

# SEAFARERS



# LOG

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

## New Tug Boosts Kirby Fleet



The union helped celebrate the recent christening of Kirby's new tug *Tina Pyne* during a ceremony in New Orleans. The state-of-the-art boat (left) sails for SIU-contracted Penn Maritime, a Kirby subsidiary. Pictured at the christening (photo at far right below, from left) are SIU VP Gulf Coast Dean Corgey and Kirby President and CEO David Grzebinski. Page 3.



## Tanker Constitution Set for Christening



More new SIU jobs are on the way as General Dynamics NASSCO shipyard in San Diego prepares to host the christening of the ECO tanker *Constitution* on Aug. 27. Built for the parent company of SIU-contracted Seabulk Tankers, the vessel is 610 feet long, has a cargo capacity of 330,000 barrels and is LNG-conversion-ready. It is pictured in late May at NASSCO, a union shipyard. (Photo by George Schneider)

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# President's Report

## Make Sure Your Voice is Heard

If you haven't gotten around to registering for the November elections or you're not sure whether or not your registration is current, now is the time to act. A quick way to get started is by going online at <https://www.usa.gov/register-to-vote>

As of this writing, there are 31 states that offer online registration (as does the District of Columbia). Even if your state isn't one of them, you can use the above website to access and print the forms needed to register through traditional mail or in person. And of course you can always contact your local registrar.



Michael Sacco

It's crucial that those of us in maritime labor cast our ballots on Election Day. I don't have to tell you that we work in a very heavily regulated industry – one whose survival depends in part on having support in Congress and from the administration.

On that note, I'll revisit a topic that's been popular in this space in recent months. I'm extremely interested in politics, especially during presidential election years, and I've heard pretty much every argument for and against the two

candidates currently vying for the White House. I know it's often an emotional subject – and I know that's because we all love our country and we want what we think is best for the United States of America. I respect the fact that reasonable people can disagree.

But when it comes to both the U.S. Merchant Marine and the labor movement, the choice this time is very clear to me. Hillary Clinton has spelled out in great detail that she will support the Maritime Security Program, the Jones Act, cargo preference laws and workers' rights. Her track record as a cabinet secretary and a U.S. senator backs up those promises. Similarly, Virginia Senator Tim Kaine is a solid supporter of American-flag shipping, and his voting record on labor issues is nearly perfect.

The other candidates? As they say nowadays, not so much. The GOP platform itself is specifically anti-Jones Act. Donald Trump hasn't said anything about our industry, despite being contacted by maritime labor as well as U.S.-flag businesses looking for feedback. His running mate is viciously anti-workers' rights.

That's just one component of Election Day, of course. We need friends in the House, Senate, state and local governments, too. Keep that in mind if and when your port agent asks you to pitch in with get-out-the-vote efforts between now and November. I know many of our members already have sacrificed their time and joined in our grassroots outreach for various candidates and issues, and I thank each and every one of you. That's the kind of mobilization that keeps our movement strong and gives us all hope for the future.

### Maritime Job Opportunities

If you know anyone who might be interested in joining the U.S. Merchant Marine – or maybe you've left the industry but are considering dusting off your credentials – this is a good time to ship out. We have plenty of jobs in the SIU and openings for the apprentice program at our affiliated school in Piney Point, Maryland.

Both the SIU and the school (the Paul Hall Center for Maritime Training and Education) recruit at job fairs, on the web and in print. But word-of-mouth recruiting by our members and retirees has always been an important way that we bring people into the industry, too. If you know someone who may be a good candidate for the trainee program or who already has the documentation to ship out, send them our way. Put them in touch with the nearest SIU hall or have them call the school and ask for the admissions office.

Our industry faces its share of significant challenges, but I'm proud to report that we have jobs for our members and plenty of opportunities for newcomers.

# Lexington Institute Study Underscores Jones Act's Value to National Defense

The Lexington Institute, a nonpartisan, nonprofit think tank, recently released a study stressing the critical role that the American maritime industry and the Jones Act play in strengthening U.S. border security and helping to prevent international terrorism.

Despite the current discussion of border security generally being limited to America's southern land border, the study offered a reminder of the big picture: "The current debate of enhancing U.S. border security has focused almost exclusively on illegal movement of people and drugs into the southern United States from Mexico," it stated. "Yet, the southern land border is actually the smallest at 1,989 miles. The U.S. border with Canada is almost three times longer at 5,525 miles. But all this country's land borders taken together are dwarfed by the 95,000 miles of national shoreline. This includes the Pacific, Atlantic and Gulf coasts as well as the Great Lakes separating the United States from Canada."

While protecting the coastline is a daunting task, those ports are only part of the picture, as the study explained:

"Moreover, the United States is a nation of rivers as well as the world's preeminent maritime power. For example, a ship entering the homeland through a coastal port such as New Orleans will have access to the deep interior. The inland waterways of the United States encompass over 25,000 miles of navigable waters, including the Intracoastal Waterway, a 3,000-mile highway that traverses the Atlantic and Gulf Coasts. This liquid highway touches most of America's major Eastern and Gulf Coast cities including Washington, D.C., Philadelphia, Baltimore, Chicago, New Orleans and Mobile. Inland and intracoastal waterways directly serve 38 states from the nation's heartland to the Atlantic seaboard, Gulf Coast and Pacific Northwest."

The study highlights the "impossible task" of guarding the U.S. against threats from foreign ships and foreign crews operating in the heartland of the U.S. "The prospect of terrorists

on the inland waterways system is a particularly daunting challenge to homeland security. Via the inland waterways, a terrorist could reach America's heartland and many of its largest and most important urban centers. [These waterways] carry an enormous weight of the nation's internal commerce.... Guarding every potential target along the inland waterways against terrorist attack is an impossible task," the study noted.

Continuing on that point, the reported cited examples of increased security measures that have helped guard America's ports and waterways: "The protection of the nation's maritime transportation system is governed largely by the 2002 Maritime Transportation Security Act (MTSA) and the Security and Accountability for Every (SAFE) Port Act of 2006. The MTSA and SAFE Port acts address not only standards for the physical security of the nation's ports and maritime facilities and the proper documentation of all vessels, cargoes and people arriving at a U.S. port, but also identity security for those who have access to maritime infrastruc-

ture or domestic vessels. SAFE Port instituted the Transportation Worker Identity Credential (TWIC) for the purpose of vetting maritime workers and replacing the hundreds of identity cards then in use with a single, recognizable and tamper-resistant credential."

While there are a multitude of security measures designed to keep foreign-flag ships under close watch, Jones Act vessels are free from the most cumbersome of these regulations (though U.S. ships, crews and shipowners are held to higher standards in other categories, some related to security). According to the report, "While there are federal and state laws and regulations governing the operation of ships involved in cabotage, they are far less demanding than those in place to prevent threats or contraband from entering this country's ports from overseas."

The less-burdensome laws followed by Jones Act vessels and operators save the government – and the taxpayers – from the additional costs of monitoring every vessel navigating America's waterways with the same scrutiny as those coming

from foreign nations.

The report found that, "The requirement to treat vessels conducting cabotage as if they were potential sources of threats to the homeland on the same order as foreign vessels entering U.S. ports would also necessitate much more extensive intelligence and surveillance on their activities. Extending the same data management and tracking requirements for foreign vessels and crews to those operating in U.S. waters would require an enormous investment of both resources and personnel by DHS components. Given the essentially flat budgets under which DHS has operated for the past several years, the necessary expenditures would only come at the expense of the effort to monitor foreign threats seeking to enter the country. It is for this reason that the higher standards with respect to ownership and manning requirements for Jones Act ships are so significant."

That point was echoed later in the report: "Were the Jones Act not in existence, the Department of

Homeland Security would be confronted by the difficult and costly requirement of monitoring, regulating, and overseeing foreign-controlled, foreign-crewed vessels in coastal and internal U.S. waters."

In addition, the study reinforces the importance of skilled American mariners to protect the U.S. marine transportation system, which encompasses 361 ports, over 3,000 facilities and more than 14,000 regulated domestic vessels.

"The requirement that all the officers and fully 75 percent of the crews of vessels engaged in cabotage be U.S. citizens goes a long way to reducing the risk that terrorists could get onboard or execute an attack on a U.S. target," the study said. "It is particularly important that those vessels and crews which routinely travel between U.S. ports and especially the inland waterways through America's heartland pose no threat to the homeland."

The study concluded, "Today, the Jones Act remains critical to the maintenance of a U.S. shipbuilding and repair industry and associated skilled workforce to support the Navy."

