

SEAFARERS LOG

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

New Year, New Tonnage, New Jobs



SIU members are sailing aboard the *Rio Grande Express* (left), a containership that recently reflagged under the Stars and Stripes. The vessel is operated by Marine Personnel and Provisioning. It's pictured passing Cuxhaven en route to Hamburg. Page 3. (Photo by Heiner Trappmann) The four photos directly below show Seafarers aboard another recent addition to the union-crewed fleet: the *ARC Independence*. The newly reflagged RO/RO is operated by TOTE for American Roll-on/Roll-off Carrier. Pictured from left to right in each photo are (starting directly below) ABs John Lawless and Dayani Landivar, (photo at far left) Oiler Artemio Milagrosa, (middle photo) OS Antonio Zorrilla, (back) Second Mate Andrew, Bosun Shawn Abdullah and OS Jerren Waller, and (remaining photo) SA Ha-keem Ali, Chief Steward John Billington and Chief Cook Kevin Rivera. Another new ship, the *USNS Newport*, was christened late last year, as reported on Page 3.



Thanksgiving Tradition Lives Up To Precedent At Oakland Hiring Hall



The annual pre-Thanksgiving get-together at the hiring hall in Oakland, California, lived up to its sterling precedent late last year. Seafarers, pensioners, family members, dignitaries and other friends convened Nov. 26 for the event's 29th iteration. In photo at far right, Seafarers and members of the color guard from the 4th Marine Division, 23rd Regiment are pictured at the hall (SIU Asst. VP Nick Celona is at right). In photo above, guests help themselves to the plentiful buffet. Page 5.



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President's Report

Building on Success

As we launch into not just a new year but a new decade, I'm confident about the SIU's future. Like always, we will change with the times – but we also will stick with the formula that's brought us success.

Some of those achievements are recapped in this month's *LOG*, where we take a look back on the past 10 years. While we faced our share of challenges, we also had much to celebrate, including new tonnage and the corresponding jobs, new hiring halls, tremendous improvements at our affiliated school in Piney Point, Maryland, and waves of good contracts.



Michael Sacco

That last element gets overlooked sometimes. It can be easy to take things for granted when they're considered the norm, but a lot of work goes into securing collective bargaining agreements that provide good wages and maintain or improve excellent benefits. We also have demonstrated a sensible willingness to make sacrifices when the situation calls for it, but, thankfully,

those instances have been rare. And that's a credit to all concerned, from our rank-and-file members to our officials to our contracted companies.

Stability is another important characteristic we've always enjoyed. Your support of my administration has helped the SIU build and maintain vital working relationships throughout our industry, on Capitol Hill, with our military, and at state and local levels of government. We tend to be restrained in our reporting of such matters, but the fact is, the SIU has played an important role in most if not all of the wins enjoyed by our industry these past 10 years. That's a list that includes protecting the Jones Act from well-funded attacks, getting full funding for the Maritime Security Program, keeping cargo preference and the Export-Import Bank alive and in positions to expand, and working with every segment of the industry to preserve (and ultimately grow) the American-flag fleet. Grassroots action is always critical. You could say we've punched above our weight class, and again I point to our stability as a big reason why.

Along those same lines, another huge key for us is the consistently outstanding work of our members. When we are fighting for pro-maritime laws, negotiating contracts or pushing for new tonnage, we always underscore your dependability. And that includes not only your day-to-day work, but your availability as America's fourth arm of defense. When you answered the call for last year's massive activations (thankfully, they were only part of a readiness exercise), you proved once again that your union and indeed your country can count on you.

No reflection on our past nor any look at our future would be complete without mentioning the Paul Hall Center for Maritime Training and Education and its Lundeberg School of Seamanship in Piney Point. The school is what allows us to provide extremely well-trained crews for all kinds of vessels on the oceans, coasts, the Great Lakes and on our inland waterways. Very simply, our union and our industry would have no future without it.

Piney Point also remains a gateway to career advancement and greater earnings for anyone who wants to take advantage of it. As we say in our industry, you can go as far as you want.

I'm excited about the SIU's future and the opportunities that lie ahead. I firmly believe and know that as long as we stick together and are willing to work for everything we earn, we'll continue to sail full steam ahead with more positive gains.

SIU-Contracted Companies Honored For Environmentally Safe Operations

Numerous SIU-contracted companies were among the organizations recently honored for environmental safety by the Chamber of Shipping of America (CSA).

The host organization on Nov. 13, 2019 presented Certificates of Environmental Achievement to 61 companies, representing 1,565 vessels, for a combined total number of 14,008 years without a reportable environmental incident. According to the CSA, "The average number of years operating without incident for ships and vessels that received awards is 8.95 years. Two hundred and fifty-seven of the vessels have logged 16 or more years of environmental excellence."

The yearly event took place in Washington, D.C.

SIU-contracted companies receiving certificates included Alaska Tanker Company, Crescent Towing, Crowley Maritime Corporation and several of its subsidiaries, Marine Transport Management, E.N. Bisso & Son, Keystone Shipping, Matson Navigation, OSG Ship Management, Patriot Contract Services, American Ship Management, Seabulk Tankers, Seabulk Towing, TOTE Services and two affiliated companies, and U.S. Shipping Corp. The U.S. Military Sealift Command and U.S. Maritime Administration also were recognized for the safety of their respective SIU-crewed vessels.

Admiral Charles W. Ray, Vice Commandant, United States Coast Guard, participated in the award ceremony and con-



CSA President Kathy Metcalf addresses the crowd. (Photo by Barry Champagne)

gratulated the recipients and the industry as a whole for their extraordinary performance. Mr. D. Lee Forsgren, Deputy Assistant Administrator, Office of Water, U.S. Environmental Protection Agency, also addressed the attendees and expressed his congratulations to the participants on their exceptional environmental performance.

CSA President Kathy J. Metcalf said, "These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards. In today's world, it seems our industry only gets front-page news when spills or other environmental problems occur. It is encouraging to see how many vessels go for years achieving environmental excellence. It should be clear to

the American public that we in the maritime industry take our stewardship of the marine environment very seriously. Safe and environmentally responsible operations is a culture fully embraced by the maritime industry as a whole and as evidenced by the performances of the award recipients recognized tonight."

The awards are open to all owners and operators of vessels that operate on oceans or inland waterways. The CSA Board encourages all operators and owners to take advantage of this opportunity to recognize their crews and shore-side operating personnel and encourages all operators and owners to consider participating in next year's program. Participation guidance is available on CSA's website which is located at (www.knowships.org).

Safety Directors Attend Annual Team Training

The union's safety directors assembled for a series of classes and seminars Nov. 18-22 at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland.

Attending the annual week of training were Amber Akana (Honolulu), Ben Anderson (Tacoma, Washington), James

Brown (New Orleans), Kathy Chester (Oakland), Gordon Godel (Wilmington, California), DeCarlo Harris (Baltimore), Anthony Houston (Norfolk, Virginia), Gerret Jarman (Algonac, Michigan), Joseph Koncul (Jacksonville, Florida), Andre MacCray (Philadelphia), Osvaldo Ramos (Jersey City, New Jersey) and Kevin Sykes (Houston).

The safety team met with SIU Executive Vice President Augie Tellez, SIU Vice President Contracts George Tricker, PHC Acting Vice President Tom Orzechowski and Seafarers Plans Administrator Maggie Bowen, among others, to discuss a variety of topics including regulatory and pollution compliance, shipboard safety, ongoing recruiting efforts, preventing sexual harassment and more.

Anderson said, "Our week at the school was very productive. It was great to see the upgrades made to the campus, and furthermore, the apprentice side looks great. The engine room labs were awesome and were more of a hands-on/one-on-one learning experience. Overall, the campus looks amazing."

Sykes commented, "Having a clear line of communication with our members aboard vessels ensures that their concerns can and will be addressed."

"Good meetings for me," Godel concluded. "These always reinforce current practices and bring in new ideas from my colleagues on how to work best and be consistent throughout the halls. As usual all of the sessions were informative, but my favorite topics were the new safety reporting forms and our path forward on recruiting and retention."



SIU safety directors took notice of the major improvements in the school's machine shop. Upgraders are pictured at the Piney Point facility.

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



The vessel is shown in Houston in November.

Containership Rio Grande Express Reflags U.S. Vessel's Addition to Fleet Means New Jobs for SIU Members

Before heading into the New Year, Seafarers closed out 2019 by welcoming a new containership into the union-contracted fleet.

Seafarers in early November began sailing aboard the *Rio Grande Express*, an 853-foot vessel that's operated by Marine Personnel and Provisioning for Hapag-Lloyd. Built in 2006 in Korea, the 4,248 TEU ship is sailing between northern Europe and U.S. ports on the East and Gulf Coasts.

"This is an outright addition to the SIU fleet," noted SIU Vice President Contracts George Tricker. "As always, we welcome the new jobs and are confident that our crews will do an outstanding job."

The initial SIU crew aboard the *Rio Grande Express* included Recertified Bosun Glenn Christianson, ABs Anwar Martinez, Saleh Salah, Oscar Lacayo, Timothy Hess, Hernando Bansuelo and Ali Al Kassemi, QMEDs Sutthipong Ticer, Mashanda Carr and Mohammad Khan, GSTU Stalyn Mena, Steward/Baker Timothy Heffernan and Chief Cook Ali Bazzi.

Heffernan said the ship presented some challenges when Seafarers first climbed the gangway, but the crew rose to the occasion.

"The galley was filthy and we didn't have a lot of equipment," he recalled. "I won't lie and paint a rosy picture (about the initial ex-

perience), but morale is good and the food is good, if I may say so."

Speaking from Hamburg, he continued, "Within a few days, there was a 100 percent improvement in appearance. It really was amazing the way everybody stepped up.

We've made great progress but there's more to do. We're just waiting on supplies and then heading back to Houston. It's generally a middle-aged to younger unlicensed crew and we're all managing pretty well. So far, so good on shore time, too."

SIU Houston Patrolman Kelly Krick serviced the vessel as it reflagged. "It reminds me of the Maersk K-Class vessels," he said. "It's a newer vessel with good living quarters. Everybody seemed pretty excited about the new opportunity."



Among those pictured aboard the ship are AB Anwar Martinez, QEE Sutthipong Ticer, GSTU Stalyn Mena, AB Saleh Salah, QMED Mashanda Carr, AB Oscar Lacayo, SIU Houston Patrolman Kelly Krick, AB Timothy Hess, AB Hernando Bansuelo, QMED Mohammad Khan, Recertified Bosun Glenn Christianson, AB Ali Al Kassemi, Chief Steward Timothy Heffernan and Chief Cook Ali Bazzi.



USNS Newport Christened At Austal USA in Mobile

On Nov. 9, the future *USNS Newport* was christened at Austal USA in Mobile, Alabama. Once in service, the vessel will be crewed by SIU Government Services Division members.

"It's an awesome day at Austal when we christen one of our amazing Navy ships," said Austal USA President Craig Perciavalle. "Like the Navy's other EPF (expeditionary fast transport) vessels, *Newport* is destined for great things with the support she'll soon provide to the global fleet.

"Excellent Navy-industry teamwork resulted in the achievement of this important milestone," continued Perciavalle. "The team here is one of the best in the industry, as evidenced by the success of the EPF program, and we should be proud of how well we are directly supporting the strengthening of our Navy."

The principal speaker was Rear Adm. Shoshana Chatfield, president of the Naval War College in Newport, Rhode Island. The ship's sponsor is Charlotte Marshall, a Newport native.

"This ship honors the city of Newport, Rhode Island, and serves as a reminder of the contributions the community has and continues to make to our Navy," said Secretary of the Navy Richard V. Spen-

cer. "Newport is a Navy town where many officers begin their careers and then return later for strategic training. It is right that a fourth ship will bear the name Newport to continue our long relationship, and provide our commanders high-speed sealift mobility and agility in the fight to defend our nation."

EPF class ships are designed to transport 600 short tons of military cargo 1,200 nautical miles at an average speed of 35 knots. Each ship is capable of operating in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded Abrams main battle tank. Each EPF includes a flight deck for helicopter operations and an off-load ramp that will allow vehicles to quickly drive off the ship.

If the name of the newest EPF seems familiar, it's for good reason. According to the Navy, the first *Newport* (a gunboat) was commissioned Oct. 5, 1897. During the Spanish-American War, she received credit for assisting in the capture of nine Spanish vessels. The ship was decommissioned in 1898, but recommissioned in 1900 to serve as a training ship at the U.S. Naval Academy and at the Naval Training Station at Newport until decom-

missioning in Boston in 1902.

The second *Newport* (a frigate) was commissioned Sept. 8, 1944, decommissioned in September 1945 and loaned to the U.S.S.R. and returned to United States custody at Yokosuka, Japan, in November 1949. Recommissioned in July 1950, the *Newport* patrolled off Inchon, Korea. Decommissioned at Yokosuka in April 1952, she was loaned to Japan in 1953, and commissioned as *Kaede*. She was then reclassified and transferred

to the Japanese Maritime Self-Defense Force outright in August 1962.

The third *Newport* (a tank-landing ship) was commissioned on June 7, 1969. Assigned to the Amphibious Force, U.S. Atlantic Fleet, the *Newport* alternated amphibious training operations along the East Coast of the United States with extended deployments to the Caribbean and Mediterranean. She was decommissioned in October 1992, and transferred to the government of Mexico in 2001.



Vessel sponsor Charlotte Marshall does the honors during the christening. (Photo courtesy Austal USA)

Union's Career Pathways Receive Praise

'Earning a Credential at Piney Point is Like Putting Money in the Bank'

When former U.S. Deputy Secretary of Labor Seth Harris received an invitation to deliver the keynote speech at a conference focused on identifying solid career paths, he quickly thought of the SIU.

Harris, once an SIU field representative and now a Visiting Professor at the Cornell Institute for Public Affairs (as well as an attorney in the nation's capital), spoke Nov. 8 to the Council for Adult and Experiential Learning (CAEL) in Chicago. CAEL is self-described as "a national nonprofit that works at all levels within the higher education, public and private sectors to make it easier for today's students to get the education and training they need."

"I share CAEL's deep commitment to linking learning with work and helping working-class and middle-class Americans to acquire the skills they need to get and keep good jobs," Harris told the audience. "I also agree with your work-based-learning agenda. As the Labor Department said in 2014, work-based learning is a proven strategy for adults of all ages, whether it's registered apprenticeship, on-the-job training, work experience, internships, or job shadowing."

Harris served four and one-half years as the Deputy U.S. Secretary of Labor and six months as Acting U.S. Secretary of Labor during the Obama administration. During his remarks in Chicago, he used (with permission) retired Recertified Bosun **Ron Mena's** experience as an example of effective career training. (They first met in the 1980s, when Harris worked for the union.)

"Ron began his seafaring career in the late-1970s.... Ron's parents sent him off to Piney Point, Maryland, to attend the Seafarers Harry Lundberg School of Seamanship," Harris recalled, explaining how the union-affiliated school operates.

He then described the trainee program of that era, and recalled how Mena steadily progressed up the career ladder.

"When I met Ron, he had graduated from his apprenticeship and already returned to Piney Point several times to upgrade – that's the SIU's phrase for what people in the world of workforce development now call upskilling or reskilling," Harris said. "So, Ron was a highly rated AB only a few years into his career."

