EUGENIO OYA

Pensioner Eugenio Oya, 86, passed away July 23. Born in Spain, he joined the SIU in 1960 when he sailed on the *Corsair*. A deck department member, Brother Oya last shipped on the *Express*. He went on pension in 2002 and made his home in Brownsville, Texas.



JOSEPH SADLER

Pensioner Joseph Sadler, 89, died August 18. He was born in Bel Air, Maryland, and joined the union in 1953. Brother Sadler first worked for New York Dock Railway. An engine department member, he last sailed aboard the *Denebola*. Brother Sadler retired in 1994 and lived in Coventry, Rhode Island.



JAMES SIMMS

Pensioner James Simms, 79, passed away August 22. He signed on with the SIU in 1959, initially sailing on the *Edith*. Brother Simms worked in both the deck department and steward department and last sailed on the *John Paul Bobo*. He became a pensioner in 2001 and was a resident of Baltimore.



PHILIP ZALEWSKI

Brother Philip Zalewski, 69, died August 5. He joined the union in

1990, initially sailing on the *Gopher State*. An engine department member, he most recently sailed on the *USNS Stockham*. Brother Zalewski lived in Chesapeake, Virginia.

GREAT LAKES

LEO NOLDE

Pensioner Leo Nolde, 65, passed away August 20. He became an SIU member in 2005 and first shipped on the *Paul H. Townsend*. A member of the deck department, Brother Nolde's last vessel was the *Steel T. Crapo*. He became a pensioner in 2018 and called Escanaba, Michigan, home.



INLAND

DUANE MADDEN

Pensioner Duane Madden, 87, died August 14. He joined the union in 1968 and spent most of his career working for Interstate



Oil. A deck department member, Brother Madden retired in 1994 and resided in Pennsauken, New Jersey.

W.F. MILES

Pensioner W.F. Miles, 86, passed away July 30. He signed on with the union in 1967 when he worked for Dravo Basic Materials. Brother Miles was a deck department member and remained with the same company until his retirement in 1998. He lived in DeFuniak Springs, Florida.

RAILROAD MARINE

OSCAR HOLTON

Pensioner Oscar Holton, 98, died August 28. He was born in Portsmouth, Virginia, and worked in the Railroad Marine division. Brother Holton became a pensioner in 1966 and settled in Chesapeake, Virginia.



NMU

THOMAS COOK

Pensioner Thomas Cook, 91, passed away August 19. Brother Cook was born in Brooklyn, New York. A

resident of Flushing, New York, he retired in 1969.

LEVERN HUGHES

Pensioner Lavern Hughes, 89, died August 5. Brother Hughes was native of North Carolina and became a pensioner in 1994. He continued to live in his home state in the city of Fayetteville.

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
Ardoin, James	90	08/04/2018
Chase, Levi	75	08/28/2018
Daniels, George	91	08/04/2018
El Jahmi, Abdeh	82	08/05/2018
Garcia, Benjamin	91	08/17/2018
Givens, James	76	08/02/2018
Inman, Daniel	90	08/08/2018
Landberg, Lawrence	90	08/22/2018
Wallace, Dewaine	80	04/19/2018



Pic From The Past



Seafarers hit the chow line at the SIU hall in New York during the General Strike of 1946. In September of that year, the strike stopped all shipping throughout the U.S. maritime industry. The strikers, Seafarers prominently included, objected to the government's post-war National Wage Stabilization Board order that reduced pay increases already negotiated by maritime unions. After eight days, the board rescinded the order and the strike was called off.

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

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.

ALASKAN FRONTIER (Alaska Tanker Company), May 20 – Chairman **Jose Loureiro**, Secretary **Lewis Johansen**, Educational Director **Marion Collins**, Deck Delegate **Ramon Guimba**, Engine Delegate **Corey Hann**, Steward Delegate **Justo Reyes**. Ship laying up in Labuan for unknown time period. Chairman thanked deck department members for controlling noise during tank cleaning operations and noted good morale among crew. Secretary reminded everyone to stay hydrated. Educational director encouraged members to take advantage of upgrading opportunities at Piney Point and to be sure documents are in order. No beefs or disputed OT reported. Members read president's report from *Seafarers LOG*. Chairman commended steward department for outstanding food and thanked Corey Hann for buying donuts for shipmates. Next Port: Singapore.