## Cabotage Law 'Fundamental' To U.S. Homeland Security

The importance of the Jones Act was further illustrated during a recent hearing on "Maritime Nuclear Smuggling."

Conducted July 7 by U.S. Rep. Duncan Hunter (R-California) and U.S. Rep. Martha McSally (R-Arizona), the joint hearing of the House Transportation Committee's Subcommittee on Coast Guard and Maritime Transportation, along with the Homeland Security Committee's Subcommittee on Border and Maritime Security attracted more than a dozen House members.

One of those asked to present testimony was James Weakley, president of the Lake Carriers' Association (LCA). The LCA is comprised of the 14 American companies who operate 56 Jones Act vessels on the Great Lakes (many of them with SIU crews). In his testimony, he stressed the value of the Jones Act as a defensive measure against foreign would-be attackers.

"The Jones Act is the fundamental law of American maritime industry, and also a fundamental law of American homeland security," Weakley said in his opening statement. "It requires that any cargo moving between our ports be carried on U.S.-built, U.S.-owned, and U.S.-crewed vessels. In other words, American vessels."

He continued, "One of the most important benefits of the Jones Act is homeland security, which includes the prevention of smuggling and much more. Former Senator Slade Gorton wrote helping to plug the porous borders is a benefit of the Jones Act, that is far too often overlooked. The single most important thing you can do to promote maritime homeland security is to support the Jones Act."

"We are proud to be full partners," he concluded. "Threats to homeland security are daunting. Every day we execute security plans, cooperate with law enforcement, implement innovative programs and defend the Jones Act. Our goal as Americans is to transition ... to security resource."

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



The tug's namesake (left in photo above) does the honors at the christening. Mariners including the boat's SIU crew members (photo at immediate right) await the ceremony's start.



## SIU Welcomes New Kirby Tug

The union was out in force for the recent christening of the state-of-the-art tug *Tina Pyne* in New Orleans. Members and officials helped welcome the new tonnage on June 30.

Built by Nichols Brothers of Freeland, Washington, the *Tina Pyne* is part of the SIU-contracted Penn Maritime fleet. Penn is a Kirby subsidiary that normally operates up to 15 tugboats and barges primarily moving asphalt in the Gulf region. The company employs approximately 200 SIU members.

The 136-foot-long boat is coupled with the barge *Kirby 185-02*, which was built in 2015 by Gunderson Marine of Portland, Oregon. The barge is 578 feet long and has a capacity of 185,000 barrels.

The rotating SIU crew of the *Tina Pyne* (many of whom were in attendance at the ceremony) includes Mates **Lindsey Sikora** and **Adam Sparr**, Second Mates **Kim Duplantis Jr.** and **Ed Melvin Jr.**, Third Mates **Tom Fee-**

**ney** and **Chris Morgan**, Engineers **Jim Olsen** and **Erik Haik**, Assistant Engineers **Thomas Walsh**, **Warren Kelly**, **Brad Singletary** and **Jason Goodman**, Lead Tankermen **Mike Lyons** and **Cole Morgan**, and Deckhands **Ryan Taylor**, **William Sullivan**, **Christopher Braswell** and **Mark du Molin**.

SIU officials on hand for the christening included Secretary-Treasurer David Heindel, Vice President Gulf Coast Dean Corgey, Vice President Atlantic Coast Joseph Soresi and Port Agents Chris Westbrook and Mike Russo.

The *Tina Pyne* is named after the wife of Kirby Chairman Joe Pyne. The boat is powered by two, 16-cylinder diesel engines. The twin-screw tug is rated at 10,000 horsepower.

Around this time last year, SIU crews at Penn Maritime overwhelmingly approved a three-year contract that features yearly wage increases while maintaining medical and pension benefits.



The new tug is 136 feet long.



The new tug works in tandem with this barge (photo at left), which has a capacity of 185,000 barrels. SIU officials attending the event (photo above, from left) included VP Gulf Coast Dean Corgey, VP Atlantic Coast Joseph Soresi, Secretary-Treasurer David Heindel, Port Agent Mike Russo and Port Agent Chris Westbrook.

## U.S. Navy Accepts USNS Carson City

New jobs for members of the SIU Government Services Division are on the way, following the U.S. Navy's recent acceptance of the *USNS Carson City* from Austal USA in Mobile, Alabama.

The *Carson City* is the seventh in a 10-ship order of aluminum catamarans formerly identified as joint high-speed vessels (JHSV). The Navy has changed the nomenclature for those ships to expeditionary fast transports, abbreviated as EPF.

Each vessel is around 338 feet long, with a beam of 93.5 feet. The ships can sail at up to 43 knots.

According to the Navy, "EPF ships are versatile, non-combatant vessels designed to operate in shallow-draft ports and waterways, increasing operational flexibility for a wide range of activities including maneuvering and

sustainment, relief operations in small or damaged ports, flexible logistics support, or as the key enabler for rapid transport. They are capable of interfacing with roll-on/roll-off discharge facilities, as well as on/off-loading vehicles such as a fully combat-loaded M1 Abrams tank. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. *Carson City* will have airline-style seating for 312 embarked forces with fixed berthing for 104."

The *Carson City* hosted a brief document-signing ceremony June 24 at the shipyard in Mobile.

"Austal is proud to provide the U.S. Navy's Military Sealift Command fleet with yet another great ship," Austal USA President Craig Perciavalle said. "The EPF vessels in service today have already proven to be a valuable resource

for our nation performing humanitarian missions and other necessary fleet services worldwide, and we're excited to deliver another ship that will add to that global capability."

Three more EPFs are under construction: the *Yuma*, the *City of Bismarck* and the *Burlington*.



The Seafarers-crewed *USNS Carson City* completes acceptance trials. (Photo courtesy Austal USA)

# Port Council Honors Herberger, Garamendi, Doell

“Admiral Al Herberger just might be the best friend our industry has ever known.”

With those words from SIU President Michael Sacco, the Maritime Port Council of Greater New York/New Jersey and Vicinity presented its Lifetime Achievement Award to the man who headed the U.S. Maritime Administration (MARAD) from 1993 to 1997 and ushered in the highly successful Maritime Security Program.

Besides Herberger, the council (part of the Maritime Trades Department, AFL-CIO) honored American Maritime Officers (AMO) President Paul Doell with its Paul Hall Award of Merit and U.S. Rep. John Garamendi (D-California) with its Government Man of the Year Award.

A graduate of the U.S. Merchant Marine Academy, Herberger rose to the rank of vice admiral in the U.S. Navy and served as the first deputy commander of the U.S. Transportation Command (USTRANSCOM) during his 36 years of active duty.

Following his tenure at MARAD, which is part of the U.S. Department of Transportation, he has worked to promote the U.S.-flag maritime industry.

Sacco, who also serves as MTD president, told the more than 300 in attendance at the port council’s 54th dinner-dance on June 25 in Manhattan that Herberger “is the reason we still have a U.S. Merchant Marine.

“He was the original designer and author of the Maritime Security Program. He’s the reason we have a Ready Reserve Force,” Sacco added. “And he didn’t stop there. Admiral Herberger established American-flag shipping policy through work with the White House National Security Council.”

After acknowledging the standing ovation, Herberger thanked “the organization for giving me this honor.”

He noted he had a lot of “friends and partners in this room.” He saluted his late wife Rosemary for all she had to do as a Navy wife while raising their four children. And he remembered the first head of USTRANSCOM, Air Force General Duane Cassidy (who passed away in February),



Pictured from left at the awards dinner are AMO National President Paul Doell, SIU VP Atlantic Coast Joseph Soresi, Vice Admiral Al Herberger, USN (Ret). SIU President Michael Sacco, Port Council Executive Secretary-Treasurer Peter Busacca, SIU Executive VP Augie Tellez and MTD Executive Secretary-Treasurer Daniel Duncan.

for the work they did together.

Reflecting on his days at USTRANSCOM and MARAD, Herberger stated, “I thank you all for the support and partnership for all we were able to do.”

Doell told the gathering he was extremely honored for the council to link “my name to Paul Hall,” the late SIU president. Doell recalled the days when his father – a marine engineer – worked with Hall, Ray McKay and others to lay the foundation for what has become the Seafarers-affiliated AMO.

In noting Hall was the founder of the Maritime Trades Department, Doell added, “The MTD is the one true voice of maritime labor.”

He thanked his family for their support and called the award “the most meaningful recognition” he has received.