"But what was remarkable about Ron was that he was a man with a plan," he continued. "I remember Ron telling me in great detail how he was going to continue

his career advancement. He knew that he could compete and win a particular job on board a particular ship. The job would last for six months. Ron had already identified the upgrading course he could take when he returned to Piney Point at the end of those six months. That course would allow him to earn a higher-level certification. Then, with his new credential in hand, Ron knew that he could ship out in a higher-skilled, better-paying job for another period of several months, and then return to Piney Point to earn another specialized credential."

The plan worked. Mena retired from the SIU a year or so ago.

"He now lives a very nice life in Florida after a successful and lucrative career in a tough business," Harris stated. "I'm not saying that Ron's career was all ups and no downs. Very few of us follow a straight line to success. But Ron thrived in an industry in which the number of jobs has declined rather dramatically since he shipped out for the first time in 1978. Because of the opportunities provided to him by Piney Point and the SIU, he succeeded in climbing the ladder as the ladder got narrower and narrower."

The bulk of Harris's speech followed. He tackled what he called "the stackability conundrum."

"I view Ron's story as an excellent – almost paradigmatic – illustration of stackability," Harris said. "The stackability idea is quite simple. It begins with a recognition that not every high school graduate should immediately rush off to college, and not every college leads you to a bachelor's degree, and not every college graduate should proceed directly to graduate school, or perhaps attend graduate school at all."

"And while life is more difficult if you do it this way, some people can't or just don't graduate from high school," he added. "All the data tell us that these folks, more than any others, need a pathway to credentials and degrees that will strengthen their ability to get good jobs at good wages. Stackability posits that there are career pathways leading to success that can begin with almost any credential that will help an adult to get a first job that produces an income. That income becomes the funding source for living expenses and, potentially, for additional training and credential attainment – a certificate, a registered apprenticeship, a license, a further degree."



Seth Harris addresses the conference in Chicago.

He then explained that research concludes "not enough workers have access to this key so they can use it to open the right doors.... Rates of upward income mobility in the United States have fallen sharply since the beginning of World War II."

Harris expressed support for registered apprenticeship programs like the one in Piney Point, describing them as "a worthwhile investment for workers" when the training is likely to result in gainful employment.

"Ron Mena made that investment when he entered Piney Point's cadet program, and it paid off," Harris said. "Earning a credential at Piney Point is like putting money in the bank."

He concluded with a series of potential steps to bolster workforce training and employment – one of which is to recognize the value of union representation.

"Unions make a huge difference in education and training," Harris said. "The story I told you about Ron Mena didn't just happen to include a union and its training program. Ron's story happened *because* of the union and its training program. And there are good reasons why the most stable and successful registered apprenticeship programs are the product of labor-management partnerships. Unions raise wages and guarantee benefits. Unions bargain with employers about investments in job training and career ladder development. Unions build job training programs that succeed because, if they don't succeed, their members will elect new leaders."

"If job training is about upward mobility, then it is a core and necessary part of unions' mission. Simply, if we had more unions and union members, we have would have more stories like Ron Mena's."

Aboard USNS Algol



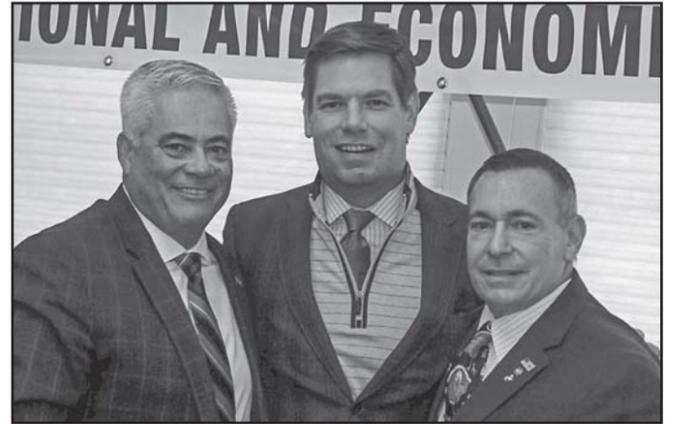
Seafarers from both the *Algol* and the *USNS Capella* are pictured in late October after a union meeting on the West Coast. The vessels are operated by Ocean Duchess Inc.



U.S. Rep. Barbara Lee (D-California) (center) is flanked by SIU VP Nick Marrone (left) and SIU Asst. VP Nick Celona.



U.S. Rep. John Garamendi (D-California) speaks to the attendees.



SIU VP Nick Marrone, U.S. Rep. Eric Swalwell (D-California), SIU Asst. VP Nick Celona

Thanksgiving Tradition Thrives in Oakland

The yearly pre-Thanksgiving gathering at the hiring hall in Oakland, California, lived up to its well-earned reputation as an uplifting event not to be missed.

Guests packed the hall Nov. 26 (two days before the actual holiday) for the twenty-ninth straight year. They were treated to a traditional and generous menu, remarks by members of the United States Congress, and abundant fellowship.

Attendees included Seafarers, pensioners and their families; military personnel from the U.S. Marine Corps and U.S. Coast Guard; representatives of other labor organizations; shipping company executives; personnel

from the local police and fire fighting communities; and others.

“It was an exciting event as always, and around here it’s really known as the beginning of the holiday season,” said SIU Assistant Vice President Nick Celona, who once again worked closely with the committee that organized the gathering.

“The guests seemed very happy and the speakers’ remarks were excellent,” he added.

Celona also noted the outstanding volunteer work of SIU retiree **Louella Sproul**, who played a big role in setting up the hall.

“She’s been part of it from the beginning,” Celona noted.

As usual, while the luncheon’s tone was cheerful and relaxed, remarks from the podium underscored the value of the U.S. Merchant Marine. In particular, speakers stressed the industry’s vital contributions to America’s national, economic and homeland security; its service as the fourth arm of defense; and its respectful partnership with our military.

Editor’s note: The photos on this page were provided by Charles Farrugia.



Members of the 4th Marine Division, 23rd Regiment Color Guard help formally launch the event. Retired Recertified Bosun Roger Reinke (wearing white Lundberg Stetson, partially obscured) displays the U.S. Merchant Marine flag as part of the proceedings.



SIU Asst. VP Nick Celona (left) is pictured with U.S. Coast Guard District 11 personnel Commander RADM Peter Gautier, Lt. Commander Chris Klein, Command Master Chief Shane Hooker and Lt. Sam Ruby.



SIU Asst. VP Nick Celona, Capt. Marie Byrd (commander of Coast Guard Sector San Francisco), SIU VP Nick Marrone



Lt. Col. John Cunningham, SIU Asst. VP Nick Celona and James Bartha, Army Corps of Engineers Regional Contracting Chief, South Pacific Division



SIU Asst. VP Nick Celona, Crowley Maritime President/CEO Tom Crowley Jr., SIU VP Nick Marrone, AMO Representative William Barrere, Crowley Labor Relations Director Lee Eglad



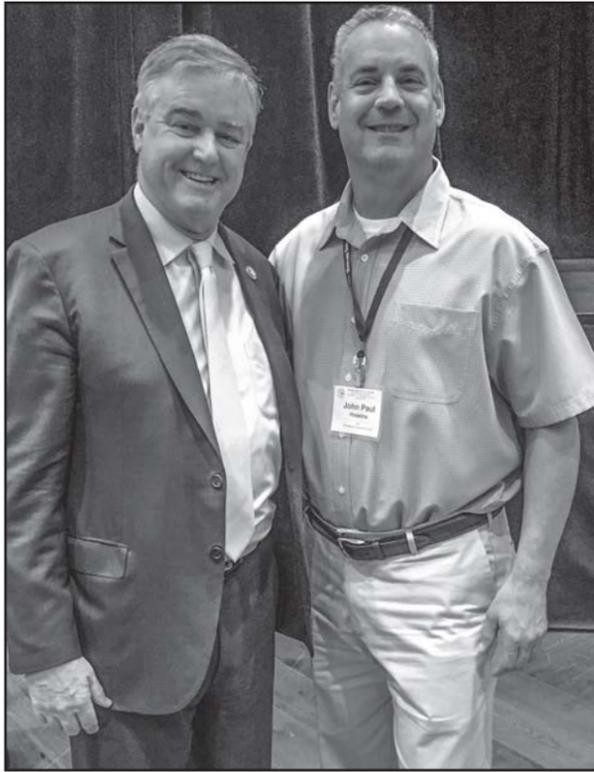
SIU VP Nick Marrone, retired Recertified Steward Louella Sproul



Guests enjoy the festivities at the hall.



The event’s enduring popularity is reflected by another strong turnout.



PROMOTING MARITIME WITH MARYLAND CONGRESSMEN – SIU Baltimore Port Agent John Hoskins (shown in both photos) represented the union at the Maryland State and D.C. AFL-CIO convention, which took place Nov. 18-19 in Hanover, Maryland. He formally addressed the other attendees, updating them about the Jones Act and the Maritime Trades Department, AFL-CIO. He also discussed maritime issues with longtime industry stalwart U.S. Rep. Steny Hoyer (D-Maryland) (right in photo at left) and U.S. Rep. David Trone (D-Maryland) (left in photo at right).

HAPPY BIRTHDAY TO THE CORPS – SIU Asst. VP Nick Celona (left) joins Col. Ross A. Parrish late last year in celebrating the U.S. Marine Corps birthday, in Lake Tahoe, California. Col. Parrish is the commanding officer of the 23rd Marine Regiment, 4th Division.

At Sea and Ashore with the SIU



WELCOME ASHORE IN JERSEY – Longtime Seafarer Joseph Negrón (right) picks up his first pension check at the hall in Jersey City, New Jersey. Port Agent Ray Henderson is at left. Negrón joined the union in 1979.



WELCOME ASHORE IN PHILLY – Recertified Bosun Tim Olvany (left) gets his first pension check at the hiring hall. Port Agent Joe Baseliçe is at right. Olvany started sailing with the SIU in 1981.



WELCOME ASHORE IN MOBILE – Recertified Steward Tyler Laffitte (left) receives his first pension check from Port Agent Jimmy White at the hiring hall. Laffitte graduated from Trainee Class 332 and began sailing with the SIU in 1981.



WELCOME ASHORE IN HOUSTON – AB Winston Restauro (center) recently stopped by the Houston hall with his wife (right) to pick up his first pension check. SIU Asst. VP Mike Russo is at left.



ABOARD LIBERTY ISLAND – SIU Mobile Port Agent Jimmy White (left) is pictured with Seafarers aboard the Great Lakes Dredge & Dock vessel. That's the SIU-crewed *Cape Race* in the background.

At Sea and Ashore with the SIU



SURPRISE GATHERING ABOARD MIDNIGHT SUN – Chief Cook Sal Ahmed reports that a surprise party was conducted for Recertified Steward Lewis Johanson on the TOTE ship, inspired by vessel master Capt. Karl Carr. Johanson chose the *Midnight Sun* for his last voyage, in mid-October. “He is beloved,” noted Ahmed. “We call him Papa Lewis. He’s a wonderful gentleman and a great worker. It was a happy and sad party.” Johanson received a cake and a life ring signed by the whole crew. Pictured from left to right are (above) Ahmed, SA Else David and Johanson, and (below) Ahmed, Johanson, David and Carr.



ABOARD MISSISSIPPI ENTERPRISE – Some of the handiwork from the pumpkin-carving contest aboard the Waterman ship is on display. That’s Chief Cook Rhonda Williams at left and SA Billy Burgos-Burgos at right.



ABOARD CAPE MOHICAN – Pictured after a union meeting aboard the Ocean Duchess ship are (above, from left): Bosun Anthony Pace, Chief Steward Salah Omar, GVA Mohamed Omar, QEE Lakhbir Pooni and GUDE Zaid Said.



ABOARD AMERICAN FREEDOM – Pictured Nov. 19 aboard the Intrepid Personnel and Provisioning vessel in Martinez, California, are (above, from left): AB Harvey Carvajal, Chief Cook Bob Tuilaepa, AB Hussen Mohamed, QMED Pumpman Felix Garcia, Steward/Baker Delbra Singleton-Leslie, AB Ruben Hernandez, ACU Hayel Omer, SIU Oakland Port Agent Nick Marrone II and Recertified Bosun Joshua Mensah.



ABOARD CAPE HUDSON – Chief Steward Joseph Hernandez (left) and SIU Oakland Port Agent Nick Marrone II are pictured on the Matson vessel Oct. 30 in San Francisco.



ABOARD CAPE HENRY – Chief Steward Khaled Taffi (left) greets fellow mariners on the Matson vessel late last year on the West Coast.

USNS Comfort Completes Another Mission

Vessel Returns to Home Port Following Successful Voyage

The SIU-crewed U.S. Navy hospital ship *USNS Comfort* returned home to Naval Station Norfolk, Virginia, on Nov. 15 following the five-month humanitarian mission Enduring Promise in South America, Central America and the Caribbean.

The ship carried nearly 200 medical professionals as well as a crew of 800 (some of whom are CIVMARS from the SIU Government Services Division). The Navy said the *Comfort* provided medical, surgical, dental, and optometry services during its 12 mission stops to Colombia, Costa Rica, Dominican Republic, Ecuador, Grenada, Haiti, Jamaica, Panama, Peru, Saint Lucia, St. Kitts and Nevis, and Trinidad and Tobago.

"We saw more than 70,000 patients in the onshore medical sites. We did over 1,200 surgeries on board the ship," said Capt. Patrick Amersbach, commanding officer for the *USNS Comfort's* Medical Treatment Facility. The mission also included more than 60 subject matter expert exchanges and 40 community relations events.