OCEAN GLORY (Crowley), June 3 – Chairman **Evan Bradley**, Secretary **Diani Melendez Castillo**, Educational Director **James Donohue**. Ship passed Coast Guard inspection. All departments commended for working well together. Internet currently not working. Captain allowing crew to use satellite phone to check allotment status. Crew doing well with keeping ship clean. Secretary reiterated importance of internet use for members. Educational director reminded crew to keep documents up to date. He encouraged members to upgrade at the Piney Point school. No beefs or disputed OT reported. Parts for broken washer to arrive when vessel

is in Suez Canal.

MAERSK HARTFORD (Maersk Line, Limited), June 9 – Chairman **Karl Mayhew**, Secretary **Johnnie McGill**, Educational Director **Shawn Clark**, Deck Delegate **Jose Bermudez**, Engine Delegate **Abdulnaser Saeed**, Steward Delegate **Angel Bernardez**. Discussion held concerning needs for an additional electrician. Educational director reminded members to come to him for guidance with STCW information. No beefs or disputed OT reported. Crew members see lack of consistency for overtime availability, particularly for deck department. Steward department was thanked for their excellence while remaining within budget. Members suggested modifying contract language pertaining to watch standers. Next Port: Newark, New Jersey.

MAERSK KENTUCKY (Maersk Line, Limited), June 14 – Chairman **Albert Williams**, Secretary **Wilma Jackson**, Educational Director **Patrick Milton**, Deck Delegate **Dominic Marco**, Steward Delegate **Wardell Paze**. Members requested new chairs for crew lounge. Chairman and secretary thanked everyone for working safely. Steward delegate reported ongoing issue regarding food shortage. Members asked for an increase in vacation time and increased medical benefits. Crew requested a rice cooker on ship. Steward department doing a great job. Next Port: Norfolk, Virginia.

MAERSK COLUMBUS (Maersk Line, Limited), June 16 – Chair-

man **Ion Irimia**, Educational Director **Donald Williams**, Deck Delegate **Michael Ratigan**, Steward Delegate **Gertrudis Arzu**. Chairman and secretary thanked everyone for a nice and safe trip. Educational director encouraged members to attend upgrading courses at Piney Point. No beefs or disputed OT reported. New contract on ship. Members requested more computers along with Wi-Fi access. Crew asks for 32-inch TVs as per contract as well as correctly sized mattresses for beds. Members would like transportation to and from ship in South Carolina and Georgia.

MAERSK SELETAR (Maersk Line, Limited), June 17 – Chairman **Cleofe Bernardez-Castro**, Secretary **Steven Dickson**, Educational Director **Steven Miller**, Deck Delegate **Rommel Lopez**, Engine Delegate **Gregorio Clotter**, Steward Delegate **Brian McEleney**. Chairman informed members of payoff in Newark. Secretary reminded crew to be sure all documents are updated and renewed in advance. He advised members to vote for candidates that support the Jones Act. Educational director urged members to upgrade at the Piney Point school as often as possible and recommended they enroll in the Seafarers 401(k) Plan. He encouraged crew to donate to SPAD. No beefs or disputed OT reported. New hard drive purchased for movies in crew lounge. Members await installation of satellite phone. Crew was reminded to keep common areas clean and ready for arriving members. Certain crew quarters in need of new transformers. Members request travel reim-

bursement increase when traveling to and from airports. Vote of thanks to steward department for great service and food. Next Port: Newark, New Jersey.

CHEMICAL PIONEER (USS Transport), June 20 – Chairman **Trevorous Ellison**. Chairman reminded members to keep documents current and upgrade at Piney Point. He urged crew to support SPAD. Chairman congratulated everyone on maintaining safe working conditions. No beefs or disputed OT reported. Vote of thanks to the steward department for great food.

MAERSK DENVER (Maersk Line, Limited), June 23 – Chairman **Arsenio Obenza**, Secretary **Caezar Mercado**, Educational Director **Julio Gomez**, Engine Delegate **Sandra Baker**, Steward Delegate **Yolanda Martinez**. Washer and dryer in need of repair. Chairman thanked everyone for working safely. He reminded crew to leave clean rooms for oncoming members. Chairman advised members to update credentials before seeking new jobs at the hiring hall. Secretary reminded crew about updated benefits effective in July. Educational director encouraged members to upgrade at the Piney Point school. No beefs or disputed OT reported. Crew still awaits update on Wi-Fi and satellite TV. Members request a new monitor in computer room. New mattresses to arrive in Norfolk, Virginia. Next Port: Charleston, South Carolina.

JEAN ANNE (Pasha), June 26 – Chairman **Noel Camacho**, Secretary **David Stephens**, Edu-

cational Director **David Watkins**, Deck Delegate **Dennis Bracamonte**, Engine Delegate **Rosalio Cordova**, Steward Delegate **Mary Maddox**. Chairman welcomed new Steward Stephens. Educational director advised members to apply for scholarships and upgrade at the school. Members discussed new prescription medication regulations and were encouraged to donate to SPAD. Engine delegate urged crew to keep on top of documents. He discussed physical exam requirements, including how often they're due.