SIU Executive Vice President and MTD Executive Board Member Augie Tellez introduced Doell by reflecting on the AMO president’s 44 years of service to the union in many different capacities.

He said Doell has brought “stability to the union and brought ... respect in the Capitol and in boardrooms. He has the union on the right track. It is together and united.”

Garamendi was unable to attend, but in his letter of acceptance he thanked the council for its award. He wrote, “The industry is more innovative than it’s ever

been before, with technological breakthroughs leading to the construction of LNG-powered vessels that are raising the bar worldwide.”

He vowed to introduce legislation in Congress to require “up to 30 percent of exported U.S. crude oil and LNG travel on U.S.-flag vessels,” while expanding the Title XI Shipbuilding Loan Guarantee Program.

“Export of these strategic national energy assets should be used to strengthen our strategic national maritime assets – our mariners, shipyards and the companies and workers that provided value all up and down the supply chain here in America,” Garamendi declared.

## Progress Continues on New Halls

### Facilities Take Shape in Houston, San Juan, Puerto Rico

Before the year is out, Seafarers will be enjoying new union halls in Houston and San Juan, Puerto Rico, barring any significant schedule changes.

The SIU expects to move into a brand new facility in Houston in late October or early November. The union also plans to relocate to an existing building in San Juan around the same time; that facility needs fairly minor work to make it more suitable as a hall.



The new hall in San Juan (above) needs some minor alterations but is expected to be a welcome upgrade over the current facility.



The parking lot, walls and roof had been installed for the new Houston hall when these photos were taken in mid-July.



## 2016 SHBP Scholarship Committee

Members of the Calendar Year 2016 Seafarers Health and Benefits Plan Scholarship Committee met May 8 in New Orleans to select recipients of the 2016 Charlie Logan Scholarships. They selected eight individuals - two active Seafarers and six dependents - to receive scholarships totalling \$132,000 to help offset their higher education expenses while pursuing two- and four-year college degrees (the July edition of the *Seafarers LOG* featured a story on the winners). Comprising the committee (photo at right, from left) were: Dr. Louis Fernandez, provost and vice president academic affairs, California State University; Gayle Olsen, University of New Orleans (retired); Dr. Keith Schlender, associate vice president academic affairs, Lourdes University; Dr. Henry Toutain, dean of students, Kenyon College; Dr. Trevor Carpenter, College of Southern Maryland (retired); and Dr. Michael Glaser, Saint Mary’s College (retired). Also a member of the committee, but not pictured, is Dr. Charles Lyons, American Association of Colleges and Universities (retired).



# United Seamen's Service Unveils AOTOS Honorees

The United Seamen's Service (USS) in late June announced the selections for this year's Admiral of the Ocean Sea Awards (AOTOS), which are slated to be presented Oct. 28 in New York City. The honorees are Arthur E. Imperatore, founder and president of SIU-contracted NY Waterway; Don Marcus, president of the International Organization of Masters, Mates & Pilots (MM&P); and Christopher Wiernicki, chairman and CEO of the American Bureau of Shipping (ABS).

As usual, recognition also will be given to American mariners for specific acts of bravery and heroism while at sea.

Gen. Kenneth Wykle, USA (Ret.), chairman of the USS AOTOS Committee, said, "We are honoring an eclectic group of men who have made different contributions to the maritime industry. Mr. Imperatore's cargo is people operating 48 ferries around New York Harbor; Don Marcus is both an esteemed labor leader and an attorney; and Chris Wiernicki, internationally recognized in the field of naval architecture. Our industry is fortunate to have such a wonderful cross-section of good people deserving of such an honor."

Imperatore developed a safe, reliable, environmentally sound, SIU-crewed commuter ferry system which has transported more than 200 million people since 1986. Seafarers-crewed NY Waterway boats also have served several times as a critical rescue and evacuation system.

In its announcement of this year's honorees, the USS noted, "Imperatore has drawn from his personal, hands-on commitment to excellence and more than 60 years of transportation industry experience to pioneer a ferry/bus system which today is an international model for effective, coordinated mass transportation systems.... His industriousness in harnessing the vast potential of New York's waters has sparked a renewed and intense interest in ferry



Arthur E. Imperatore



Don Marcus



Chris Wiernicki

service and investment. At NY Waterway's Port Imperial terminal in Weehawken, New Jersey, Imperatore is developing a thriving residential and commercial community, which stands out as the crowning jewel of a revitalized northern New Jersey waterfront."

Marcus was elected president of the MM&P, an affiliate of the International Longshoremen's Association (ILA), in January 2013 and was secretary-treasurer of the union from 2010 to 2012. Previously, he served three terms as an MM&P regional vice president.

After graduating from the U.S. Merchant Marine Academy, Kings Point, in 1979, Marcus sailed as a licensed deck officer on American-flag ships in international trade. He's also a graduate of the University of California, Hastings College

of the Law and has been admitted to the California Bar Association.

Wiernicki began his career with the ABS in 1993, working as ABS Americas vice president of engineering. Since then, he has occupied various leadership positions including serving as ABS president and chief operating officer for four years prior to his appointment to chairman in April 2011. Before joining ABS, he was appointed as president and chief executive of Designers and Planners Inc., one of the leading naval architecture firms in the United States.

Wiernicki holds a bachelor of science degree in civil engineering from Vanderbilt, a master of science degree in structural engineering from George Washington University (he was later elected to the George Washington University Engineering Hall

of Fame), and a master of science degree in ocean engineering from Massachusetts Institute of Technology (MIT). He is also a graduate of Harvard Business School's Advanced Management Program.

Wiernicki remains internationally recognized for his contributions to the field of naval architecture.

Proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine, seafarers of all nations, and U.S. government and military personnel overseas.

A nonprofit agency established in 1942, the USS operates centers in six foreign ports in Europe, Asia, and Africa and in the Indian Ocean, and also provides seagoing libraries to American-flag vessels through its affiliate, the American Merchant Marine Library Association.

## Coast Guard Issues New Towing Industry Regulations

The U.S. Coast Guard recently announced long-awaited new regulations establishing requirements for the design, construction, on-board equipment and operation of towing vessels. These regulations, which were developed over many years with input from the agency's Towing Safety Advisory Committee and other representatives from the towing vessel industry, will be incorporated into Title 46 of the Code of Federal Regulations as the new Subchapter M.

The new regulations became effective July 20, but parts of them are being phased in throughout the next six years. Existing vessels aren't mandated to comply with most of Subchapter M's requirements until July 20, 2018.

The industry reaction to the new regulations has been favorable. For instance, Tom Allegretti, president and CEO of the American Waterways Operators, stated, "Today's publication of the Subchapter M rule is a truly momentous and transformative occasion for the tugboat and towboat industry. It represents the culmination of over a decade of work by the Coast Guard in partnership with our industry, and the achievement of a significant milestone in the industry's quarter-century journey of continuous improvement to enhance safety and environmental stewardship."

With certain exceptions, these regulations apply to U.S.-flag towing vessels 26 feet or more in length and those less than 26

feet moving barges carrying oil or hazardous material in bulk. The rule lays out new compliance options as well as new equipment, construction and operational requirements for towing vessels.

To provide flexibility, vessel operators will have the choice of two inspection options: the traditional Coast Guard inspection and the new Towing Safety Management System (TSMS) option. Under the TSMS option, routine audits and surveys of towing vessels will primarily be performed by Coast Guard-approved third-party organizations (TPOs), including certain classification societies, and this rule creates framework for oversight and audits of such TPOs by the Coast Guard.

### Direct Deposit Option For Vacation Checks Added to Member Portal

As reported in prior editions of the *Seafarers LOG* and at monthly membership meetings, the trustees of the Seafarers Vacation Plan – responding to requests from rank-and-file members – approved the implementation of a direct deposit option for vacation checks.

That option went "live" on July 25; Seafarers can take advantage of it through the member portal on the SIU website, [www.seafarers.org](http://www.seafarers.org). Via the portal, members may securely enter their respective banking information.

## Senators Attend MTD Event

The Hawaii Ports Maritime Council (part of the Maritime Trades Department, AFL-CIO) recently welcomed U.S. Sens. Mazie Hirono (D-Hawaii) and Brian Schatz (D-Hawaii) to the organization's family dinner, hosted at Pier 11 in Honolulu. Hirono is at left in photo below, with SIU Port Agent Hazel Galbiso. Pictured from left in the group photo at right are SIU VP West Coast Nick Marrone, Galbiso, Schatz, Luke Kaili of MEBA, and Randy Swindell of MM&P.