The mission's final stop in Haiti was a personal request from the country's U.S. ambassador, Michele Sison, according to the head of the U.S. Southern Command, Adm. Craig Faller. The arrival of the *Comfort* came as violent demonstrations and barricades led several hospitals across the country to run out of medical supplies, and some were forced to temporarily close as protest-

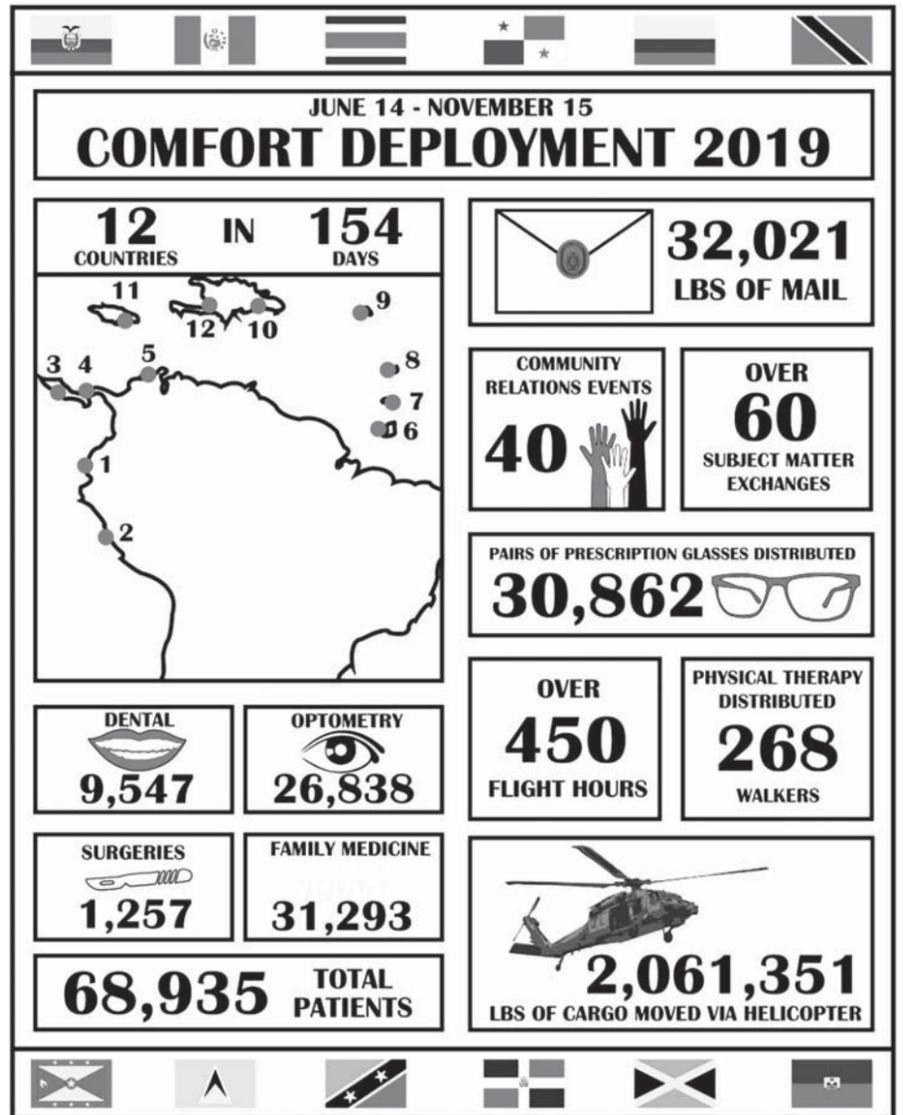
ers demanded the Haitian president's resignation.

"It shows the power of an outstretched hand, the power of what we can do when we work together," Faller said. "Here in Haiti we've had the opportunity to see firsthand the impact that it has made, changing lives forever."

"Haiti is going through a tough time," Sison said aboard the *Comfort* during the mission stop. "If you haven't had the opportunity to get down to the Haitian Coast Guard Base Killick, which is the medical site ... I want to tell you what we all saw down there touches the heart. There were over 1,000 people at the gates yesterday. They told me upwards of 3,000 today at the medical site."

The hospital ship has one of the largest trauma facilities in the United States and is equipped with four X-ray machines, one CAT scan unit, a dental suite, an optometry lens laboratory, physical therapy center, pharmacy, angiography suite and two oxygen-producing plants.

According to the Navy, the *Comfort's* primary mission is to provide an afloat, mobile, acute surgical medical facility to the U.S. military that is flexible, capable, and uniquely adaptable to support expeditionary warfare. The *Comfort's* secondary mission is to provide full hospital services to support U.S. disaster relief and humanitarian operations worldwide.



A graphic created by the U.S. Naval Forces Southern Command and U.S. 4th Fleet details the completed mission.



Spotlight on Mariner Health

Benefits of Good Oral Hygiene Extend to Heart, Other Organs

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

Take care of your teeth and gums in order to help keep your heart and other organs healthy. Research suggests that poor oral hygiene can lead to bacteria in the blood that causes inflammation in the body. This inflammation increases the risk of atrial fibrillation (irregular heartbeats) and can cause heart failure (the heart's inability to pump blood and then relax so that the heart can refill with blood.)

Gum disease (periodontitis) is associated with an increased risk of possibly developing heart disease due to bacteria that travels through the bloodstream. In fact, poor dental health in general increases the risk of a bacterial infection in the bloodstream, which can also affect the heart valves. Oral health can be particularly important if you have an artificial heart valve.

Tooth loss and decay (bacteria) has been studied in individuals with coronary heart disease, pancreatitis, peptic ulcers, and esophageal problems. There is a very strong connection between diabetes and cardiovascular disease, and evidence that people with diabetes benefit from periodontal treatment.

Even though oral health isn't commonly considered a key to heart disease prevention, it is very important to take care of your teeth and gums.

The Centers for Disease Control and Prevention recommends the following:

- Drink fluoridated water and brush with fluoride toothpaste.
- Practice good oral hygiene. Brush teeth thoroughly and floss between the teeth to remove dental plaque.
- Visit your dentist on a regular basis, even if you have no natural teeth or have dentures.
- Do not use any tobacco products. If you smoke, quit.
- Limit alcoholic drinks.
- If you have diabetes, work to maintain control of the disease. This will decrease risk for other complications, including gum disease.
- If your medication causes dry mouth, ask your doctor for a different medication that may not cause this condition. If dry mouth cannot be avoided, drink plenty of water, chew sugarless gum, and avoid tobacco products and alcohol.
- See your doctor or a dentist if you have sudden changes in taste and smell.
- When acting as a caregiver, help older individuals brush and floss their teeth if they are not able to perform these activities independently.

Healthy Recipe

Salmon Vera Cruz
Servings 25

Ingredients and Seasonings

- 5 1/3 cups olives, green cut in half
- 5 1/3 cups Mexican-style stewed tomatoes (1/2 inch cubes about 2-#10 cans)
- 1 3/4 tablespoons lime juice, freshly squeezed
- 1 1/3 cups small capers, drained
- 1/3 cup cilantro, chopped
- 8 pounds salmon filet, fresh cut into 4 oz filets
- 3 tablespoons Mrs Dash seasoning
- 2 tablespoons olive oil
- 3 tablespoons parsley, chopped

Preparation

Combine the ripe olive slices, stewed tomatoes, lime juice, capers and cilantro in a bowl. Mix well. Place the salmon steaks in 2" hotel pans with non-stick spray. Season the salmon with the Mrs Dash seasoning; blend evenly. Top each steak with some of the olive mixture. Bake in preheated 350 degrees F oven for 15 minutes, or until salmon flakes easily with an internal temp of 145 degrees F. Drizzle olive oil over the top of the salmon.



Garnish with fresh chopped parsley.

Nutrition Information

Per Serving (excluding unknown items): 234 calories; 10g fat (38.4% calories from fat); 30g protein; 5g carbohydrate; 2g dietary fiber; 76mg cholesterol; 576mg sodium. Exchanges: 0 grain (starch); 4 lean meat; 1/2 vegetable; 0 fruit; 1 fat; 0 other carbohydrates.

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

Digest of Shipboard Union Meetings

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

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

MAERSK DENVER (Maersk Line, Limited), September 29 – Chairman **Roy Madrio**, Secretary **Marcelo Param**, Educational Director **Anthony Kimbrell**. Chairman reported a safe and smooth voyage. Educational director reminded crew to upgrade at union-affiliated school in Piney Point, Maryland. Members reviewed ship fund. No beefs or disputed OT reported. Crew suggests a second electrician on board as ship sizes have increased and plenty of work available. Members request new refrigerator for the crew mess.

MAERSK KENSINGTON (Maersk Line, Limited), October 13 – Chairman **Hussein Mohamed**, Secretary **Philip Paquette**, Educational Director **Steven Miller**, Engine Delegate **Ryan Brandle**, Steward Delegate **Algie Mayfield Jr.** New vacuum received and Wi-Fi hooked up. All crew are able to use satellite TV. Educational director encouraged members to upgrade at the Paul Hall Center for Maritime Training and Education. Members were reminded to keep documents updated. No beefs or disputed OT reported. Crew requests increase in vacation days. Members thanked steward department for going above and beyond, serving outstanding meals every day. Crew discussed rules for days off and questioned consistency in rules from one ship to another. ABs on gangway would like heaters during cold weather. All members will get satellite TV in rooms soon.

MAERSK KINLOSS (Maersk Line, Limited), October 18 –

Chairman **Hanapiah Ismail**, Secretary **Caezar Mercado**, Educational Director **Tijani Rashid**, Deck Delegate **Mark Carpenter**. Chairman advised members to check and update all documents. Bosun thanked the steward department for good meals each day. He noted presentation of ship safety award. Steward department thanked everyone and reminded them about upcoming Real ID requirement. Educational director reminded crew to check documents and upgrade at the Piney Point school. Crew discussed ship fund. No beefs or disputed OT reported. Members asked for TVs and DVD players in each room. Wi-Fi installed but waiting to be programmed. Members request functional exam requirement be reduced to once per year. Crew requested printer in computer room and a new computer monitor in D-deck. Members would like vacation pay increase. Next port: Newark, New Jersey.

MARJORIE C (PASHA), October 20 – Chairman **Daniel Davenport**, Secretary **Jatniel Aguilera Santiago**, Educational Director **Michael Papaioannou**, Deck Delegate **Bill Cooley**, Engine Delegate **Oscar Cesena**, Steward Delegate **Reno Duque**. Crew received new mattresses for staterooms and new dishwasher. Shipyard period scheduled for mid-March. Chairman to update crew with information as soon as it becomes available. It is undetermined whether full crew will be retained on board during the yard period. New booklets for Pension Plan, Money Purchase Plan, Vacation

Maersk Columbus Helps Save 11

Around press time, the SIU-crewed *Maersk Columbus* played a vital role in a successful search-and-rescue mission off the coast of Spain. SIU members teamed up with mariners from the MEBA and MM&P to assist 11 Algerian individuals (including a child and an infant) who were in a small rubber boat, trying to sail to Spain. Details are available on the SIU website and on our social media pages (and also will be included in the next LOG). Many of the *Maersk Columbus* mariners are pictured in the photo at right. The SIU crew included Recertified Bosun **Ion Irimia**, Daymen **Eduardo Barlas** and **Sacarias Suazo**, ABs **Jerzy Marciniak**, **Marcos Santos Gamboa**, and **Jose Calix**, Electrician **Tousif Ahmed**, QMED **George Santiago**, DEU **Amado Laboriel-Reyes**, Chief Steward **Fernando Lopes**, Chief Cook **Adele Messina**, and SA **Angel Corchado**. The nighttime operation (in challenging weather) resulted in the Algerians safely boarding a Spanish patrol boat.



Plan and Core-Plus/Core Benefit levels have been posted in crew lounge. Upgrading and vacation applications available there as well. Educational director advised crew of LNG endorsement needed in order to sail on new PASHA containerships. Endorsements can be obtained through classes at Piney Point. No beefs or disputed OT reported. Steward delegate thanked GVAs for assistance with waxing passageways/mess decks. Deck and engine department thanked for installing new dishwasher in galley and making improvements to ship's gym. Crew requests the availability of Wi-Fi. Next port: San Diego.

MAERSK SELETAR (Maersk Line, Limited), October 26 – Chairman **Cleofe Bernardez Castro**, Secretary **Bernard Butts**, Engine Delegate **Lawrence Brooks**. Chairman announced payoff scheduled for October 29. He discussed dental benefits for members and their families as well as ship fund balance. Secretary encouraged crew to continue to upgrade at the Paul Hall Center for Maritime Training and Education and be sure that credentials are up to date. No beefs or disputed OT reported. Members were instructed to write down and submit any issues to the bosun. They discussed new weights

for gym. Steward department was thanked for a job well done. Members were urged to read about their benefits. They suggested increase in food budget for security team and also requested that ABs in double rooms be relocated to bigger quarters.

MAERSK CHICAGO (Maersk Line, Limited), October 27 – Chairman reminded members to keep documents current and upgrade at the SIU-affiliated Piney Point school. No beefs or disputed OT reported. Vote of thanks given to steward department for good food.

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

ITF Inspectors Meet In Sri Lanka for Worldwide Inspectors Seminar

More than 110 International Transport Workers' Federation (ITF) inspectors gathered in Colombo, Sri Lanka, in late September for the Worldwide Inspectors Seminar (WWIS). The event, which now will take place every five years, gives the inspectors time to collaborate and network among themselves; and to develop new innovative strategies for achieving the ITF's organizational objectives in the Flag of Convenience Campaign (FOC).

The seminar was opened by President Conrad Oca of the Associated Marine Officers and Seamen's Union of the Philippines (AMOSUP) and first Vice Chair of the Seafarers' Section, who welcomed the inspectors and referred them as "the ITF's Police Force."

According to SIU ITF Coordinator Ricky Esopa, "ITF Inspectors are the ITF representatives working in ports all around the world in support of the FOC Campaign. Their role is to ensure that mariners of all nationalities receive the entitlements afforded to them: under their working agreement, the Collective Bargaining Agreements (CBA) they're employed under, and those protected by international conventions that are signatory under the vessel flag. They pursue fairness and justice for those who are abandoned, mistreated and cheated by bad shipowners.

"The mission the week of the seminar is

to strengthen our goals and commitment in defending seafarers' rights," Esopa added.

Attending the seminar for the first time was SIU ITF Inspector in the Charleston/Savannah Region Corey Connor, who stated, "I found it to be incredibly informative and energizing. Not only as it pertains to our job as inspectors, but also putting the faces to the names of the brothers and sisters I have been working with around the world. I found myself leaving more informed and more empowered in my role to protect the seafarers and their rights."

The seminar, which was divided into four days of intense open plenary and workshop sessions, covered mariner issues in regards to their CBAs, Hours of Work and Rest Violations, Supply Chain Campaigning, Maritime Labor Convention (MLC) and Flag State implementation, Personal Injury cases, related crew member stress issues, and maritime advocacy in cases dealing with sexual assault aboard ships, along with numerous case studies.

Besides ITF officials and inspectors, the seminar attracted representatives from seafarers and dockers unions from Algeria, Great Britain, Morocco, Myanmar, Sri Lanka, Sweden, and Ukraine, along with special guests from Seafarers Rights International, the International Maritime Employers Council (IMEC), VShips group and International Registries.



Attendees tackled a range of issues that are vital to mariners. Several participants are pictured above, but dozens more also attended.

Seafarers Health and Benefit Plan Offers Scholarship Funds

Each year, the Seafarers Health and Benefits Plan (SHBP) makes scholarships available to qualified individuals who are looking to further their education.

The 2020 program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers while five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to obtain a scholarship program booklet. This package contains eligibility information, procedures for applying for the scholarships and an application form. Union members and their dependents now have three avenues through which they may obtain this booklet.

First, as has been the case in the past, prospective applicants may request these booklets via mail by completing and mailing the form provided below. Secondly, they may obtain the booklets by visiting any SIU hall. Finally, applicants may obtain the booklet by visiting www.seafarers.org, going to the ABOUT tab, navigating to the Seafarers Health and Benefits Plan menu (Participant Letters and Notices of Material Modifications section) and selecting Scholarship Application (PDF). Although the booklet is dated 2016, all information is still current for the 2020 SHBP Scholarships. Once the scholarship booklet has been received, applicants should check the eligibility criteria. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2020.

Items that need to be incorporated in the final application package include transcripts



and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible.

Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – should be included as part of the application package. A high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package.

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2020. Doing so will virtually assure that the results reach the evaluation committee in time for review.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

Please send me the 2020 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name

Street Address

City, State, Zip Code.....