MARJORIE C (Pasha), July 7 – Chairman **Daniel Dav-enport**, Secretary **Samuel Sinclair**, Educational Director **Milan Dzurek**, Deck Delegate **Billy Cooley**, Engine Delegate **Sutthipong Ticer**, Steward Delegate **Jatniel Aguilera Santiago**. Chairman said GVAs will assist electrician with refer duty cargo watch in Honolulu and Los Angeles. He reiterated importance of keeping documents up to date. Chairman also asked members for input with crew requests for purchases of movies and other entertainment items. Educational director encouraged members to donate to SPAD. No beefs or disputed OT reported. State rooms now have refrigerators. Permanent shelving and securing will be provided by deck department. To limit disruptions, members asked that meal times be adjusted for riding crew. Members request repair of dishwasher and use of deep fryer. Steward department thanked for hard work including good meals and stripping and waxing passageways. Next Port: Honolulu.

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.

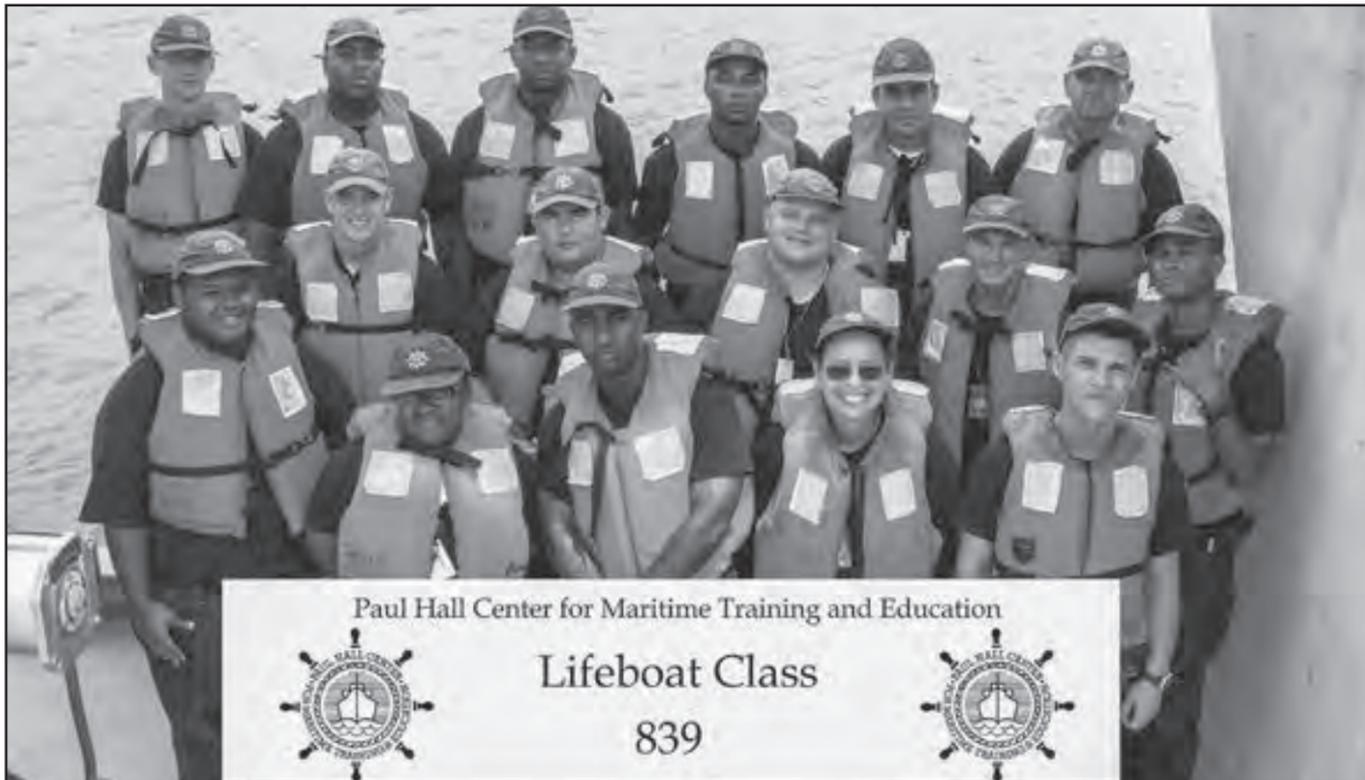
SEAFARERS POLITICAL ACTIVITY

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 Classes



Apprentice Water Survival Class #839
 – Graduated July 13 (photo at left, in alphabetical order): William Alston III, Roberto Enrique Anaya, Kendall Davis, Zena Louise Escobedo McQuade, Antonio Manuel Gonzales-Esteves, Lorenz Grice, Roman Hutson, Matthew Kationa, Robert Kennedy, Derwood Lupton, Zion Lyons, Jackson McDaniel, Attalah Moore, Michael Nims, Andrew Robey, and Christian Vincent. (Note: Not all are pictured.) Also graduating with this class was upgrader William Sullivan (photo below).