# UIW National Director Spadaro Dies at 78

## Iconic Official Served Union with Unsurpassed Dedication

John Spadaro's work ethic was legendary. The Philadelphia native, who spent 56 years with the SIU-affiliated United Industrial Workers (UIW), normally was the first one to arrive on the job and the last to leave – always maintaining a positive attitude throughout. He had a staggering knowledge of UIW contracts as well as the individual circumstances of members in his shops.

But even that unusually strong level of commitment paled to the man's decency, said many of those who knew him. Fellow union officials and members recently remembered him as someone whose integrity was beyond reproach and whose kindness was constantly evident.

Spadaro, 78, passed away July 11 at his home in Sewell, New Jersey, following a battle with cancer. He served as UIW national director since 2001; his association with the union also included 24 years as a rank-and-file member.

"John was one of the most dedicated union officials I ever worked with," said SIU President Michael Sacco, who also is president of the UIW. "He served the members' needs with 100 percent of his time and efforts and yet he was a good family man, too. He was really a loyal soldier and a good union man."

Like Sacco, SIU/UIW Secretary-Treasurer David Heindel worked with Spadaro for decades (36 years in Heindel's case).

"John was a special guy," Heindel recalled. "He was dedicated and loyal and always had the members' interests at heart. He'd arrive at work at 6 a.m. every day and he was the last one out at the end of the day. There's never going to be another guy like John."

Tiffany Blake is a UIW member who has served as chief shop steward at SIU/UIW headquarters in Camp Springs, Maryland, for the last 12 years.

"I will always have the highest level of respect for John," she said. "John was a man of integrity and strong work ethic, and he had a heart of gold. He always went above and beyond for the benefit of our membership. John was always encouraging and willing to teach many valuable lessons; he was my mentor, and will be deeply missed by all he came in contact with."



After receiving an honorable discharge from the U.S. Marine Corps, Spadaro found work at UIW-contracted Hussman Refrigeration (later renamed Victory Refrigeration) in 1960. The suburban Philadelphia shop, which manufactured industrial-grade products, proved to be a good fit right from the start, and Spadaro quickly got involved in the union.

He became shop steward in the early 1960s and then was elected chief shop steward in 1968. A decade later, John Fay – then a regional official, later the union's secretary-treasurer before he passed away in 2005 – asked Spadaro to coordinate the shop's medical claims with the UIW's Philadelphia hall. Eventually, it would prove to be a springboard to Spadaro's service as an official, which began as a business agent in late 1984.

In 1987, Spadaro was appointed assistant vice president of the union's Atlantic region. He was elected to that same slot two years later, and then was elected as the area vice president in 1993. Following his reelection in 1997, Spadaro in 2001 was elected national director. He was re-elected to that post three times, most recently at the UIW convention in 2013.

Colleagues took his passing quite hard, but many still managed smiles when recalling Spadaro's fondness for family and outside interests, especially sports, old movies and music. He enjoyed talking about his appearance as part of the dancing crowd on American Bandstand, a popular television music show that ran from the 1950s to the late 1980s.

Spadaro is survived by his wife of 54 years, Carmella; their two children; three grandkids; and four brothers. A memorial service took place July 15 in Mantua, New Jersey, followed by interment in St. Joseph's Cemetery in Chews Landing, New Jersey.



Spadaro, the UIW national director, addresses delegates and guests at the union's convention in Piney Point, Maryland, in 2013.



The photo of Spadaro at left was taken in 1960, when he was employed at Hussman Refrigeration (later named Victory) in Cherry Hill, New Jersey. Spadaro (far right in the photo directly above) serviced UIW shops with zeal and unfailing attention to detail. His commitment to the job was evident during this 1994 visit to the Philadelphia College of Pharmacy & Science, where he's pictured with (from left) UIW members Joe Jenkins, Patricia Hand and Henry Williams.

## Wise Words of Experience

Six years ago, the UIW newsletter published a feature on John Spadaro commemorating his 50 years of dedicated service to the union. This excerpt is offered as a sample of his insight for all union members; the points are arguably even more valid today than they were in 2010.

Reflecting on his union experiences, Spadaro offered a frank assessment both of how the movement has improved since he first came aboard and where he believes it still must become stronger.

One of the most significant upgrades since the early 1960s is labor's political involvement, he said.

"I see the activity today and it's definitely greater," he said. "Grassroots political action is the

lifblood of our movement, and there is widespread recognition of that fact."

Another key development has been the AFL-CIO's Union Plus program – founded in the 1980s – which offers discounted goods and services to union members and their families. "There are many different Union Plus programs and they are all designed to save union members money," he said. "This has become one of our organizing tools and it is becoming even more important now. It's also a great benefit to current members."

As for the areas that are lacking, Spadaro remembered an era when attendance at regular UIW meetings across the country was standing-room-only. Today's attendance, often comparably sparse, con-

cerns him.

Spadaro believes that as society has seen an increase in single-parent households and two-income families, it has become harder for individuals to find time to be active in their unions.

"That's understandable," he said, "and yet we can't move forward as a movement without the numbers, without participation. I would compare it to a teacher working in an empty classroom. We have to get the students or members involved."

Offered the chance to deliver a single message to today's UIW members, Spadaro responded, "We no longer have the luxury of taking anything for granted. We should appreciate what we have, and work to keep it. These are trying times, and on any given day, those things that we may have taken for granted could be lost. But I have utmost confidence in the membership and in the labor movement as a whole, and I believe we will succeed."



AB Lindsey Austin

## Boost to Dental Benefits Gives AB Reason to Smile

A recent change to the Seafarers Health and Benefits Plan has increased the dental coverage for all members, and AB Lindsey Austin was quick to take full advantage of the new, higher dental allowance.

"The dental plan changed in May, and also started covering orthodontistry. I'm super excited to take advantage of the new yearly limits," Lindsey said in a recent interview.

A native of Honolulu, she began sailing with the SIU in 2013, after a previous non-union sailing career. After learning about the SIU from Honolulu Port Agent Hazel Galbiso, Lindsey joined the apprentice program at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

"The whole reason I joined the union was to use the school, and I use the [heck] out of it!" Lindsey explained.

As soon as the newly implemented changes took effect, she went straight to her orthodontist. She said, "I got my first appointment in May, and started an Invisalign program." (Invisalign is a brand of clear, nearly-invisible braces.)

She continued, "It's an eight-month [treatment], and the benefits program provides a huge discount."

In a letter to plan participants, Seafarers Plans Administrator Maggie Bowen said the following about the improved coverage: "Previously, the maximum dental benefit for employees and their dependents at the Core-Plus benefit level was \$750 per calendar year, and the Plan had a schedule which specified the amount it would pay for each service. In addition, there was a \$1,000 lifetime maximum for orthodontia. Beginning on May 1, the Core-Plus dental benefit is being increased to \$2,000 per calendar year for each eligible person."

Additionally, there is no longer a dental schedule, which means participants can use this benefit for any necessary procedures and they will be reimbursed. The lifetime maximum for orthodontia has been increased to \$4,000 per person (orthodontic services count toward the annual \$2,000 maximum).

As with all health benefits, participants will save money by using in-network providers. To locate an in-network provider, visit [www.cignadentalsa.com](http://www.cignadentalsa.com).

Participants should send all dental claims to the Plan directly at the following address: Seafarers Health and Benefits Plan, P.O. Box 380, Piney Point, MD 20674.

# ITF Commends SIU of Canada

## Union Exposes Threats to Nation's Cabotage Laws

The International Transport Workers' Federation (ITF) recently commended the Seafarers International Union of Canada for its work in revealing abuses of a permit licensing system that risked undermining the nation's cabotage laws and shipping capability.

ITF Seafarers' Section Chair David Heindel stated, "The investigative work of the union has forced an admission from the Canadian government that at least 11 work permits have been illegally issued – and this may be just the tip of the iceberg. What the SIU of Canada has uncovered looks very much like the illegal and systematic granting of permits to the crews of hundreds of foreign-flag ships working Canadian waters, despite the availability of Canadian seafarers to serve on them."

Heindel is also the secretary-treasurer of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters. The SIU is an ITF affiliate and also is

affiliated with the SIU of Canada through the Seafarers International Union of North America (SIUNA).

ITF President Paddy Crumlin added, "The Federal Court of Canada has caught the government out either actively undermining or colluding in the undermining of Canadian national law. That law is designed to ensure that the country retains and treasures its naval capability and the employment of citizens and the support of their communities."