Telephone Number ()

This application is for: Self Dependent

Mail this completed form to: Scholarship Program
Seafarers Health and Benefits Plan
5201 Auth Way,
Camp Springs, MD 20746

1/20

Union Member Rights, Officer Responsibilities Under The Labor-Management Reporting and Disclosure Act

The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

Union Member Rights

Bill of Rights - Union members have:

- Equal rights to participate in union activities
- Freedom of speech and assembly
- Voice in setting rates of dues, fees, and assessments
- Protection of the right to sue
- Safeguards against improper discipline

Copies of Collective Bargaining Agreements:

Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

Reports: Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

Officer Elections: Union members have the right to:

- Nominate candidates for office
- Run for office
- Cast a secret ballot
- Protest the conduct of an election

Officer Removal: Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

Trusteeships: Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

Prohibition Against Certain Discipline: A union or any of its officials may not fine, expel, or otherwise discipline a member for exercising any LMRDA right.

Prohibition Against Violence: No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

Union Officer Responsibilities

Financial Safeguards: Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

Bonding: Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

Labor Organization Reports: Union officers must:

- File an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS.
- Retain the records necessary to verify the reports for at least five years.

Officer Reports: Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

Officer Elections: Unions must:

- Conduct elections for officers of national unions or intermediary districts at least every four years by secret ballot.
- Conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year.
- Mail a notice of election to every member at least 15 days prior to the election.
- Comply with a candidate's request to distribute campaign material.

■ Not use union funds or resources to promote any candidate (nor may employer funds or resources be used).

■ Permit candidates to have election observers.

■ Allow candidates to inspect the union's membership list once within 30 days prior to the election.

Restrictions on Holding Office: A person convicted of certain crimes may not serve as a union officer, employee, or other representative of a union for up to 13 years.

Loans: A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

Fines: A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at www.dol.gov

Decade In Review

SIU Builds for Future, Remembers Those Lost

Throughout the past decade, the Seafarers International Union has earned numerous hard-fought victories, as well as worked through some devastating losses – including the deaths of 17 SIU members in a tragic accident at sea.

In some ways, the decade mirrored prior ones. The union celebrated (and facilitated) new tonnage entering the American-flag fleet (see sidebar at bottom of page). The SIU-affiliated school in Piney Point, Maryland, made substantial improvements in its curriculum, training tools and campus itself. Members approved abundant contracts that consistently boosted wages while maintaining industry-leading benefits. New hiring halls opened in Houston; Jersey City, New Jersey; and San Juan, Puerto Rico.

Seafarers upheld the finest traditions of the Brotherhood of the Sea by participat-

ing in numerous humanitarian relief efforts and by executing many rescues. They stood up as part of the nation's fourth arm of defense by supporting our troops around the world. Rank-and-file members also joined with officials and staff for grassroots outreach supporting pro-maritime, pro-worker political candidates (regardless of party) and related legislation.

Overall, under the leadership of SIU President Michael Sacco and the executive board, the union kept its membership numbers steady despite an overall decline of jobs elsewhere in the industry. Additionally, the Seafarers Plans improved various benefits while keeping its individual components fully funded.

The following is a recap of some of the decade's notable stories.

2010

One of the top stories in the nation – not just in the maritime industry – was the *Deepwater Horizon* disaster, which began April 20 with a deadly oil-rig explosion in the Gulf of Mexico. SIU members, including CIVMARS from the union's Government Services Division, assisted in the months-long cleanup, but the tragedy quickly took a bizarre and job-threatening turn when some news outlets and legislators wrongfully stated that a crucial maritime law called the Jones Act somehow was impeding operations.

Following that initial round of erroneous claims and inaccurate reporting, the truth gradually emerged. Statements from industry groups, senators, congressmen and the head of the *Deepwater Horizon* Unified Command, Adm. Thad Allen, exposed the critics' arguments as flawed at best, as did certain news articles. SIU President Michael Sacco was a forceful spokesman for the Jones Act throughout this ordeal. His comments were picked up by news outlets, and those remarks helped set the record straight.

SIU members were among the first to mobilize for Haiti relief operations after that nation was struck by a 7.0-magnitude earthquake on Jan. 12. Within the first few days after the earthquake, several Seafarers-contracted ships were activated for the relief mission, and several others (already in full operating status) were assigned to it. More than a dozen Seafarers-crewed ships would sail in Operation Unified Response.

When those vessels and others were sent to help the earthquake victims, U.S. Secretary of Transportation Ray LaHood stated, "It is another example of why our country's merchant marine is so important. Sending these ships will help those on the front line of this effort save as many lives in Haiti as possible. These ships will add

crucial capabilities by supporting operations to move large volumes of people and cargo."

SIU Secretary-Treasurer David Heindel was elected chair of the Seafarers' Section of the International Transport Workers' Federation, thereby becoming just the second American to hold the prestigious post. (The other was late SIU Executive Vice President John Fay.)

On Capitol Hill, the first annual maritime industry "Sail-In" delivered key messages to members of both houses, on both sides of the aisle, about the need for a strong U.S. Merchant Marine. SIU Executive Vice President Augie Tellez helped lead the SIU's participation.

2011

The union continued its efforts, both in U.S. and international forums, to reduce and ultimately eliminate the scourge of maritime piracy. Political action was a key part of this ongoing struggle, as was the ongoing "Save Our Seafarers" campaign.

Credible studies reinforced the importance of the Jones Act and cargo preference laws, while the second maritime industry "Sail-In" on Capitol Hill successfully delivered the industry's message to new and long-serving legislators alike.

The SIU joined with other unions in blasting the maritime administrator for inexplicably accepting and releasing a report that the unions said undermined the agency's very mission.

And, in a story largely associated with 2010 but which carried into January 2011, the non-partisan National Commission on the BP *Deepwater Horizon* Oil Spill and Offshore Drilling confirmed (yet again) that the Jones Act did not prevent foreign vessels with the cleanup.

2010



2012

Garnering well-deserved attention, the new standard freightship and tanker contracts were ratified around mid-year. Those five-year pacts featured

Continued on next page

SIU Welcomed More than 100 New Ships, Tugs and Ferries

While it's no secret that the U.S. Merchant Marine fleet has ample room for growth, the past decade certainly featured plentiful additions for the SIU. A review of the past 10 years shows that rarely a single month passed without a new-tonnage announcement or an actual delivery. No fewer than 110 additions were made that directly involved SIU crews, whether in the deep sea, Great Lakes or inland fleets or in the SIU Government Services Division. In some cases, the vessels were new builds, while in other instances they were flag-ins. Similarly, some of the additions were outright gains; others were replacement tonnage. But they all added up to ongoing and future employment opportunities for the SIU.

At least 29 SIU-crewed tankers were gained, along with at least 11 roll-on/roll-off vessels (RO/RO), nine articulated tug-barge units (ATB), and eight dry cargo/ammunition ships (abbreviated as T-AKE). The union also provided crews for new passenger ferries, tugboats, heavy-lift vessels, container ships, combination roll-on/roll-off – container ships (ConRos), joint high-speed vessels and more. Some of the new builds are powered by liquified natural gas (LNG), and many others are equipped for easy conversion to such propulsion.

For example, the new SIU-contracted tankers included (but weren't necessarily limited to) the *Evergreen State*, *Empire State*, *Overseas Martinez*, *Overseas Anacortes*, *Overseas Chinook*, *Overseas Tampa*, *American Phoenix*, *Pennsylvania*, *Florida*, *Eagle Ford*, *Ohio*, *Lone Star State*, *Texas*, *Louisiana*, *West Virginia*, *Bay State*, *Independence*, *Constitution*, *Garden State*, *Magnolia State*, *American Endurance*,

SLNC Goodwill, *Palmetto State*, *American Freedom*, *American Pride*, *American Liberty*, *Oregon*, *Washington* and *California*.

The new or newly acquired RO/ROs included the *Endurance*, *Alliance Charleston*, *Alliance Beaumont*, *Liberty Promise*, *Liberty*, *Liberty Passion*, *Liberty Peace*, *ARC Integrity*, *ARC Independence*, *ARC Resolve* and *Patriot*.

SIU CIVMARS welcomed the T-AKE ships *USNS Charles Drew*, *USNS Matthew Perry*, *USNS Washington Chambers*, *USNS Roy Wheat*, *USNS Fred Stockham*, *USNS William McLean*, *USNS Cesar Chavez* and *USNS Medgar Evers*.

Among the new ATBs were the *Achievement/650-8*, *Innovation/650-9*, *Vision/350*, *Freedom/EMI-2400*, *Legacy/750-1*, *Ken Boothe Sr.*, *Legend*, *Liberty/750-3*, and *Vision/650-10*.

Heavy-lift and general cargo ship additions included the *Ocean Crescent*, *BBC Houston*, *Maersk Illinois*, *Maersk Texas*, *Ocean Grand*, *M/V Corsica*, *Ocean Glory*, *MV Carat*, *Ocean Giant*, *BBC Seattle* and *SLNC York*.

The list of new containerships included the *Rio Grande Express*, *Maersk Chicago*, *Isla Bella*, *Perla del Caribe*, *Daniel K. Inouye*, *Kamokuiki*, *Kaimana Hila*, and *MV Capt. David I. Lyon*, while the new ConRos included the *Marjorie C*, *Lurline*, *El Coqui* and *Taino*.

The *USNS Montford Point* and *USNS John Glenn* kicked off a new class of military support ships known as expeditionary transfer docks (they originally were named mobile landing platforms). Though not identical, new ships that are part of that same class include the *USNS Williams* and *USNS Puller* (the latter of

which was eventually commissioned by the Navy).

Other gains included the joint high-speed vessels/expeditionary fast transports *USNS Spearhead*, *USNS Millinocket*, *USNS Trenton*, *USNS Brunswick*, *USNS Burlington*, *USNS Puerto Rico*, *USNS Carson City*, *USNS Yuma*, *USNS Guam* and *USNS Newport*; the tugboats *J.K. McLean*, *Handy-Three*, *Ocean Wave*, *Ocean Wind*, *MV Ahbra Franco*, *MV Robert Franco*, *Chloe K*, *Ocean Sky*, *Ocean Sun*, *Cleveland* and *Michigan*; the NOAA vessel *Ferdinand Hassler*; several passenger ferries; and the unique *USNS Wheeler*, an offshore petroleum distribution system.

SIU President Michael Sacco, in a message to Seafarers, noted, "When we crew up new vessels, it's a credit to every rank-and-file member. Our companies wouldn't build or flag-in new ships and tugs and passenger ferries if they didn't have confidence in you."

Moreover, he has pointed out that without ongoing support for the Jones Act, cargo preference laws and the Maritime Security Program, American-flag ships would quickly all but disappear. That's why the SIU is very politically active.

"I'm grateful that the maritime industry in general and the SIU in particular can count many friends on both sides of the aisle, but between the regular turnover in Congress and the ongoing attacks on our industry, we can never let up when it comes to promoting the U.S. Merchant Marine," Sacco stated. "You all know we work in a heavily regulated industry, and that's precisely why we never stop speaking up for Seafarers and for the laws and programs that keep Old Glory flying on the rivers, coasts and high seas. Grassroots action is a foundation of every new-tonnage story we report."

Decade In Review Union Builds for Future, Remembers Those Lost

2011



annual wage hikes while maintaining medical and pension benefits and securing other gains. Many other SIU contracts were patterned after the standard agreements.

At times, it may have seemed as if SIU-crewed ships were competing to see who could pull off the most rescues. The *Horizon Reliance* and the *Green Cove* each handled two rescues at sea, saving lives along the way. Seafarers aboard the *USS Ponce* and on a NY Waterway ferry also upheld the finest traditions of the Brotherhood of the Sea by performing other rescues.

The SIU, other maritime unions and the Military Sealift Command culminated years of work on revisions to the Civilian Marine Personnel Instruction 610, covering hours of work and premium pay. Union representatives travelled across the globe to help introduce the updated agreement, which is considered a victory for both sides and a credit to maritime labor.

Even as the union continued domestic and international anti-piracy efforts, SIU-crewed ships including the *Ocean Atlas*, *USNS Rappahannock* and *Maersk Texas* successfully turned back attempted pirate attacks.

The International Labor Organization ratified the Maritime Labor Convention, 2006 – a move long-advocated by the SIU.

2013

The SIU fought back against Washington budget cuts that threatened vital maritime programs. Attempts to gut the Maritime Security Program (MSP) and Food for Peace were met with strong opposition. The union once again showed its legislative might.

2012



Seafarers also made many at-sea rescues and acts of bravery in 2013, culminating in several crews receiving recognition from United Seamen's Service (USS) at its annual Admiral of the Ocean Seas event. The crews receiving awards included: the *USNS Bowditch* for rescuing the crew of a grounded ship near The Philippines; the *Maersk Utah* for rescuing 83 stranded Syrian refugees off the Italian coast; the *Ocean Atlas* for fending off a pirate attack in Africa; and the *TS Kennedy*, *TS Empire State* and *SS Wright* for aiding in the recovery of the New York-New Jersey region following Superstorm Sandy.

Despite facing near constant political attacks on key maritime programs, the SIU was able to score some big wins in 2013. Those victories started in earnest on Dec. 20, 2012, when President Barack Obama signed the Coast Guard and Maritime Transportation Act of 2012. That law included several key passages pushed by the SIU, including provisions that increased transparency with Jones Act waivers and made the TWIC process easier for mariners.

The union-affiliated Paul Hall Center for Maritime Training and Education also had a busy 2013. The campus' multi-stage restoration project took a big step forward with the unveiling of the school's waterfront park. The park's scenic lighthouse highlighted a nearby brick walkway that began filling up with engraved bricks donated by Seafarers and loved ones to commemorate those they cared about.

2014

In a year with no shortage of important stories for the SIU, none gained more attention in 2014 than the international mission involving the *Cape Ray*, the Seafarers-crewed ship which helped neutralize and destroy Syrian chemical weapons in the Mediterranean Sea.

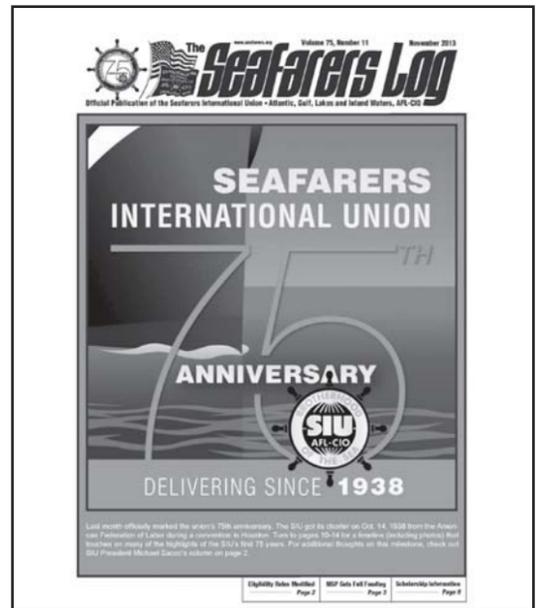
The Keystone-operated *Cape Ray* returned to its home port in Portsmouth, Virginia, Sept. 17 at the conclusion of its successful mission of neutralizing and destroying 600 tons of Syrian chemical weapons. The vessel departed Hampton Roads Jan. 27 after the United Nations approved it as a chemical weapons destruction facility.

As the unprecedented mission wound down, SIU crew members and others involved in the operation were praised by the White House, the Department of Defense, and the Department of Transportation. At a pier-side ceremony in Portsmouth, U.S. Maritime Administrator Chip Jaenichen presented each crew member with the Merchant Marine Medal for Outstanding Achievement and bestowed the Maritime Administration's Professional Ship Award upon Keystone and the *Cape Ray*.