BAPO – Graduated June 29 (above, in alphabetical order): Frederic Salazar Agsalud, Keondre Bell and Srawut Petchsaitip.

Radar Observer – Graduated June 29 (above, in alphabetical order): Glenn Agustin, Timothy Hess, Mason Melland and Shoal Nervo.



Advanced Refer Maintenance
 – Graduated June 15 ((photo at left, in alphabetical order): Derrick Clark, Cirico Laurea Geonanga Jr., Darrell Goggins, Nat Lamb, Lionel Rivera and Steven Tatum McField. Class instructor William Dodd is at the far right.



Small Arms – Graduated June 8 (photo at right, in alphabetical order): Keith Butts Jr., Timothy Chestnut, William Dowzicky III, William Howell III, Thomas Moore, Gary Torres and Nicholas Turano.



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.

Paul Hall Center Classes

Government Vessels – Graduated June 29 (photo at right, in alphabetical order): Felsher Beasley Jr., Jack Ford II, Shavonne Freeman, Daniel Harris, Derrick Horvath, Michael Hunnicutt, Thomas McConville, Montree Nakwichet, Eddy Newman, Robert Owens Sr., Patricia Placek, Marvin Sacaza, George Steube III and Nicole Walton.



GMDSS – Graduated June 15 (photo above, in alphabetical order): Daniel Harris, Kelly Krick Jr., Reisa Marie Martinez-Serrano, Mason Melland, Harry Schreffer III, Gavin Scott and Nicholas Selle. Instructor Patrick Schoenberger is at the far left in the back row.



Fast Rescue Boat - Graduated July 13 (above, starting from center) Tyler Durant and Shea Connor. Also graduating, but not pictured, was Welton Grooms. Instructor Tom Truitt is at the left.

Tank Ship Familiarization DL – Graduated June 15 (photo at right, in alphabetical order): Shawn Cox, Michael Palle Durago, Michael Elmore Jr., Shavonne Freeman, Larry Manuel Genetiano, Karen Gossett, Alonzo Griswell, Shantaz Harper, Kennard Latson Graham, Antonio McAdams, Andres Nunez-Rochez, Charles Ortiz Quinones, Jonathan Perez Borroto Sanchez, Alex Reyes, Marcus Smith, Rahjahn Travail Sorey, Mario Standberry and Giancarlo Arturo Thomae.



Tank Ship Familiarization LG – Graduated June 8 (above, in alphabetical order): Romeo Barredo Bendico, Shawn Cox, Ronald Drew, Aaron Ellis, Michael Elmore Jr., Larry Manuel Genetiano, Alonzo Griswell, Shantaz Harper, Kennard Latson Graham, Montree Nakwichet, Charles Ortiz Quinones, Jonathan Perez Borroto Sanchez, Ricardo Flores Salazar, Marcus Smith, Thomas Smith and Giancarlo Arturo Thomae. (Note: Not all are pictured.)

Paul Hall Center Classes

Basic Training Revalidation – Graduated June 15 (photo at right, in alphabetical order): Michael Barron, Robert Eastwood, David Greenamyre, Thomas Griffin, Kevin Hale, Jasper Hayward, David Kendrick, Christopher Kibodeaux, Anthony Kimbrell, Maximo Sarabia Lambert, Montree Nakwicheh and Justin Enrique Valencia Rodriguez. Instructor Joseph Zienda is at the far right.



Basic Firefighting (Upgraders) – Graduated June 22 (above, in alphabetical order): Tucker Bailey, Peter Crum, Cody Higgs, Derrick Horvath, Kevin Hunt, Exavier Jackson, Shawn Kelly, Reisa Marie Martinez-Serrano, Thomas McConville, Kyle Moccia, Jim Nausbaum, Rolando Nazareno, Robert Owens Sr., Gheorghe Savencu and Michael Zampella. (Note: Not all are pictured.)



Chief Cook 2.0 – Graduated June 8: Paul Diesner (above, left) and Diogenes Camaongay Derecho.