He continued, "We believe that the people of Canada understand the need for maritime cabotage and all that it brings to their country. They will be shocked to see it being abused in this way. The ITF and all our unions applaud the work done by the SIU of Canada to defend it and expose this wrongdoing."

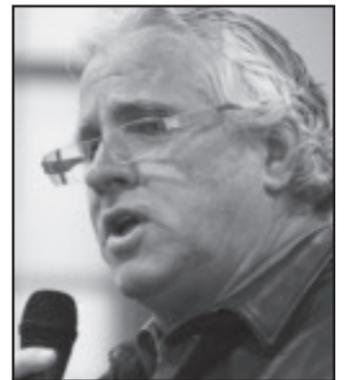
In a prepared statement about the Federal Court victory, SIU of Canada President James Given said, "It is outrageous that temporary foreign work-



Jim Given  
SIU of Canada President



David Heindel  
SIU Secretary-Treasurer



Paddy Crumlin  
ITF President

ers are being granted work permits to crew these oil tankers, while qualified Canadian seafarers are unemployed. This is a big win for our members, who are trained and available to crew these oil tankers. The SIU of Canada will keep fighting until these flag-of-convenience vessels shipping in Canadian waters are crewed by Canadian seafarers."

## With Seafarers Aboard Perla Del Caribe

Port Agent Amancio Crespo submitted these photos of Seafarers aboard the *Perla Del Caribe* in Puerto Rico. The vessel is operated by Tote Services, Inc.



Almost ready to serve breakfast (above, from left) are SA Yoaquin Gonzalez DeJesus, Steward/Baker Jose Nunez and Chief Cook Ingrid Ortiz-Rosario.



Bosun Adrian Surillo Diaz and Juan Negrón Miro are pictured during docking in San Juan.



Prepping for gangway watch are AB Juan Negrón Miro and GUDE Jorge Corrales Barrantes.

# ITF to Trade Panel: Cabotage Laws Work, Should Remain in Place

An official from the International Transport Workers' Federation (ITF) has gone on record voicing his objection to the inclusion of cabotage laws in the U.S.-European Union (E.U.) Transatlantic Trade and Investment Partnership (TTIP) which currently is being crafted.

ITF Seafarers Section Secretary Jon Whitlow, speaking July 13 in Brussels before negotiators formulating the measures said, "There is no reason for either side in TTIP to seek access to the other's domestic cabotage regimes or to restrict measures by either party to grow their national first registers and national seafaring jobs.

"And therefore, since access to the international maritime trades on both sides of the Atlantic is already open, there is

no reason for the European Commission to continue to call for a maritime services chapter in TTIP," Whitlow added.

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

The ITF represents more than 700 transportation-related unions from about 150 nations. The SIU works closely with the ITF on campaigns around the world aimed at protecting mariners' rights, safety and job security.

The SIU continues to be very involved in the never-ending fights to preserve the Jones Act, the freight cabotage law for the United States. Earlier this year, the union worked with other maritime labor organi-

zations and U.S.-flag ship operators to beat back the latest attack when some members of Congress tried to exclude Puerto Rico from Jones Act coverage.

Last year, the SIU stood with its counterpart north of the border, the SIU of Canada, to call attention to the Canadian-E.U. Comprehensive Economic and Trade Agreement (CETA), in which Canadian cabotage was attacked. Currently that trade pact is on hold, but the SIU, ITF, Maritime Trades Department, SIU of Canada and other allies continue to monitor any efforts to resurrect the measure.

In his remarks, Whitlow noted the attempt to go after Canadian maritime jobs through CETA. He called on the negotiators to "include a strong, legally binding labor chapter, with recognition of [International Labor Organization] global labor standards as minimum standards and E.U. and U.S. standards on social and labor rights and ... exclude transport from the scope of negotiations."

He called out European negotiators for their attempts to circumvent cabotage laws

"despite the clear success and valid economic and security reasons for national domestic maritime policies – including cabotage." He pointed out many European nations have second registries – which allows mariners from non-traditional maritime countries to crew such vessels, thus circumventing the labor and safety laws of national registry. Also, he said eliminating cabotage laws and including maritime in international pacts could allow for more flag-of-convenience (or runaway-flag) shipping.

Following Whitlow's remarks, ITF President Paddy Crumlin stated, "The ITF and its unions are committed to defending cabotage, which is in operation in 47 nations. We are on record as pointing out that failing to protect cabotage undermines sovereignty and has national security implications. It also has serious economic implications for maritime regions and communities."

Crumlin also serves as the head of the Maritime Union of Australia, which has been fighting its government's attempts to destroy Australia's cabotage laws.

## Longtime Member Zepeda Retires



Recertified Bosun Roberto Zepeda (center) recently called it quits following an SIU career that began 40 years ago, in 1976. He's pictured at the Houston hall with SIU VP Gulf Coast Dean Corgey (left) and Bosun John Cain, both of whom described Zepeda as a dedicated, reliable and productive Seafarer. Zepeda sailed in the inland and deep sea divisions before working on the shore gang the past 17 years.

## AB Picks Up A-Book



AB Wayne Bell (center) recently got his A-book at the SIU hall in Jacksonville, Florida. He's pictured with Port Agent Archie Ware (right) and Patrolman Joseph Koncul.



## Spotlight On Mariner Health

### Presenting the 'Real Lowdown' On Blood Pressure, Hypertension

Blood pressure is the force of the blood pushing against the walls of the arteries as the heart pumps the blood throughout the body. High blood pressure happens when the force is too high in the arteries of the blood vessel.

The doctor looks at the systolic blood pressure – the pressure of the blood against the artery wall when the heart beats while pumping blood. He or she also is concerned with the diastolic pressure – the pressure of the blood against the wall of the artery when the heart is at rest between beats.

Normal blood pressure for adults is when the systolic is 120 mmHg or below, and the diastolic is 80 mmHg or below. It is normal for blood pressure to change as you go through your daily activities. It may be low in the morning due to sleeping all night and go up as the stresses of the day accumulate.

A person with high blood pressure is considered to be hypertensive when his or her pressure is above 140/90 on a continual basis.

There are different types of hypertension: primary and secondary. Primary is when high blood pressure develops over years as you age. It is the most common type of hypertension. Secondary is when

the blood pressure is caused by another medical issue, such as taking certain medications, and other disease processes.

Your blood pressure should be checked regularly and more frequently if it is not controlled.

#### Who is at Risk for Hypertension?

- Individuals with close blood relatives who have hypertension
- Overweight or obese people
- People that use too much sodium (salt)
- Pregnant women
- People who drink too much alcohol
- African Americans
- Women on birth control pills who are overweight and had hypertension during pregnancy
- People that have gout or kidney problems

In general, the older you get, the greater your chance of developing hypertension. However, there are many ways and medications to help with the treatment of hypertension. Some of them will be covered in an upcoming issue of the *LOG*.

In the meantime, readers are encouraged to get their blood pressure checked. If it's high, see a doctor.

### Healthful Recipe

Provided by Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship

#### Bbq Chili Glazed Salmon

Servings: 25

- 8 pounds salmon fillet, trimmed – fresh
- 1 tablespoon olive oil
- 1 1/2 tablespoons Mrs dash
- 2 tablespoons siracha sauce
- 2 cups barbecue sauce
- 3 tablespoons honey
- 1 teaspoon granulated garlic
- 1/4 cup apple juice

Cut the salmon into 4oz fillets, season with the Mrs. Dash evenly on both sides.

Grill the seasoned salmon 2 min. on each side; just to brown them. Place in

well-oiled 2" pans.

Mix together the bbq sauce, honey, apple juice, striatcha, and granulated garlic in a container big enough to hold it.

Glaze the salmon with the sauce evenly. Bake in a 325-degree f oven for 10-15 min. until the inside is just slightly pink. Garnish with lemon and chopped green onion or parsley.

#### Nutrition Facts

Per Serving (excluding unknown items): 198 calories; 6g fat (27 9% calories from fat), 29g protein; 5g carbohydrate; trace dietary fiber; 76mg cholesterol; 261mg sodium. Exchanges: 0 grain (starch); 4 lean meat; 0 fruit; 0 fat; 1/2 other carbohydrates.

# National Maritime Center Releases Notices for Mariners

*Editor's note: The United States Coast Guard's National Maritime Center (NMC) recently posted the following notices.*

## Qualified Assessor Requirements

The 2010 amendments to the STCW Convention will come into force on January 1, 2017. These amendments were incorporated into regulation as part of the final rule titled "Implementation of the Amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, and Changes to National Endorsements" (78 FR 77796). The rule included provisions that will have an impact on seafarers serving on vessels subject to the STCW Convention (vessels operating beyond the boundary line). This notice specifies the requirements for Qualified Assessor (QA).