Several SIU-crewed ships performed rescues. Those vessels included the Seafarers-crewed *Liberty Grace*, *USNS Richard E. Byrd*, and *Manukai*. Seafarers once again answered the call to duty as they mobilized for Operation United Assistance, sailing aboard the *Cape Wrath* and *Cape Rise* in the international fight against Ebola.

The union completed an historic move in mid-June, relocating its New York-area operations to a new hall in Jersey City, New Jersey.

2013



2015

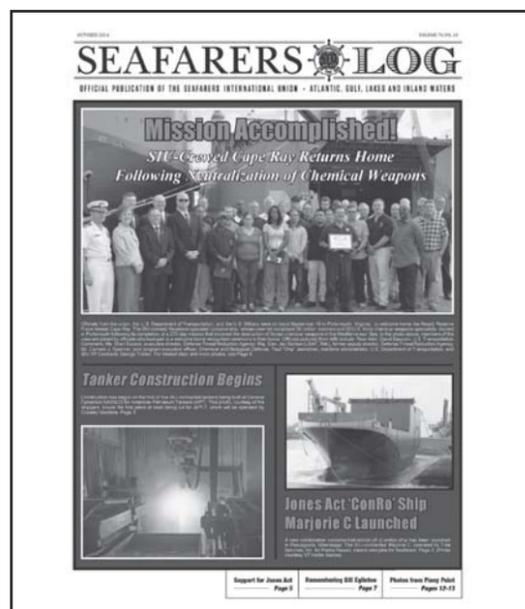
Unfortunately, when reflecting on 2015, the biggest story was obvious but tragic: the sinking of the SIU-crewed *El Faro*, which claimed the lives of all 33 people aboard, including 17 Seafarers. While en route from Jacksonville, Florida, to Puerto Rico, the ship fell victim to Hurricane Joaquin on Oct. 1, sinking in 15,000 feet of water. Along with the 17 SIU members who perished, 11 members of the Seafarers-affiliated American Maritime Officers were on board, as were five Polish nationals.

The SIU members on the *El Faro* were Bosun **Roan Lightfoot**, ABs **Carey Hatch**, **Jackie Jones**, **Jack Jackson**, **Brookie Davis** and **Frank Hamm**, QEE **Sylvester Crawford**, RE1 **Louis Champa**, OMUs **Anthony Thomas**, **German Solar Cortes** and **Joe Hargrove**, GUDEs **Mariette Wright**, **James Porter** and **Roosevelt Clark**, Steward/Baker **Theodore Quammie**, Chief Cook **Lashawn Rivera** and **SA Lonnie Jordan**.

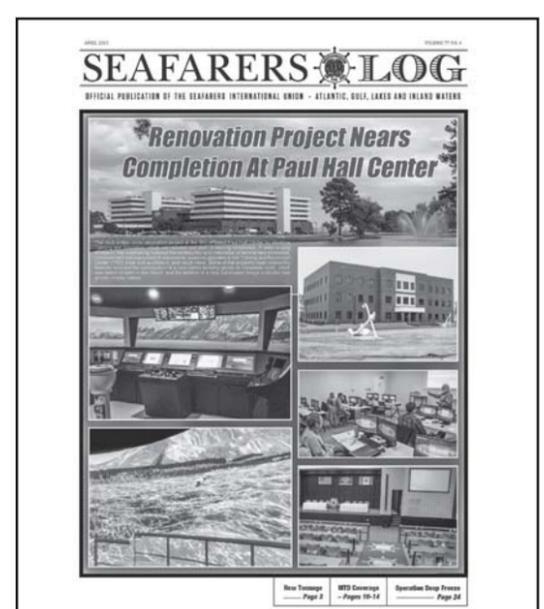
When contact with the ship was lost, the SIU hall in Jacksonville, Florida, quickly became the gathering place for family members and other loved ones, and it also served as a briefing center with representatives from the Coast Guard, National Transportation Safety Board and ship operator TOTE Services. SIU President Michael Sacco and Executive Vice President Augie Tellez spent several days with the families.

Within a week of the sinking, the SIU established a memorial fund to benefit the families of the departed Seafarers. The union also received condolences from around the world, including messages from the White House and Congress, the AFL-CIO and the International

2014

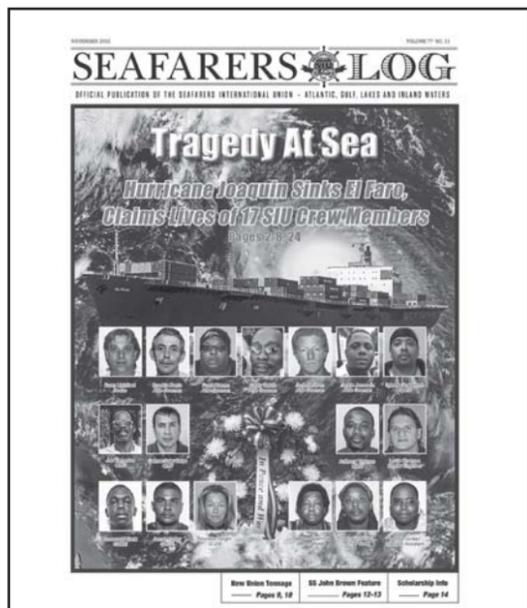


2015



Decade In Review Union Builds for Future, Remembers Those Lost

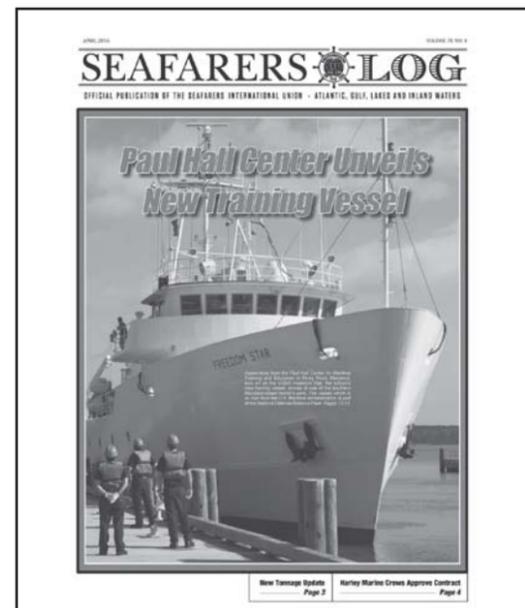
2015



2016



2016



Transport Workers' Federation.

Early in the year, the SIU-affiliated Paul Hall Center for Maritime Training and Education completed a multi-million-dollar upgrade featuring new simulators and modernized classrooms. The project also included major improvements in the training and recreation center hotel and auditorium at the Piney Point, Maryland, campus.

In commemorating some of the milestones, the auditorium was named in memory of the late SIU Executive Vice President John Fay, while a new, multi-purpose building was named in memory of Thomas Crowley Sr., an industry pioneer.

The SIU of Canada scored several major wins for mariner rights and cabotage laws and helped defeat an anti-cabotage political incumbent.

2016

The year 2016 served as a solemn milestone, as the one-year anniversary of the loss of the *El Faro* was memorialized at sea and ashore, including during dedications at the Jacksonville, Florida, hiring hall and at the Paul Hall Center in Piney Point, Maryland.

The National Transportation Safety Board (NTSB) located the *El Faro's* voyage data recorder (VDR) on April 26, after which it was retrieved and analyzed by the NTSB's investigators. Throughout the year, the NTSB conducted hearings in Jacksonville, during which maritime experts were questioned on various factors that could have contributed to the loss of the vessel.

On the anniversary of the sinking, many ceremonies

were held to memorialize the deceased. At the Jacksonville hall, family members, union officials and union brothers and sisters gathered for the dedication of a lighthouse, adorned with 33 stars and shining its light towards the final resting place of the crew near the Bahamas. In Piney Point, members, officials and Paul Hall Center students gathered for a formal remembrance.

SIU members were involved in their fair share of rescues at sea. In May, the *Maersk Kentucky* helped rescue 11 individuals while en route to Singapore, pulling the men from a sinking fishing boat and transporting them safely to Colombo, Sri Lanka. Three months later, the *Ocean Glory* rescued a lone fisherman from his wrecked vessel in the Bali Strait on their way to Banyuwangi, Indonesia. Finally, the *CS Dependable* rescued 14 fishermen off the coast of Mumbai, India, in September, delivering them to the Indian Coast Guard before continuing to their destination.

Some union benefits also saw increases and additions in 2016. For the first time, members were able to choose to direct deposit their vacation checks, a frequent request from Seafarers. Additionally, the dental coverage increased substantially for mariners and their dependents, and a new smoking cessation program was launched to help members kick the habit.

The Paul Hall Center was a busy place in 2016, receiving a visit from then-MSC Commander Rear Adm. T.K. Shannon as well as U.S. Sen. Barbara Mikulski (D-Maryland). The school also hosted several special events, including the Paul Hall Center Advisory Board meeting, the annual Seafarers Waterfront Classic fishing tournament (benefiting the Wounded Warrior Anglers as well as the school) and the triennial SEATU convention.

Additionally, the school saw several major milestones, such as the first class to complete the AB to Mate program, the creation of the Engine Assessment Program, and certainly the most visible addition to the campus: the arrival of the school's new training ship, the *Freedom Star*.

In response to changing STCW requirements, the school also added two new Basic Training courses, designed to help members stay compliant in the most efficient ways.

On December 12, the union dedicated and opened the newly constructed Houston hiring hall, the SIU's first newly constructed hall since 1981. Rank-and-file members, retirees, family members and a veritable Who's Who of Texas politicians packed the hall at 625 North York Street for an uplifting dedication that culminated with Theresa Corgey, wife of SIU Vice President Gulf Coast Dean Corgey, breaking a champagne bottle along the corner of an exterior wall.

2017

Had Mother Nature kept her temper in check, 2017 might be remembered as an especially productive and uplifting year for the SIU. But, she did no such thing. Starting with Hurricane Harvey in late August and continuing through Hurricane Irma and then Hurricane Maria in mid-September, parts of the U.S. and its territories endured a relentless pounding.

Harvey is estimated to have caused nearly \$200 billion in destruction, including in parts of Texas and

Louisiana. It made landfall in the Lone Star State as a Category 4 storm in late August and would strike again two different times within the same week, resulting in 82 deaths.

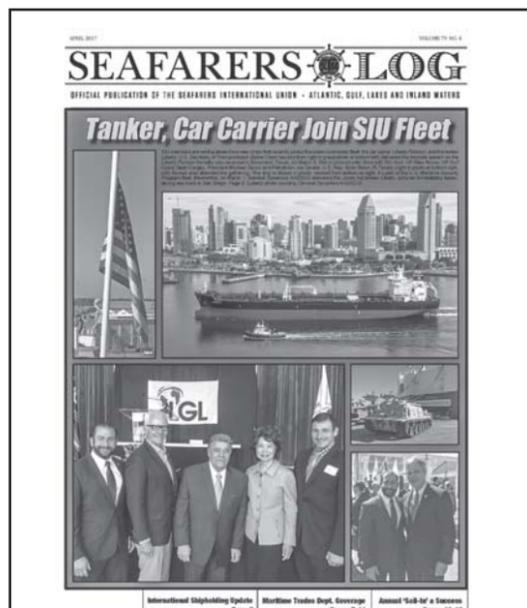
Irma wasn't far behind, hitting Florida on Sept. 10, also as a Category 4 hurricane. It is estimated to have caused almost \$67 billion in damage and more than 100 fatalities (roughly a third of them in the U.S.). Irma was still a Category 5 storm when it hit the U.S. Virgin Islands (USVI) en route to the mainland.

Maria then took center stage, doing more damage in the USVI (home to thousands of members of the SIU-affiliated United Industrial Workers) before striking Puerto Rico Sept. 20 as a Category 5 hurricane. As one reporter put it, "From a meteorological standpoint, Maria was nearly a worst-case scenario for the territory: The center of a huge, nearly Category 5 hurricane made a direct hit on Puerto Rico, lashing the island with wind and rain for longer than 30 hours." There has been inconsistent reporting about the number of Maria-related fatalities, but around 3,000 deaths appear to have been directly related to the storm, according to data released by the island government.

For the SIU, assistance in the wide-ranging recovery took many forms, including starting a disaster aid fund, delivering relief cargoes to Puerto Rico and the USVI, working with the national AFL-CIO and state labor federations to secure monetary and other support, and helping mobilize a Seafarers-crewed Navy hospital ship that

Continued on next page

2017



2018



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was deployed to Puerto Rico. The union also partnered with the American Federation of Teachers, Seafarers-contracted Tote Maritime and several other organizations for Operation Agua, a massive undertaking that delivered portable water purifiers throughout Puerto Rico.

On the political front, maritime labor applauded the respective confirmations of Secretary of Transportation Elaine L. Chao in late January and Rear Adm. Mark Buzby (USN, Ret.) as head of the Maritime Administration in late summer. Both are familiar allies for the U.S. Merchant Marine – Chao through prior work as Secretary of Labor and at the Maritime Administration and Federal Maritime Commission, Buzby as former commanding officer of the U.S. Military Sealift Command (2009-13).

The SIU-affiliated Paul Hall Center for Maritime Training and Education celebrated its 50th year through a special edition of the *Seafarers LOG*, a video, and a luncheon that featured remarks by Secretary Chao, Crowley Maritime President and CEO Tom Crowley Jr., and President Sacco, who worked at the Piney Point, Maryland, facility in its earliest days. The school also received proclamations from U.S. Rep. Steny Hoyer (D-Maryland), whose district includes Piney Point; and from Maryland Governor Larry Hogan.

2018

Economists from Boston-based Reeve & Associates and San Juan-based Estudios Técnicos, Inc. on July 18 released a joint report, “The Impact of the Jones Act on Puerto Rico,” that concluded the Jones Act has no impact on either retail prices or the cost of living in Puerto Rico. In addition, the report found that the state-of-the-art maritime technology, Puerto-Rico focused investments, and dedicated closed-loop service offered by Jones Act carriers provide a significant positive economic impact to the island, at freight rates lower or comparable to similar services to other Caribbean Islands.

These findings factually shot down claims to the contrary from Jones Act opponents, who seemingly blame the time-tested law for every problem under the sun and whose main strategy apparently is to repeat lies loudly and often.

Later in the year, Seafarers’ Rights International (SRI), an independent center for mariner advocacy and research, released its full report – “Cabotage Laws of the World” – on the findings of their global cabotage study. The study, commissioned by the International Transport Workers’ Federation (ITF), provides the first independent analysis of maritime cabotage laws since the early 1990s.

Based on extensive research involving 140 countries, the SRI report revealed that 91 countries representing 80 percent of the world’s coastal United Nations Maritime States have cabotage laws restricting foreign maritime activity in their domestic coastal trades.

The union-affiliated Paul Hall Center and its Seafarers Harry Lundeberg School of Seamanship continued

pressing ahead to set the standard for maritime training. Located in Piney Point, Maryland, the school introduced a new class for storekeepers and launched a totally revamped steward department curriculum – collectively dubbed Culinary 2.0 – that was a hit with the first students.