Certified Chief Cook (Module 3) – Graduated June 15: Sherron Davita DeCoteau.



Chief Cook 2.0 – Graduated June 29 (above, from left) Isaac Newsome Jr., Tracey Newsome and Jatniel Cesar Aguilera Santiago.



Chief Steward 2.0 – Graduated June 15 (above, in alphabetical order): Brian Burchett, Ronald Drew, Adele George, Benedict Nazareno Opaon and Jermaine Robinson.



Chief Steward 2.0 – Graduated June 22 (above, in alphabetical order): Antoinette Michelle Amato, Thomas Kleine, Marcus Rowe and Gerald Toledo.



Chief Steward – Graduated June 8 (above, in alphabetical order): Gilbert Tito Allende Jr., Frances-Brian Toledo Bautista, Carmelo Calderon Santini, Marguerite Diggs and Anthony Harrell Jr. (Note: Not all are pictured.)



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

Framed Photo has Special Meaning for Bosun

For Recertified Bosun Carlos Loureiro, 1,000 words wouldn't begin to cover the experiences he can recall when viewing an unexpectedly acquired photo of the *Overseas New York* and *Alaskan Frontier*.

While the longtime Seafarer has sailed on many different vessels since joining the union in 1991, he has spent the majority of his career aboard those two ships, dating back to when he first signed onto the *New York* in June 1996. (That ship was built in 1977 and scrapped in 2005. There's also a current SIU-crewed tanker named *Overseas New York*.)

Last year, he finished what he thought was his last voyage on the *Frontier* before the vessel was going to enter deep layup overseas. (The ship subsequently continued sailing until June 2018, then went into layup.) Prior to descending the gangway for what he believed was one final time, he followed friendly orders from an Alaska Tanker Company (ATC) official to find a new home for the photo, which had been taken down specifically for Loureiro after being on display aboard the ship since 2004.

"The photo was taken near Valdez, Alaska, during the *Alaskan Frontier's* maiden voyage in 2004," the bosun recalled. "We were anchored for five days at Knowles Head, and the *New York* was there at the same time. We put a fast rescue boat in the water and took photos. I remember thinking at the time, 'This picture is mine, and it's eventually going home with me.' It took a while, but I did end up with it."

He continued, "That picture has a lot of meaning for me. You've got all this time on two ships – that's something you always want to remember, something I can show my grandkids." (He has two grandchildren.)

While most of his memories of working on those vessels are positive, the ships themselves are "totally different," he pointed out. "For starters, they had different plants. One was a steamship (the *New York*) and the other is diesel/electric. The *New York* was 90,000 dwt and would carry about 650,000 barrels of oil, whereas the *Frontier* is 193,000 dwt and carries 1.3 million barrels. One thing they do have in common is they both were built in the same ship-



SIU members, including these mariners from the *Alaskan Frontier*, have significantly contributed to Alaska Tanker Company's outstanding safety record – a source of pride for all concerned.

yard, NASSCO (a union facility in San Diego)."

Both ships also stayed on a West Coast run, normally with stops in California, Washington, Alaska and Hawaii.

They also had the same operator, Alaska Tanker Company (though the *New York* initially was run by OSG). "It's a top-of-the-line company," the bosun said. "They treat you right, there's good morale on the ships, and the money is good. There's a lot of emphasis on safety."

"In fact, we are really proud of the safety accomplishments over the years,"

he continued. "It's a team effort all the way and the company and crews have earned an outstanding safety record."

Indeed, ATC has accumulated a substantial collection of well-earned safety awards. That list includes the Governor's 2017 Special Achievement Award, presented during a conference in Anchorage, Alaska. ATC was recognized for its crews having completed more than 21 million man-hours (spanning 15 years) with only a single lost-time injury (a broken finger).

Ironically, while the *Alaskan Frontier* entered service almost three decades

after the *New York*, Loureiro (who completed the bosun recertification course in 1997) said the older vessel had at least one advantage: "It had an elevator all the way down to the machine shop. On the *Frontier*, it's all stairs."

Reflecting on his career, the bosun concluded that while it feels natural for him to sometimes consider retirement, he's in no hurry. "I recently turned 62 and I've got my time in, but I love what I do," he said. "ATC is a great company to work for and the SIU has helped me provide for my family all these years. There's a lot to be thankful for."



Recertified Bosun Carlos Loureiro has spent most of his SIU career on the *Alaskan Frontier* (larger ship in foreground of photo) and on the old *Overseas New York* (vessel at right).



Seafarers depart from the ship in Labuan, Malaysia.