Assessments of competence for STCW endorsements must be signed by a Coast Guard-approved QA in accordance with 46 CFR 11.301(a)(1)(i) and 12.601(b)(1)(i). QAs must be approved by the Coast Guard either indi-

vidually or as part of a Coast Guard-approved or accepted course or training program, as described in Navigation and Vessel Inspection Circular (NVIC) 19-14 (Policy on Qualified Assessors).

NVIC 02-14, (Grandfathering and Transitional Provisions for Merchant Mariner Credentials), Enclosure (2), allows for the acceptance of STCW assessments, performed for and signed by an assessor not approved by the Coast Guard, until December 31, 2016. Such an assessor must meet the professional requirements in 46 CFR 10.405(a)(3) to determine competence for the specific endorsement.

The Coast Guard is aware that as a result of the limited number of approved QAs, there may be a hardship on mariners trying to complete STCW assessments after December 31, 2106. In consideration of this, the Coast Guard will continue to allow STCW assessments to be signed by an assessor who meets the requirements specified in NVIC 02-14 until December 31, 2017. These assessments must be

submitted to the Coast Guard as part of a complete application no later than June 30, 2018.

Mariners are encouraged to obtain approval as a QA in accordance with 46 CFR 10.405(a). Additional information on obtaining approval can be found in NVIC 19-14 Enclosure (1).

NVIC 02-14 and NVIC 19-14 may be viewed at [www.uscg.mil/nmc](http://www.uscg.mil/nmc). Mariners and other interested parties should contact the Customer Service Center at [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil) or 1-888-IASKNMC (427-5662) with any questions or feedback.

## Merchant Mariner Credentialing Program Re-alignment

The U.S. Coast Guard has recently implemented a change to its organizational structure, under the Assistant Commandant for Prevention Policy, related to our Mariner Credentialing Program (MCP). By taking this action, the Coast Guard will improve mission execution and gain organizational efficiency by ensuring all aspects of our credentialing program report to a single directorate. This creates one central-

ized office at Headquarters responsible for all technical aspects, including statutory, regulatory, and policy development related to the Coast Guard MCP.

The Director of Standards will now have responsibility for all aspects of the credentialing program, including oversight of National Maritime Center (NMC) operations, as well as the newly created Office of Merchant Mariner Credentialing (CG-MMC).

- Some of the benefits include:
- Improved Customer Support
  - Consistency
  - Gained Efficiency.

The new office has been stood up and the necessary changes to Title 46 of the Code of Federal Regulations have been made to transfer the various regulatory authorities to this office. Those changes can be found in the July 6, 2016, Federal Register.

For questions on the new office, please e-mail [MerchantMarinerCredentialing@uscg.mil](mailto:MerchantMarinerCredentialing@uscg.mil), or call (202) 372-1492.

## SIU CIVMARS Deliver Goods

The USNS Matthew Perry (top) sends stores to the U.S. Navy guided-missile destroyer USS Curtis Wilbur in the South China Sea on July 6. The Perry is crewed by members of the SIU Government Services Division. The Wilbur, according to the Navy, "is on patrol with Carrier Strike Group 5 in the U.S. 7th Fleet area of responsibility supporting security and stability in the Indo-Asia-Pacific." (U.S. Navy photo by Mass Communication Specialist 3rd Class Ellen Hilkowski)



## Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

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



**FULL BOOKS IN JACKSONVILLE** – SIU VP Gulf Coast Dean Corgey (center) is pictured with Seafarers Brian Jackson (left) and Quentin Hood shortly after the members picked up their full books at the union hall.



**WELCOME ASHORE IN OAKLAND** – Longtime engine department member John Coleman (right) receives his first pension check from SIU Asst. VP Nick Celona at the union hall in Oakland, California.



**A-BOOK IN SAN JUAN** – QMED Jose Alcaide (right) receives his A-seniority book from Port Agent Amancio Crespo.

## At Sea and Ashore with the SIU



**ABOARD MV FISHER** – Members gather aboard the Sealift, Inc.-operated *MV MAJ. Bernard Fisher* in Concord, California, following a union meeting in early June. Pictured from left are STOS Fausto Aranda, Chief Steward Kenneth Smith, SA Monserrate Blas, QE4 Jesus Martinez, GUDE Dahiya Mahmoud, AB Adolfo Figueroa, Patrolman Nick Marrone II, AB Matthew Friend, AB Roland Johnson, QE4 Jarvis Atkins and GUDE Tyler Perry.



**A-BOOKS IN JERSEY** – Two members recently received their A-books at the union hall in Jersey City, New Jersey. Pictured at left in photo directly above is QMED Steven Tatum McField, with Safety Director Osvaldo Ramos. Standing left to right in the photo at right above are Patrolman Ray Henderson and AB Randolph Jemmott.



**CONGRATS ON ADDITION TO FAMILY**– Chief Cook Bryan Alvarez (right) celebrates a baby shower with his family. From the left are his wife, Rubi, and their children Ian and Rubi.



**A-SENIORITY IN PUERTO RICO** – QMED Michael Cruz (right) receives his A-seniority book from Port Agent Amancio Crespo at the union hall in San Juan, Puerto Rico. "I'm grateful to the union for the last 10 years," Cruz said. "It's been great for me and my family."



**ABOARD THE PERLA DEL CARIBE** – Pictured from left aboard the new Tote Services vessel *Perla Del Caribe* are QMED Christian Rosado, AB Kemer Rojas, Chief Cook Jose Nunez, Electrician Clive Steward, Recertified Bosun Rafael Franco and Steward/Baker Antonio Mendez Cruz.



**CHIEF ENGINEER LICENSE** – Seafarer Armando Garayua (right) recently earned his chief engineer license. A 1999 graduate of the trainee program in Piney Point, Maryland, Garayua said regularly upgrading at the Paul Hall Center has been crucial to his success. He's pictured with Port Agent Amancio Crespo.

# At Sea and Ashore with the SIU



**FULL BOOK IN PINEY** – Second Mate Jason Keffer (right) picks up his full book from Port Agent Pat Vandegriff in Piney Point, Maryland.



**MARINER VISITS UNION HALL** – Deckhand Walenda Reynolds (left), Port Agent Amancio Crespo



**SAFETY ALWAYS FIRST** – Bosun Abel Vazquez Torres demonstrates his skills aboard the Crowley-operated *National Glory*.



**FULL BOOK IN FLORIDA** – Chief Cook Prasert Mastrototaro (left) gets her full union book from Port Agent Kris Hopkins at the hall in Fort Lauderdale, Florida.



**ABOARD TYCO DECISIVE** – Bosun Victor Nunez (left) and SIU New Jersey Safety Director Osvaldo Ramos pause for a photo during a vessel servicing in Portsmouth, New Hampshire.



**ON THE JOB IN JERSEY** – Jose Torres and James Lada Jr. are part of the SIU workforce at New York New Jersey Rail. The company transports freight by rail barge across New York Harbor.



**FULL BOOK IN PUERTO RICO** – Chief Cook Fernando Marquez (right) proudly displays his full membership book at the SIU hall in San Juan. Marquez said he looks forward to voting in the union election this year and added, "Becoming an SIU mariner has bettered my life and provided a secure future for my family." Port Agent Amancio Crespo is at left.



**ABOARD HORIZON ENTERPRISE** – Pictured from left to right are Patrolman Nick Marrone II, Apprentice Antonio Holmes, AB Ruben Datu, (front) AB Fadhl Said, Bosun Artis Williams, Apprentice Alexander Ayers, Chief Cook Mercurion Abuan, GUDE Rodolfo Caldo, OMU Cresente Gumanas and OMU Gustavo Osorio. The photo was taken in late May on the West Coast; the vessel is operated by Sunrise Operations, LLC.



**GETTING READY IN PHILLY** – Personnel from the SIU-affiliated Paul Hall Center helped set up for the Democratic National Convention in Philadelphia. Pictured in the photo at left are apprentices Abdulsalam Issa, Jason Upshaw, Derek Willis, John Price, Victor Rios-Rodriguez, Christian Pagan-Villanueva, Nestor Costas-Lugo, Arsenio Jenkins, Arlen Verimo Jr., VanNessa Curd, Patrolman J.B. Niday and Trainee Commandant Craig Guy.