On Nov. 8, the SIU officially opened the new hiring hall in San Juan, Puerto Rico, with an event that included food, drinks and a live band. The new facility, located at 659 Hillside Street in the Summit Hills neighborhood of San Juan, is immaculate, with all-new furniture in multiple member lounge areas, wheelchair-accessible restrooms, a modern galley and mess area, WiFi access and a second-floor conference room. Most importantly, it’s in a safe and secure neighborhood – a huge improvement from the previous hall.

2019

The crew of the *MV Green Lake*, including SIU members sailing aboard the Central Gulf Lines-operated vessel, sprang into action on New Year’s Eve, using their rescue training to save lives in the Pacific Ocean. The *Green Lake* was the first vessel to respond to a Coast Guard alert from the Panamanian-flagged *Sincerity Ace*, a 2009-built car carrier sailing from Yokohama to Hawaii. The master had reported a serious vessel fire, ongoing firefighting efforts and the intent to abandon ship approximately 1,800 nautical miles northwest of Oahu. The crew and officers of the *Green Lake* spent the next 18 hours battling poor weather conditions as they rescued seven mariners and searched for the missing. In total, the crews of the merchant vessels that responded to the disaster rescued 16 members of the *Sincerity Ace’s* crew.

The crew of the *MV Green Lake* would receive several awards and commendations, including the U.S. Maritime Administration’s Gallant Ship honor and one from the United Seamen’s Service.

The SIU always answers the call, even when that call is a rapid activation of an unprecedented number of ships. TRANSCOM in mid-September launched the largest-ever sealift readiness exercise as part of its “Turbo Activation” series, ordering dozens of ships to sea. The SIU crewed up all 33 vessels, filling every unlicensed job.

In a speech later that month, Maritime Administrator Mark Buzby spoke about the activations, pointing out that the mariners reporting during the massive activation were all “on leave or training just a few hours ago. Now, they have been called, and they have answered. Someone said they’re patriots? You’re damn right they’re patriots. They answered the call and they are there today on those ships, ready to take them to sea.”

The SIU launched a new version of its website, www.seafarers.org, that’s easier to navigate from any device. As part of the project and like the main site itself, the member portal has been redesigned so it’s “fully responsive,” a tech industry term that basically

2019



means a site will look good and offer solid functionality whether the user is on a desktop, mobile device, tablet or laptop.

Alongside the website, the SIU rolled out another new online resource: the *Seafarers LOG* Digital Archives database. The database, seafarerslog.org, hosts every copy of the *Seafarers LOG* from the first issue in 1939 to the present day. Members, researchers, and the general public are free to view nearly 1,500 digitized issues on the browser of their choice, or they may download the PDF files to their electronic devices.

The Paul Hall Center added multiple new courses and facilities, including a state-of-the-art refrigerated container maintenance course and an all-new machine shop. The newly upgraded engineering shop features state-of-the-art trainer systems, real-world equipment and new lab environments that will give students the best opportunity for learning the various aspect of the engine department in a safe, controlled scenario.

The union also answered the call of solidarity throughout the year, supporting our striking union brothers and sisters in the Teachers union, United Auto Workers, Communication Workers Association and grocery store workers. The SIU also provided aid for furloughed government employees through what would become the longest federal government shutdown in U.S. history.



The SIU-affiliated Paul Hall Center for Maritime Training and Education made significant strides during the past 10 years. Highlights for the school included new simulators and classrooms, a revamped waterfront, a new machine shop and more.

School Still Offers Culinary 2.0

The SIU-affiliated Paul Hall Center for Maritime Training and Education continues to offer Culinary 2.0 classes designed to help students boost their skills while complying with a new rule that took effect at the beginning of this 2020. Completing the coursework also is intended to aid individual shipping opportunities.

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

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

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

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

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

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

January & February Membership Meetings

Piney Point.....	Monday: January 6, February 3
Algonac.....	Friday: January 10, February 7
Baltimore.....	Thursday: January 9, February 6
Guam.....	Thursday: January 23, February 20
Honolulu.....	Friday: January 17, February 14
Houston.....	Monday: January 13, February 10
Jacksonville.....	Thursday: January 9, February 6
Joliet.....	Thursday: January 16, February 13
Mobile.....	Wednesday: January 15, February 12
New Orleans.....	Tuesday: January 14, February 11
Jersey City.....	Tuesday: January 7, February 4
Norfolk.....	Thursday: January 9, February 6
Oakland.....	Thursday: January 16, February 13
Philadelphia.....	Wednesday: January 8, February 5
Port Everglades.....	Thursday: January 16, February 13
San Juan.....	Thursday: January 9, February 6
St. Louis.....	Friday: January 17, February 14
Tacoma.....	Friday: January 24, February 21
Wilmington.....	*Tuesday: January 21, February 18

*Wilmington changes due to Martin Luther King Day and Presidents' Day observances

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

Notice

Please be advised that the permissible period of time during which a dues or agency fee check off authorization can be revoked has been changed. The new revocation period which is contained in newly printed authorization forms is as follows: "This assignment and authorization shall be irrevocable for a period of one (1) year from the date hereof, or until the termination date of the current collective bargaining agreement between the Union and the Employer, whichever is the shorter period, and shall be automatically irrevocably renewed for like periods unless, within the thirty (30) day period beginning fifteen (15) days before and ending fifteen (15) days following the end of any renewal period, I submit a written revocation signed by myself and sent by registered mail, return receipt requested, to the Union's Secretary-Treasurer." This is the new policy and procedure as adopted by the union for all individuals who have signed check off authorizations.

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from Nov. 10-Dec. 9. "Registered on the Beach" data is as of Dec. 9.

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	13	4	0	12	4	3	5	26	7	3
Anchorage	2	0	1	1	0	0	0	4	0	3
Baltimore	2	2	2	3	3	1	5	3	2	1
Fort Lauderdale	22	15	3	11	6	4	9	38	20	6
Guam	5	2	1	3	0	0	0	8	2	1
Harvey	15	4	5	8	5	3	6	19	8	3
Honolulu	5	4	0	2	4	0	1	13	9	0
Houston	47	32	5	33	19	5	22	76	45	10
Jacksonville	44	28	2	29	21	1	23	55	39	11
Jersey City	40	15	4	24	10	2	22	62	16	8
Joliet	2	4	0	2	2	0	2	1	3	0
Mobile	5	3	0	5	4	3	6	16	4	1
Norfolk	19	13	5	12	6	5	18	30	30	11
Oakland	10	3	2	7	6	1	6	20	3	5
Philadelphia	3	3	0	3	0	1	0	4	6	0
Piney Point	0	3	0	0	0	0	0	3	6	0
Puerto Rico	7	3	0	7	2	0	6	11	9	2
Tacoma	36	11	6	27	7	4	14	54	16	9
St. Louis	4	1	2	1	0	0	1	6	2	2
Wilmington	37	11	2	23	11	1	11	58	18	5
TOTALS	318	161	40	213	110	34	157	507	245	81
Engine Department										
Algonac	8	1	2	4	3	2	2	6	0	3
Anchorage	0	0	0	0	0	0	0	1	2	0
Baltimore	5	4	0	1	4	0	2	4	2	1
Fort Lauderdale	6	8	0	7	2	1	6	13	11	2
Guam	1	0	0	1	0	1	1	1	0	0
Harvey	3	0	0	1	1	0	0	5	1	0
Honolulu	7	2	1	4	2	2	1	15	5	2
Houston	16	8	2	11	8	1	9	31	12	4
Jacksonville	28	19	1	12	18	1	15	36	30	1
Jersey City	11	13	1	8	9	0	5	18	11	3
Joliet	2	0	0	2	0	0	1	2	1	3
Mobile	4	3	1	1	1	2	0	8	8	1
Norfolk	9	20	8	13	18	2	9	16	24	11
Oakland	6	4	0	3	4	0	0	10	9	3
Philadelphia	2	2	2	0	2	1	2	5	2	0
Piney Point	0	3	0	2	3	0	1	1	2	0
Puerto Rico	6	3	0	3	1	1	2	7	6	0
Tacoma	19	9	2	7	10	1	7	25	9	3
St. Louis	1	3	0	0	1	0	0	2	4	0
Wilmington	6	11	1	8	8	2	12	24	19	1
TOTALS	140	113	21	88	95	17	75	230	158	38
Steward Department										
Algonac	5	3	0	3	1	0	0	9	3	0
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	1	1	0	1	1	0	0	3	0	0
Fort Lauderdale	11	6	0	5	4	1	4	15	7	0
Guam	2	2	0	2	1	0	0	3	1	0
Harvey	4	1	1	4	1	0	0	5	2	2
Honolulu	6	0	2	6	1	1	4	13	1	1
Houston	25	3	2	19	5	2	13	45	11	0
Jacksonville	23	13	1	11	8	3	11	37	17	1
Jersey City	7	3	2	5	2	0	5	19	3	3
Joliet	0	2	0	0	0	1	1	2	2	0
Mobile	3	5	0	0	2	0	1	10	7	0
Norfolk	16	5	2	13	4	1	6	24	16	3
Oakland	17	3	0	16	2	0	10	18	5	3
Philadelphia	4	1	0	3	1	0	3	1	0	1
Piney Point	4	0	1	3	1	0	2	4	1	1
Puerto Rico	2	3	0	1	2	1	2	5	8	0
Tacoma	18	3	2	4	1	0	3	19	3	3
St. Louis	1	0	0	1	0	0	0	2	0	1
Wilmington	16	9	1	15	7	0	10	28	20	1
TOTALS	165	65	14	112	44	10	75	262	109	20
Entry Department										
Algonac	0	8	11	0	3	5	7	0	13	22
Anchorage	0	2	0	0	0	0	0	0	3	0
Baltimore	0	1	1	0	0	0	0	0	1	1
Fort Lauderdale	0	4	5	0	3	2	2	1	7	4
Guam	0	1	1	0	1	0	0	0	0	3
Harvey	0	4	1	0	1	1	0	0	5	5
Honolulu	1	2	0	0	4	0	0	3	8	2
Houston	3	15	9	3	8	5	1	6	20	13
Jacksonville	2	20	13	1	13	3	2	4	53	47
Jersey City	2	10	11	2	7	6	2	3	26	10
Joliet	0	0	1	0	1	1	1	0	2	2
Mobile	1	0	0	1	0	1	0	0	0	1
Norfolk	0	14	21	0	14	11	4	0	29	34
Oakland	1	9	8	1	7	4	2	1	17	12
Philadelphia	1	1	1	0	1	1	0	1	1	0
Piney Point	0	0	7	0	0	5	5	0	0	4
Puerto Rico	0	0	0	1	0	0	0	1	0	0
Tacoma	3	12	6	1	9	8	1	3	27	8
St. Louis	0	0	1	0	1	0	0	0	1	1
Wilmington	3	13	8	5	7	7	2	11	29	23
TOTALS	17	116	105	15	80	60	29	34	242	192
GRAND TOTAL:	640	455	180	428	329	121	336	1,033	754	331

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

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Vice President Lakes and Inland Waters

Dean Corgy, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kate Hunt,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

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

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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

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

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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

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

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was asked of Paul Hall Center apprentices who were in the program's third phase, in Piney Point, Maryland.

Question: What are some of your plans for the new year?



Paul Mena
Apprentice

Catch a ship and continue to phase four. Then, by the end of next year, complete phase five and be a probationary B-book member.



Randy Slue
Apprentice

To succeed and make it through and do whatever I've got to do to take care of my family. I just want to be able to make money and get some sea time.



Trevion Williams
Apprentice

Complete phase three successfully – finish up strong and also start on a fourth-phase ship. I'm also planning to save a lot of money.



Joseph Stiklickas
Apprentice

Finish this program, go out, sail, work my way up to captain and eventually retire on a ferry somewhere in New York.



Joel Williams
Apprentice

Feed my hunger: knowledge, money, and to help out, too – help my family back home in Jacksonville, Florida.



Timothy McDonald
Apprentice

Hopefully be on a ship. By then, I'll finish the program and hopefully I won't be sitting idle. My goal is to sail and finish my fifth phase by 2020 and sail eight to 10 months out of the year.



Calvetta Taylor
Apprentice

Make money, be successful, work hard, gain knowledge. Go SIU!



Pic From The Past



From the December 1972 LOG: "In the Port of Houston, scores of Seafarers and their families turned out for the Thanksgiving Day dinner. In the photo above, Brother H.L. Moore (center) and his family take time out from enjoying a delicious meal to pose for the photographer." The current Houston hall also hosted a Thanksgiving gathering in November 2019, a week before the actual holiday.

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

Welcome Ashore

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



DEEP SEA

VICTOR BEATA

Brother Victor Beata, 64, started sailing with the SIU in 1978, initially shipping aboard the *Delta America*. He sailed in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Beata last shipped on the *Yorktown Express*. He resides in Raleigh, North Carolina.

AMILCAR BERMUDEZ

Brother Amilcar Bermudez, 65, began sailing with the SIU in 1992 when he shipped on the *Independence*. He was a member of the steward department and upgraded at the Paul Hall Center numerous times. Brother Bermudez most recently sailed on the *St. Louis Express* and makes his home in New Orleans.



STANLEY CASTRO

Brother Stanley Castro, 65, joined the SIU in 1992, first sailing aboard the *Independence*. He sailed in the engine department and frequently upgraded at the union-affiliated Piney Point school. Brother Castro's last vessel was the *Gem State*. He lives in Tacoma, Washington.

BYRON COLEMAN

Brother Byron Coleman, 65, signed on with the SIU in 1991 when he shipped on the *USNS Titan*. A deck department member, he upgraded often at the Paul Hall Center. Brother Coleman's final vessel was the *Liberty Wave*. He makes his home in Seattle.

ARTHUR CROSS

Brother Arthur Cross, 68, joined the SIU in 1999, initially sailing aboard the *USNS Bowditch*. He was a deck department member and upgraded his skills on multiple occasions at the Piney Point school. Brother Cross most recently sailed on the *Liberty Pride*. He makes his home in Milton, Florida.

ALEJANDRO FLORES

Brother Alejandro Flores Bernardes, 68, started his career with the SIU in 1995 when he sailed on the *Independence*. He sailed in the steward department and concluded his career on the *Overseas Texas City*. Brother Flores Bernardes resides in Houston.

PATRICK GALLAGHER

Brother Patrick Gallagher, 65, joined the union in 1972, initially sailing on the *Summit*. He shipped in the deck department and upgraded often at the Paul Hall Center. Brother Gallagher

last sailed on the *Kodiak* and makes his home in Elkins, West Virginia.

KENNETH GILSON

Brother Kenneth Gilson, 65, became a member of the SIU in 1978 when he sailed on the *Aleutian Developer*. He primarily sailed in the deck department and upgraded his skills on numerous occasions at the Piney Point school. Brother Gilson's last vessel was the *Liberty Sun*. He settled in Jackson, Mississippi.

CYNTHIA HARRIS

Sister Cynthia Harris, 73, signed on with the union in 2001, sailing first on the *Patriot*. She primarily shipped in the engine department and upgraded often at the Paul Hall Center. Sister Harris last sailed with TOTE Services and resides in Sunrise, Florida.

DAVID HOOD

Brother David Hood, 65, joined the SIU in 1976, initially sailing aboard the *Richard J. Reiss*. A deck department member, he upgraded his skills at the Piney Point school on several occasions. Brother Hood last shipped on the *Sea-Land Express* in 1995. He makes his home in Olalla, Washington.