Seafarers-crewed large medium-speed roll-on/roll-off ships *USNS Brittin* (above) and *USNS Bob Hope* (immediate right) recently played central roles in Joint Logistics Over the Shore 2016 (JLOTS). JLOTS is an annual military exercise that this year was conducted in Washington State's Puget Sound region in conjunction with multi-agency disaster response and recovery exercises Cascadia Rising 2016 and Ardent Sentry 2016.

## SIU-Crewed Ships Bob Hope, Brittin Participate in Navy Exercise JLOTS

A pair of SIU-crewed Military Sealift Command (MSC) large, medium-speed, roll-on/roll-off vessels (LMSRs) — the *USNS Bob Hope* and the *USNS Brittin* — recently played central roles in Joint Logistics Over the Shore 2016 (JLOTS).

JLOTS is a collaborative military exercise in which rolling stock and containers of military cargo are moved from ship to shore when port facilities either are nonexistent, damaged or too outdated for ships to off-load their cargo at a pier. An annual event, this year's iteration of the drill took place May 9-17 in Washington State's Puget Sound region. According to MSC, it was conducted in conjunction with multi-agency disaster response and recovery exercises Cascadia Rising 2016 and Ardent Century 2016, both of which focused on simulated emergency field response operations following a major earthquake and tsunami that impacted the Puget Sound region.

In such a large-scale natural disaster scenario, roads and airports could be heavily damaged, making it difficult to deliver food, personnel and recovery supplies to the affected areas. In locales on the coastlines, one of the best ways to deliver aid could be by water. For this reason, the JLOTS technology, which normally is used as a wartime delivery system, can be utilized to deliver cargo to a beach where fixed port facilities are unavailable.

Enter the SIU-crewed *Bob Hope* and *Brittin*. Working with the Navy's Beach Group ONE and reservists from Expeditionary Port Unit 116, the LMSRs delivered 185 pieces of cargo that included 150 containers, 13 sections of Navy lighterage, utility boats and vehicles for operations in the affected areas. Cargoes also included food and water, medical supplies, lighting and generators, bedding and shelter sufficient to erect a 1,000-person tent city. The cargo was transferred to lighterage using both ships' deck cranes and transported ashore.

All indications are that the exercise was a complete success, thanks in



Ensign Jason Ihrig (left) with AMO members 3rd Asst. Engineer Mark Merenda and 2nd Asst. Engineer John Melcher in the engine room of the *USNS Brittin*



Bosun Greyson Brantley (left) and Storekeeper Joseph Durst aboard the *USNS Brittin*



The SIU crew aboard the *USNS Brittin* during JLOTS 2016 (above, in no particular order) consisted of Bosun Greyson Brantley, ABs Ben Purganan, Francis Miller, Corey Shanley and Mark Potterville; Ordinary Seamen Andrew Blacker and George Galanis; Electrician Derek Ivory; QMEDs Getolio Medallo, Juan Rochez and Randall Craig; Wipers Peter Gonda and Jason Stutes; Chief Steward JonDa Tanner; Chief Cook Paul Diesner; SAs Kevin Collins, Rachel Janssen and Hezam Al Shabaei; and ACU Lisa Favreaux



Containers are staged on the cargo decks of the *USNS Bob Hope* (photo above) in preparation for their eventual relocation to the vessel's main deck (photo below) where they will be loaded aboard an improved Navy lighterage for transport to designated locations on shore.



Sections of Navy lighterage are off-loaded (photo directly above) from the *USNS Bob Hope* using its deck cranes. Containerized cargo is later loaded aboard the improved lighterage system (photo at right above) prior to being moved to shore aboard a floating causeway (photo at right above). After arriving at its shoreside destination (photo below), military personnel remove the cargo from the floating causeway in preparation for transport to its final destination.



The photo above shows Seafarers who comprised the crew of the *USNS Bob Hope* during JLOTS 2016. Among those pictured (in no particular order) are: Bosun William Henderson, ABs William Britton, Jovencio Cabab, Harlan Hulst, Cristopher Jensen, William Matthews and Antonie Kelly; Ordinary Seamen Michael Moody and James Washington; QMEDs James Bates, Daniel Avery, Lawrence Todd, and Benny Orozco; Wipers Tenereo Cacpal and Joseph Ritchey; Chief Steward Leslie Davis, Chief Cook Ahmed Qorais, Asstistant Cook Darryl Jackson, Steward Assistants Barry Lewis, Jolanta Jankowski and Reginald Jackson and Storekeeper Nina Lipschultz.



Chief Steward Leslie Davis aboard the *USNS Bob Hope*

# NTSB Delays Mission to Recover El Faro VDR

Due to an issue involving organizing resources for the mission, the U.S. National Transportation Safety Board delayed its expedition to recover the voyage data recorder (VDR) from the wreck of the *El Faro* until the first week of August.

The *El Faro*, a U.S.-flag cargo ship,

sank during Hurricane Joaquin on Oct. 1, 2015, and 33 lives were lost, including those of 17 SIU members. The wreckage was initially located near the Bahamas on Nov. 1, with the search for the vessel's VDR extending until April 26, when it was found still attached to the ship's antenna roughly 15,000 feet

below the surface.

Once recovered, the VDR should provide information on events leading up to the loss of the vessel. Its data logs are expected to contain 12 hours of audio from microphones on the bridge, VHF radio communications, radar images that updated every 15 seconds and

Automatic Identification System (AIS) traffic broadcasts data. The vessel's speed, heading, time and GPS position will also be analyzed.

After the VDR is in the hands of the NTSB, a third and final U.S. Coast Guard hearing on the tragic loss of the *El Faro* and her crew will be scheduled.

## SIU-Contracted Companies Garner CSA Safety Awards

The Chamber of Shipping of America (CSA) recently hosted its annual safety awards luncheon in New Orleans, and once again, numerous SIU-contracted companies walked away with recognition.

More than 200 people attended the June 8 gathering, where Seafarers-contracted Crescent Towing and Crowley, respectively, received CSA Citations of Merit (the top award). Crescent was honored for its tugboat *Texas*' assistance of a disabled cargo ship, while Crowley was recognized for the *USNS Impeccable's* rescue of 11 fishermen from a sinking boat.

In opening remarks, Kathy Metcalf, the chamber's president, said, "CSA's involvement in safety is longstanding. We continue to represent the industry, domestically and internationally, on safety issues encompassing every facet of ship operations. It is, therefore, only fitting that an industry so focused on safety, publicly recognizes the skills and dedication of the women and men who are responsible for actions in keeping with the highest traditions of the sea – aid to those in peril."

In keeping with tradition, recognition for at least two years of operation without a lost-time injury came in the form of

Jones F. Devlin awards (named in memory of a late executive from United States Lines). SIU-contracted companies earning those awards included Alaska Tanker Company, American Roll-On/Roll-Off Carrier, APL Maritime, Crowley and several of its subsidiaries, Matson Navigation, Ocean Shipholdings, OSG Ship Management, Pasha Hawaii, Crescent Towing, and E.N. Bisso & Son.

Also receiving the awards were Seafarers-contracted General Dynamics American Overseas Marine (AMSEA), Harley Marine, Keystone Shipping, Kirby Corporation (Penn Maritime), Seabulk Tankers, Seabulk Towing, U.S. Shipping Corporation, and a few subsidiaries of Saltchuk.

The CSA has sponsored safety awards programs since 1958, and the organization also issues recognition for environmental safety. Its affiliates include 34 U.S.-based companies "that own, operate or charter oceangoing tankers, containerships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels."

### El Faro Chart Donated in NJ



SIU hawsepiper Felix Garcia (center) recently donated a framed *El Faro* memorial chart to the SIU hall in Jersey City, New Jersey. AMO Second Mate Michael Thomas has distributed numerous copies of the tribute (including ones on display at SIU headquarters and at the union-affiliated school in Piney Point, Maryland). When Garcia, formerly an AB and now sailing as third mate with AMO, saw the prints, he quickly arranged to deliver one to the hall. Garcia noted he lost two friends when the *El Faro* sank last year, and added, "The SIU has given me so much, this is the least I could do." Pictured from left are SIU New Jersey Safety Director Osvaldo Ramos, Patrolman Ray Henderson, Garcia, Patrolman Mark von Siegel and Government Services Division Representative Kate Hunt.

## Union-Crewed Hospital Vessel Sails in Pacific Partnership

The Military Sealift Command (MSC) hospital ship *USNS Mercy*, crewed by members of the SIU Government Services Division, is in the midst of a four-and-a-half-month humanitarian mission with stops around the globe.