MICHELE HOPPER

Sister Michele Hopper, 60, began her career with the Seafarers in 1988 when she sailed on the *USNS Persistent*. She was a member of the steward department and upgraded often at the Paul Hall center. Sister Hopper last shipped aboard the *USNS Invincible* and settled in Lewistown, Pennsylvania.



STEVEN KAYSER

Brother Steven Kayser, 65, embarked on his career with the SIU in 1978. He shipped in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Kayser's first vessel was the *Willamette*; his last, the *Bay Ridge*. He resides in Flagstaff, Arizona.



PETER KULYK

Brother Peter Kulyk, 65, signed on with the SIU in 1977, initially sailing aboard the *Richard J. Reiss*. A deck department mem-

ber, he upgraded on multiple occasions at the Paul Hall Center. Brother Kulyk concluded his career on the *Horizon Producer*. He lives in Brooklyn, New York.



MARK LAMAR

Brother Mark Lamar, 67, joined the union in 1975, first sailing on a National Transport vessel. He shipped in the deck department and upgraded on numerous occasions at the Piney Point school. Brother Lamar last sailed on the *El Faro* in 2002. He makes his home in Everett, Pennsylvania.



KENNETH LONG

Brother Kenneth Long, 61, began sailing with the Seafarers in 1982 when he shipped on the *Pacer*. He worked in the steward department and upgraded at the union-affiliated Paul Hall Center on several occasions. Brother Long's final vessel was the *Maersk Sentosa*. He is a resident of Norfolk, Virginia.



ROMEO MANANSALA

Brother Romeo Manansala, 67, became a member of the SIU in 1989. The steward department member's first vessel was the *Independence*. Brother Manansala most recently sailed aboard the *Dependable*. He calls Honolulu home.



DANIEL MARCUS

Brother Daniel Marcus, 65, signed on with the union in 1972 when he shipped aboard the *Merrimac*. He upgraded often at the Piney Point school and worked in the deck department. Brother Marcus most recently sailed on the *Pelican State*. He lives in Towson, Maryland.



DAVID MARTZ

Brother David Martz, 63, began his career with the SIU in 1975, initially sailing on a National Transport vessel. He sailed in the deck department and upgraded at the Paul Hall Center on numer-

ous occasions. Brother Martz last sailed on the *USNS Denebola*. He resides in Laurel, Delaware.

LAWRENCE MCKAY

Brother Lawrence McKay, 68, joined the SIU in 2001, initially sailing on the *USNS Altair*. He was a member of the steward department and last sailed on the *USNS Brittin*. Brother McKay makes his home in Douglasville, Georgia.

VICTOR MONDECI

Brother Victor Mondeci, 78, began sailing with the union in 1969, shipping first aboard the *Reiss Brothers*. He sailed in all three departments and upgraded at the Piney Point school in 2001. Brother Mondeci last shipped on the *Fredericksburg* in 2003. He is a New York resident.



JOSEPH NEGRON

Brother Joseph Negron, 59, signed on with the Seafarers in 1979 when he shipped on an Alton Steamship vessel. He upgraded often at the Paul Hall Center and sailed in both the deck and engine departments. Brother Negron concluded his career on a Watco boat. He lives in Elizabeth, New Jersey.

TIMOTHY OLVANY

Brother Timothy Olvany, 58, embarked on his SIU career in 1981, initially sailing on a Westchester Marine vessel. A deck department member, he upgraded on numerous occasions at the Piney Point school. Brother Olvany's final vessel was the *Alliance St. Louis*. He makes his home in Shamokin, Pennsylvania.

RON "RJ" SAGADRACA

Brother Ron "RJ" Sagadraca, 55, donned the SIU colors in 1989 when he shipped on the *Independence*. He was a member of the deck department and upgraded at the Paul Hall Center on several occasions. Brother Sagadraca's last vessel was the *Cape Isabel*. He settled in Buena Park, California.



JAMES SEARS

Brother James Sears, 65, started sailing with the SIU in 2004, shipping first on the *Cape Rise*. He primarily worked in the steward department and most recently shipped on the *Ascension*. Brother Sears is a resident of Portsmouth, Virginia.

GREAT LAKES

ZAID ALDERWISH

Brother Zaid Alderwish, 65, embarked on his career with the Seafarers in 1990 when he sailed on the *Independence*. He shipped in all three departments and concluded his career on the *American Mariner*. Brother Alderwish lives in Detroit.

INLAND

MARIO BIAGINI

Brother Mario Biagini, 65, signed on with the Seafarers in 1976 when he worked for Mariner Towing. Sailing in the deck department, he upgraded at the Piney Point school within his first year of membership. Brother Biagini remained with the same company for the majority of his career and settled in Clearwater, Florida.

CALVIN GRIFFITH

Brother Calvin Griffith, 66, donned the SIU colors in 1996, initially sailing aboard the *USNS Capella*. He shipped in the deck department and upgraded on several occasions at the Paul Hall Center. Brother Griffith last worked for OSG Ship Management and lives in Atlantic Beach, Florida.

RODNEY NIX

Brother Rodney Nix, 57, joined the union in 1981. A deck department member, he upgraded his skills at the Piney Point school within his first year of membership. Brother Nix worked for G&H Towing for his entire career. He calls Mineola, Texas, home.

ANGELO PARFAIT

Brother Angelo Parfait, 64, started sailing with the SIU in 1993, initially working for G&H Towing. He worked in the deck department and upgraded at the union-affiliated Piney Point school on numerous occasions. Brother Parfait continued to work for the same company for the duration of his career. He calls League City, Texas, home.

MICHAEL SMITH

Brother Michael Smith, 66, began his career with the SIU in 1979 when he worked for Stuart Transportation. A deck department member, he upgraded at the Paul Hall Center on multiple occasions. Brother Smith last worked for Express Marine. He resides in St. Mary's City, Maryland.

Important Notice For All Seafarers

We've improved our text messaging system for shipboard job-related notifications. If you're not signed up and are interested, text WORK to 97779 and follow the prompts.

Final Departures



DEEP SEA

LARRY AMBROUS

Pensioner Larry Ambrous, 71, died November 20. He began his career with the SIU in 1967, initially sailing aboard the *Dela-ware*. He was a deck department member and last shipped on the *USNS Regulus*. Brother Ambrous became a pensioner in 2010 and settled in Virginia Beach, Virginia.



HERMAN GABRIEL

Brother Herman Gabriel, 96, passed away September 28. He became a member of the SIU in 1979 when he shipped aboard the *Santa Mariana*. Brother Gabriel was a member of the steward department and last sailed on the *President McKinley*. He called Mililani, Hawaii, home.

RANDY HAMPTON

Brother Randy Hampton, 59, died October 18. He joined the union in 2017, sailing first on the *Maersk Peary*. Working in the steward department, Brother Hampton concluded his career on the same vessel. He was a resident of Virginia Beach, Virginia.

JOSEPH KALATA

Pensioner Joseph Kalata, 93, passed away November 21. He embarked on his career with the SIU in 1954 when he sailed with CSX Lines. Brother Kalata was a deck department member. He last shipped on the *Carolina* before retiring in 1991. Brother Kalata was a Baltimore resident.

JOHN LITTLE

Pensioner John Little, 87, died September 7. He signed on with the SIU in 1953 when he sailed on Calmar Steamship's *Penmar*. Brother Little sailed in the deck department. His final vessel was the *Overseas Arctic*. He became a pensioner in 1993 and lived in Monticello, Kentucky.



KENNETH MCLEOD

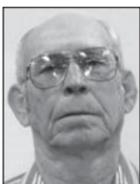
Pensioner Kenneth McLeod, 92, passed away October 3. He began sailing with the union in 1951 and was an engine department member. Brother McLeod concluded his



career on the *Tacoma* and retired in 1987. He made his home in Penticton, British Columbia.

HARVEY MCCLUNG

Pensioner Harvey McClung, 79, died November 27. He joined the Seafarers in 1970 and first sailed aboard the *Steel Executive*. Brother McClung was a deck department member. He last sailed aboard the *Resolve* before becoming a pensioner in 2006. Brother McClung lived in Milton, Washington.



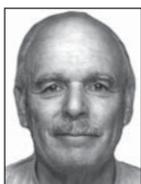
JOSE NAVA

Pensioner Jose Nava, 94, passed away November 26. He started his career with the SIU in 1965, initially sailing on the *Mt. Vernon Victory*. The deck department member's last vessel was the *Falcon Duchess*. He retired in 1991 and resided in Hayward, California.



ANTHONY RIPOLL

Pensioner Anthony Ripoll, 85, died November 1. He donned the SIU colors in 1986 when he shipped aboard the *USNS Pollux*. Brother Ripoll sailed in the engine department. He concluded his career on the *Stonewall Jackson* before going on pension in 1999. Brother Ripoll called Kenner, Louisiana, home.



SERGIO ROJAS

Pensioner Sergio Rojas, 83, passed away October 10. He signed on with the union in 1995, initially sailing on the *Independence*. Brother Rojas was a member of the engine department and most recently shipped on the *Eugene A. Obregon*. He retired in 2004 and lived in Houston.



NELSON SALA

Pensioner Nelson Sala, 85, died November 28. He joined the SIU in 1964 when he sailed on a Moore-McCormack vessel. Brother Sala sailed in the deck department. His



final vessel was the *Discovery*. He became a pensioner in 2003 and lived in Haledon, New Jersey.

ANGELO URTI

Pensioner Angelo Urti, 76, passed away December 1. He began sailing with the Seafarers in 1965 when he shipped on the *York*. The deck department member's last vessel was the *Matej Kocak*. He went on pension in 2009 and made his home in Hammond, Louisiana.



CALVIN WILLIAMS

Brother Calvin Williams, 71, passed away October 5. He joined the Seafarers in 1989, initially sailing on the *Independence*. Brother Williams primarily shipped in the steward department and concluded his career on the *President Truman*. He was a resident of Alameda, California.

GREAT LAKES

LORNE EAGLE

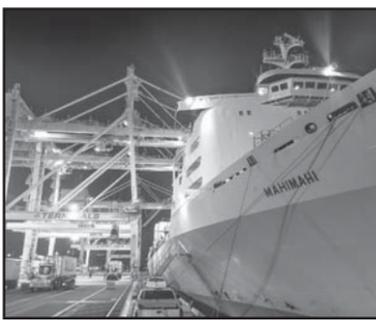
Pensioner Lorne Eagle, 102, died November 24. Signing on with the union in 1961, he first sailed with A.S. Wikstrom. Brother Eagle concluded his career with Peter Kiewit Sons before retiring in 1983. He resided in Sault Ste. Marie, Michigan.

DAVID PLUNKETT

Pensioner David Plunkett, 73, died October 6. He joined the SIU in 1993 and worked with Great Lakes Towing. Brother Plunkett remained with the same company for the majority of his career. He became a pensioner in 2008 and made his home in Milwaukee.

With Seafarers in Oakland

Pictured in late November aboard Matson's *Mahimahi* (from left in photo at right) are Chief Cook John Bennett, ACU John Canson, Recertified Steward Frank Ramones and SIU Oakland Port Agent Nick Marone II.



INLAND

ROBERT GATES

Pensioner Robert Gates, 72, has passed away. He began his career with the Seafarers in 1998, initially working for Riverboat Services. An engine department member, Brother Gates last shipped on the *Savannah*. He retired in 2013 and resided in Chalmette, Louisiana.

CLYDE GRAVES

Pensioner Clyde Graves, 90, passed away October 30. He signed on with the union in 1983 when he worked for Crescent Towing and Salvage. Brother Graves worked in the deck department and remained with the same company for the duration of his career. He went on pension in 1992 and called Mobile, Alabama, home.



THOMAS ROSTAN

Pensioner Thomas Rostan, 73, died November 18. He became a member of the SIU in 1990, initially working for OLS Transport. A member of the deck department, Brother Rostan last worked for Penn Maritime. He retired in 2008 and lived in Largo, Florida.



HOLLIS WILSON

Pensioner Hollis Wilson, 78, passed away October 28. He donned the SIU colors in 1961, initially working for Alcoa Steam-



ship. Brother Wilson shipped in the deck department and last worked for Crowley Towing and Transportation. He became a pensioner in 2000 and resided in Perkinston, Mississippi.

NMU

AUGUSTUS COOPER

Pensioner Augustus Cooper, 78, died November 19. After joining the union during the 2001 SIU/NMU merger, his first SIU vessel was the *Cape Edmont*. Brother Cooper was a member of the engine department and concluded his career aboard the *Cape Douglas*. He made his home in Savannah, Georgia.

CATARINO THOMAS

Pensioner Catarino Thomas, 75, passed away October 13. Born in Honduras, he was an NMU member prior to the 2001 merger with Seafarers International Union. Brother Thomas sailed in the steward department and last sailed on the *Maersk Vermont*. He went on pension in 2009 and settled in Bronx, New York.

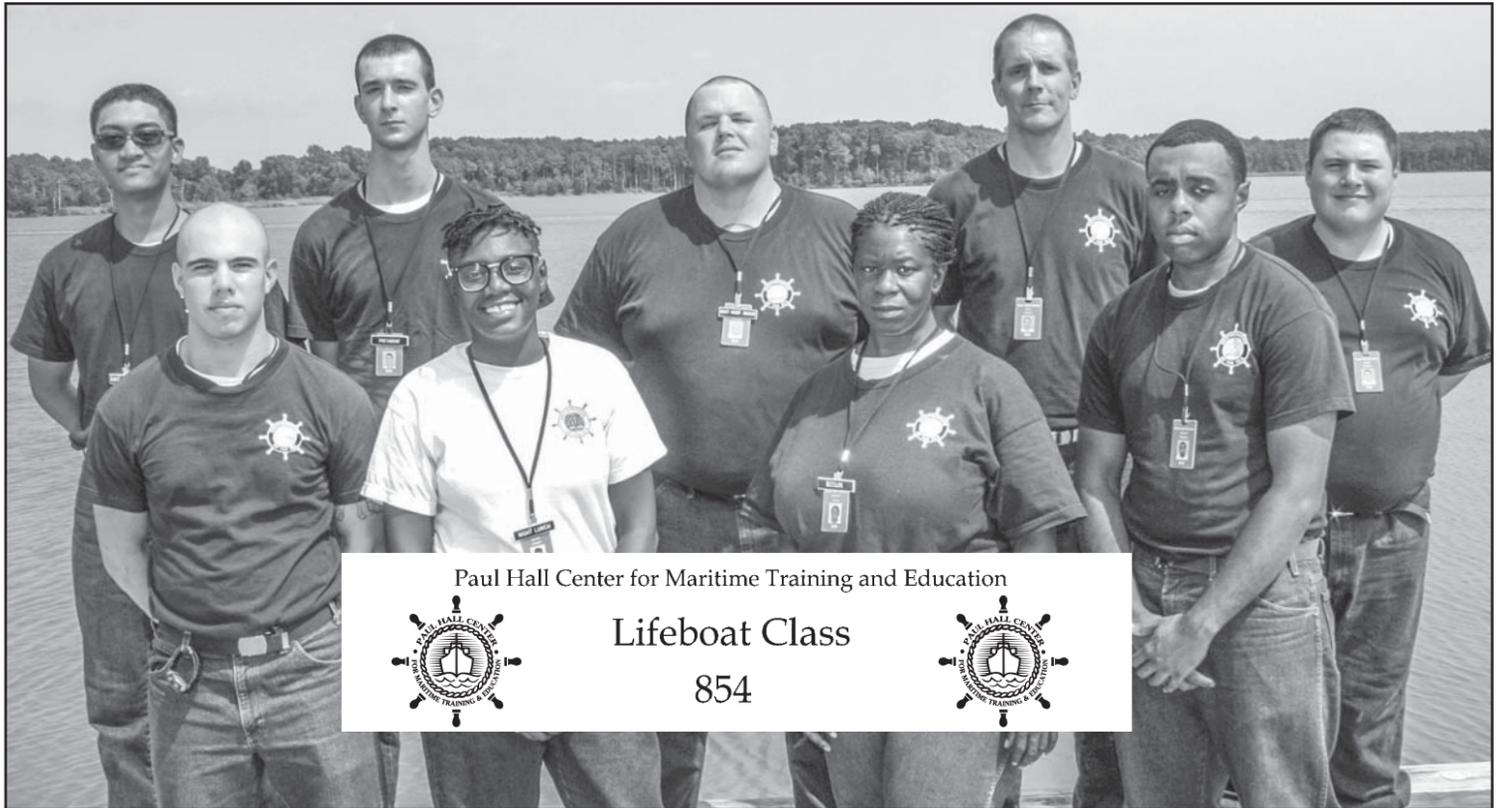
In addition to the foregoing individuals, the following union members have also passed away. Insufficient information was available to develop summaries of their respective careers.

NAME	AGE	DOD
Acosta, Ventura	80	10/04/2019
Cichocki, Edward	80	11/07/2019
Gonzalez, Jose	102	10/25/2019
Hansil, Joseph	88	10/30/2019
Holmes, Warren	92	11/14/2019
Lopes, John	90	10/28/2019
McClelland, Robert	93	11/03/2019
Rogers, George	97	11/06/2019
Sanchez, Carlos	85	09/18/2019
Sanz, Herbert	96	11/09/2019
Scott, William	84	09/28/2019
Suarez, Louis	90	11/04/2019



Paul Hall Center Classes

Apprentice Water Survival Class #854 – Graduated Oct. 6 (photo at right, in alphabetical order): John Alicaway, Charles Fischer Jr., Christopher Henao, Shelonti Jones, Adrian Joseph, Dale Mattingly Jr., Mica Sexton, Quentin Stepney and Jacob Wisner.



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.

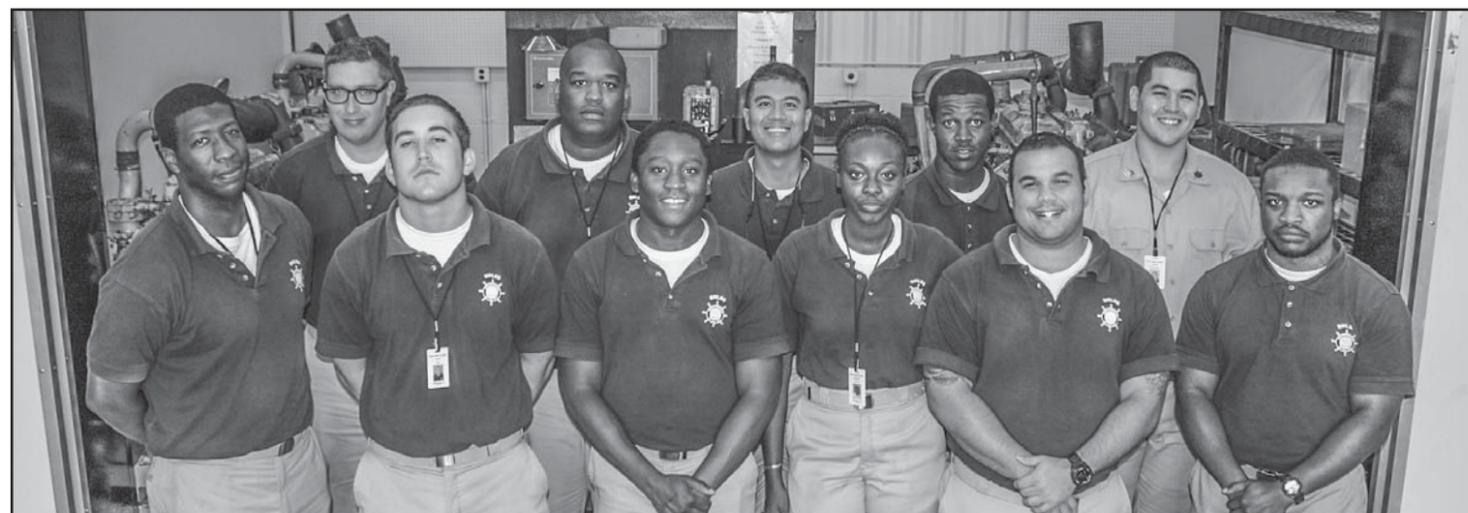


Water Survival (Upgraders) – Graduated August 9 (above, from left): Vernon Roberts and Alan Artman.



Welding – Graduated August 8 (above, in alphabetical order): Jose Luis Borrero Rodriguez, David Cornelius, Pedro Antonio Rivera Hernandez and Tyler Summersill. Chris Raley, their instructor, is at the far right.

RFPNW (Phase III) – Graduated August 16 (photo at right, in alphabetical order): Ayen Negre Cabasag, Joshua Cutchin, Kendall Davis, Christopher Eke, Manuel Gerard Manzur Rosado, Abraham Quiner, Tyler Thompson, Oliver Vickers and Danielle Woodward. Upon the completion of their training, each plans to work in the deck departments of SIU-contracted vessels.



BAPO (Phase III) – Graduated August 16 (photo at left, in alphabetical order): Brianna Ashley, Nicholas Banks, Darnel Bruno, Adam Salim Elmenani, Joshua Glancy, Travon Gordon, Ernest Grant Jr., Taylor Hall, Daryl Thomas Jr., Paul Valiente and Blake Washington. Once they complete their training, each plans to work in the engine departments of union-crewed vessels.



Paul Hall Center Classes



Junior Engineer (Basic Refrigeration & HVAC) – Graduated August 2 (above, in alphabetical order): Shawn Alexander, George Beauflis, Mashanda Carr, Bevan Cottone, Letwan Jackson, Mohamad Mahmoud Kammoun, Mark Loreto Mamangun Lagundi, Starling Priester, Dequan Rivera, James Sanchez, Isaiah Thomas and Stephen Venditti. Class Instructor William Dodd is at the far left. (Note: Not all are pictured.)



Marine Electrician – Graduated July 12 (photo at left, in alphabetical order): Kirk Chambers, Hector Jose Ginel, Andrew Gronotte, Jing Hui Huang, Jon Mahannah, Gary Newbegin Jr., Nicholas Panagakos, Carlos Alberto Parrilla, Rodney Passapera-Barbosa, Philip Sharp, Anael Thomas and Edwin Velez. Instructor Sterling Cox is at the far right.



UA to FOWT – Graduated July 19 (above, in alphabetical order): Frederic Salazar Agsalud, Jose Luis Borrero Rodriguez, Clark Quimada Castrodes, Robert Clark, Royce Cummings, Devon David, Nelito Monteiro, Christopher Redding and Pedro Antonio Rivera Hernandez.



Cargo Handling – Graduated July 26 (above, in alphabetical order): Chantell Dawson, Karleen Grenier, Brian Guiry, Christoher Hickey, Peter Malone, Yuriy Prytchak, Chenequa Moet Rodriguez and Scott Salo. (Note: Not all are pictured.)



Pumpman – Graduated July 26 (above, in alphabetical order): Manolito Gener Garcia, Jeffrey Nicholson, Emanuel Paul, Ronaldo Jose Quinones Perez, Arturo Apig Reyes, David Sanchez-Flores, Mohamed Lamin Sheriff and Derrick Sullivan.



Leadership & Management Skills – Graduated July 5 (above, in alphabetical order): Leo Bonser Jr., Vorden Ferguson, Jason James, Lon Tige Maduro, Jamie Norsworthy and Charles Toliver. Instructor William Dodd is at the far left.



Government Vessels – Graduated August 23 (above, in alphabetical order): Jamar Allen, Alan Artman, Gregory Baker, Robert Dunton, Michael Palle Durago, Emiliano Guevara, Gerald Hyman, Kevin Jenkins, Jonathan Jones, Erwin Moreno, Hussain Ali Nagi Ali, Gladys Perry, John Price, Vernon Roberts, Jose Rodriguez, Adam Hizam Saleh, Younis Hizam Faid Saleh, Ricky Enriquez Sencida, Clifford Simril and Louie Lonzaga Smith. (Note: Not all are pictured.)

Paul Hall Center Classes

Government Vessels

– Graduated August 30 (photo at right, in alphabetical order): Adewale Isaac Adiat, Ahmed Mosad Al-Arashi, Michael Caquias Garcia, Matthew Ditullio, Joel Fahselt, Shayanna Freeman, Harold Harper, Morey Lewis, Eric Lyons, Jon Mahannah, Darryl McCoy, Martin O'Brien, Nicholas Panagakos, Harry Phillip, Larral Player, Jeremy Poertner, Zarya Ward, Paris Shyquana Wilbert and Jonathan Yates. (Note: Not all are pictured.)



Engine Room Resource Management– Graduated June 28 (above, in alphabetical order): Leportre Lavon Jasper, Lon Tige Maduro and Charles Toliver. Instructor Wiliam Dodd is at the far left.



Basic Training (Basic Firefighting) – Graduated August 20 (above, in alphabetical order): Cherif Ben Ali, Lucia Solla Colon, Nicholas Hoffman, Richetta Jackson, Tina Knox, Daniel Miller and Jerry Guadalupe Morlett Jr.



Electronic Navigation – Graduated August 16 (above, in alphabetical order): Chantell Dawson, Karleen Grenier, Brian Guiry, Christopher Hickey, Peter Malone, Yuriy Prytchak, Chenequa Moet Rodriguez, Scott Salo and Dexter Madrona Turija. (Note: Not all are pictured.)



Fast Rescue Boat – Graduated August 23 (above, in alphabetical order): James Bumgarner, Joseph Eaton II, Dylan Flanagan, Gajatri Normatova, Chester Roberson Jr., Andrzej Tlalka and Joseph Park Toth.

Medical Care Provider

– Graduated August 30 (photo at right, in alphabetical order): Tyrone Ellis, Lazaro Salvador Rivera Rodriguez, Chester Roberson Jr., Jorge A. Salas Santos, Andrzej Tlalka and Joseph Park Toth. Instructor John Thomas is at the far right.



Paul Hall Center Classes



Marine Refrigeration Tech – Graduated August 23 (above, in alphabetical order): Alex-Stephen A. Amarra, Kirk Chambers, Hector Jose Ginel, Andrew Gronotte, Jing Hui Huang, Jon Mahannah, Gary Newbegin Jr., Nicholas Panagakos, Carlos Alberto Parrilla, Rodney Passapera-Barbosa, Philip Sharp and Edwin Velez. Class instructor Christopher Morgan is at the far left.

Combined Basic & Advanced Firefighting – Graduated August 23 (above, in alphabetical order): Christopher Baxter, Tyrone Ellis, Joel Fahselt, Andre Graham, Harold Harper, Lazaro Salvador Rivera Rodriguez, Jorge A. Salas Santos and Javonne Simmons. Instructor Michael Roberts is at the far left.



Junior Engineer (Basic Electricity) – Graduated August 8 (above, in alphabetical order): Shawn Alexander, George Beaufiles, Mashanda Carr, Bevan Cottone, Letwan Jackson, Mohamad Mahmoud Kammoun, Mark Loreto Mamangun Lagundi, Starling Priester, Dequan Rivera, James Sanchez, Isaiah Thomas and Stephen Venditti. (Note: Not all are pictured.)

BAPO – Graduated August 16 (above, in alphabetical order): Gregory Kakra Attawora, Sean Carter, Charles Digman, Whitney Fulcher, Eric Jackson, Luisito Silot Pipo and Nicholas Sampson.



Galley Ops (Phase III) – Graduated August 16 (above, from left): J'corei Williams and Keauni Pullett. Upon the completion of their training, each plans to work in the steward departments of SIU-contracted vessels.

Chief Cook 2.0 – Graduated August 23 (above, from left): Jamie Otazu Austria Virginia Paglinawan Panoncillo and Joel Escarda Ababa.

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



Galley Ops – Graduated August 16 (above, in alphabetical order): Glennorris Alston III, Armon Bailey, Celso Escobero, Candie Mauroner, Hussain Ali Nagi Ali, Bernard Martinez Nieves II, Ricky Enriquez Sencida and Johnathan Williams.

Advanced Galley Ops – Graduated July 19 (above, in alphabetical order): Nadine Butler, Vannessa Curd, Dorothea Fabrizius, Joshua Heath, Tyrane Savage and Jayson Velez-Cruz. (Note: Not all are pictured.)

SEAFARERS LOG



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To Sign Up for SIU
Text Alerts**



AB John Telles (center) with Capt. Nick St. Jean and 2nd Mate Roberto Rivera



AB Victor Cortes



Bosun John Diaz

Crew Celebrates First Anniversary on El Coqui Safe Operations Highlight ConRo's Initial Year of Service

One year into service, the SIU-crewed *El Coqui* is going strong.

The Crowley vessel is one of the world's first combination container/roll-on roll-off (ConRo) ships powered by liquefied natural gas (LNG). It joined the union-contracted fleet in 2018 and sails in the Jones Act trade between Puerto Rico and Jacksonville, Florida.

When the *El Coqui's* anniversary arrived last fall, Recertified Steward **Juan Vallejo** and the rest of the steward department marked the occasion with a scrumptious menu featuring lobster tails, Beef Wellington, shrimp cocktail, caviar and a special cake.

"Everything is going well on the ship," Vallejo noted. "It's a brand-new ship, so it's fantastic. We're carrying a lot of cargo – we're full all the way to San Juan. We carry around 500 cars and 900 containers on that run."

Built at VT Halter Marine Inc., the *El Coqui* is the first of two Commitment Class ships constructed for Crowley's shipping and logistics services be-

tween Jacksonville and San Juan. The second ship, the *Taino*, was delivered near the end of 2018.

The new vessels are 720 feet in length, 26,500 deadweight tons (DWT), and can transport up to 2,400 twenty-foot-equivalent container units (TEUs) at a cruising speed of 22 knots.

A Crowley official recently visited the *El Coqui* as part of a new safety initiative and came away impressed. Rod Jones, director of Operations Integrity, said, "Special compliment to the entire deck gang, who took time to visit with us on the bridge and walk me through the rigging and maintenance of the vessel's gangway and pilot Jacobs ladder.... And lastly, big shout out to the steward and cook who provided me the best demonstration of the galley fire extinguishing procedure and equipment I've ever witnessed. Not only did they know the location of all equipment, they were thoroughly knowledgeable in both the operation and the procedure for extinguishing galley and deep-fat-fryer fires! Excellent."



Recertified Bosun Abel Vazquez and Capt. Gregory Rivera



From left: Chief Cook Bryan Alvarez, SA Sonia Pabon, Recertified Steward Juan Vallejo



AB Kemer Rojas



QEE Rodney Passapera



Recertified Steward Juan Vallejo, Chief Cook Fernando Marques