The deployment, part of Pacific Partnership 2016, began in May when the *Mercy* left its home port of San Diego. After the ship arrived in Guam in late May, personnel from the vessel took part in training exercises to further prepare for the mission while the *Mercy* took on additional supplies and crew (both military and civilian).

In mid-July, the 894-foot-long ship departed its second mission stop, the

Republic of the Philippines, after completing two weeks of humanitarian assistance and disaster response training, medical subject matter expert exchanges, cooperative health engagements and community relations events, the Navy reported.

This is the seventh time Pacific Partnership has come to the Philippines since the project's first stop there in 2006. A highlight of the recent stop included a five-day humanitarian assistance and disaster response seminar.

"A key aspect of [this stop] was the disaster relief symposium," said Capt. Mike Spruce, Royal Australian Navy Reserve, deputy mission commander of

Pacific Partnership 2016. "The Philippines suffer awful natural disasters, so it's vital that as partners we know how to work together to enable faster relief."

The disaster response workshop was co-hosted by the Armed Forces of the Philippines and Pacific Partnership 2016. Filipino civilian and military personnel worked with the Pacific Partnership team to go through response procedures on disasters such as a Category 5 typhoon striking the city and a volcanic eruption.

Additionally, medical personnel embarked aboard the *Mercy* shared information with their Filipino counterparts on topics such as nursing, blood banking,

preventative medicine and engineering.

"It was a great experience," said Hospital Corpsman 3rd Class Charles Nugent. "Working alongside with the locals and learning from each other was awesome and it's something I'll always remember."

Engineering projects led by U.S. Navy Seabees, Marines, and the Armed Forces of the Philippines included the construction and renovation of a water tower and two elementary schools which will now also serve as civilian shelters during disasters.

Remaining mission stops on the schedule include Vietnam, Malaysia and Indonesia



The Seafarers-crewed hospital ship *USNS Mercy* sits anchored off the coast of Timor-Leste during its first mission stop of Pacific Partnership 2016. (U.S. Navy photo by Mass Communication Specialist 1st Class Elizabeth Merriam)



Lt. Amy Zucharo, a U.S. pediatrician stationed aboard the hospital ship *USNS Mercy*, listens to a child's heart at Anislag Elementary School in the Philippines in early July. (U.S. Navy photo by Mass Communication Specialist 1st Class Elizabeth Merriam)

# Union Constitution Outlines Absentee Ballot Procedure

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

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

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

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

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

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

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

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

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

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

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

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

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

## August & September Membership Meetings

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

\*Piney Point change created by Labor Day Holiday

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

## Dispatchers' Report for Deep Sea

June 16, 2016 - July 15, 2016

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	20	8	1	17	10	2	10	31	10	0
Anchorage	2	1	0	1	2	0	3	2	2	0
Baltimore	3	2	1	6	1	0	0	3	4	1
Fort Lauderdale	25	8	2	9	5	2	6	36	17	1
Guam	4	1	0	3	0	0	0	5	2	0
Harvey	14	1	0	10	0	1	4	21	4	0
Honolulu	10	5	0	8	2	0	1	18	8	0
Houston	41	11	3	33	6	3	24	88	20	6
Jacksonville	42	10	3	38	14	4	29	67	23	6
Jersey City	45	13	2	26	5	0	14	71	18	2
Joliet	5	2	1	1	2	0	0	5	3	1
Mobile	9	3	1	4	1	2	3	15	6	1
Norfolk	31	14	1	14	12	2	9	46	16	2
Oakland	17	5	0	8	3	0	4	32	10	1
Philadelphia	2	4	2	2	1	1	1	9	4	2
Piney Point	4	2	1	2	1	0	1	5	4	1
Puerto Rico	2	5	0	6	5	0	5	7	5	1
Tacoma	33	7	1	29	8	0	9	59	14	2
St. Louis	1	1	0	1	1	0	0	2	1	0
Wilmington	35	11	0	18	5	0	5	58	21	4
<b>TOTALS</b>	<b>345</b>	<b>114</b>	<b>19</b>	<b>236</b>	<b>84</b>	<b>17</b>	<b>128</b>	<b>580</b>	<b>192</b>	<b>31</b>
<b>Engine Department</b>										
Algonac	3	4	0	3	3	0	2	5	4	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	2	2	1	3	0	1	2	5	6	1
Fort Lauderdale	9	3	0	8	2	0	4	16	9	0
Guam	1	0	0	1	0	0	0	0	2	0
Harvey	0	0	0	1	1	0	0	3	0	0
Honolulu	7	7	1	8	2	0	2	20	9	1
Houston	21	5	0	14	7	0	9	33	11	1
Jacksonville	26	11	1	18	13	0	9	36	24	2
Jersey City	15	3	1	8	2	1	4	24	10	0
Joliet	7	2	0	3	1	0	1	5	2	0
Mobile	6	7	0	5	3	0	2	7	7	2
Norfolk	15	16	0	11	15	2	10	12	26	0
Oakland	9	2	2	2	2	1	0	21	7	2
Philadelphia	1	2	0	1	2	0	0	5	2	0
Piney Point	1	1	0	2	1	0	1	0	2	0
Puerto Rico	4	6	0	2	6	1	4	6	8	0
Tacoma	12	4	1	9	8	1	5	28	9	0
St. Louis	1	0	0	0	0	0	0	3	1	0
Wilmington	16	13	0	7	12	0	5	23	19	0
<b>TOTALS</b>	<b>156</b>	<b>88</b>	<b>7</b>	<b>106</b>	<b>80</b>	<b>7</b>	<b>60</b>	<b>253</b>	<b>158</b>	<b>9</b>
<b>Steward Department</b>										
Algonac	3	6	0	3	2	0	0	3	3	0
Anchorage	0	1	0	1	0	0	1	0	1	0
Baltimore	2	0	0	2	0	0	1	4	0	0
Fort Lauderdale	11	2	0	9	3	0	6	16	4	0
Guam	0	0	0	0	1	0	0	2	0	0
Harvey	2	4	0	3	2	0	2	8	2	0
Honolulu	17	0	0	7	0	0	4	24	1	0
Houston	15	3	0	10	2	1	3	41	7	0
Jacksonville	27	11	1	13	9	1	6	34	13	0
Jersey City	4	0	0	11	2	0	3	14	3	0
Joliet	1	1	0	1	2	0	1	0	0	0
Mobile	1	2	0	2	0	2	1	5	3	1
Norfolk	19	10	1	14	12	2	11	24	7	4
Oakland	20	4	2	10	2	2	6	30	4	1
Philadelphia	9	1	0	3	1	1	1	8	0	1
Piney Point	2	1	0	4	0	0	2	5	2	1
Puerto Rico	2	2	0	1	5	0	1	3	5	0
Tacoma	18	2	0	15	3	1	9	25	3	1
St. Louis	1	1	0	1	1	0	0	3	0	0
Wilmington	17	5	0	20	6	1	10	29	10	2
<b>TOTALS</b>	<b>171</b>	<b>56</b>	<b>4</b>	<b>130</b>	<b>53</b>	<b>11</b>	<b>68</b>	<b>278</b>	<b>68</b>	<b>11</b>
<b>Entry Department</b>										
Algonac	9	14	1	3	7	0	0	7	17	4
Anchorage	0	0	0	0	0	1	0	0	2	2
Baltimore	0	0	1	0	0	0	0	0	2	1
Fort Lauderdale	2	2	2	1	2	2	1	1	4	2
Guam	0	1	0	0	0	0	0	0	2	0
Harvey	1	2	0	0	3	0	1	2	3	0
Honolulu	0	1	1	0	5	4	1	1	6	8
Houston	3	5	2	0	10	3	4	9	30	8
Jacksonville	0	13	20	1	12	20	4	2	25	39
Jersey City	2	8	1	1	6	2	2	4	27	3
Joliet	0	0	0	0	0	1	1	0	1	0
Mobile	0	2	0	1	2	0	0	1	2	0
Norfolk	1	12	10	2	9	9	7	0	17	14
Oakland	1	8	3	0	6	1	2	2	23	9
Philadelphia	0	1	1	0	1	0	0	0	0	1
Piney Point	1	0	0	1	1	0	2	0	0	0
Puerto Rico	1	0	0	2	0	0	0	10	0	0
Tacoma	6	8	5	2	5	4	1	10	23	16
St. Louis	0	0	0	0	1	0	0	0	0	0
Wilmington	0	12	11	1	12	9	2	4	23	33
<b>TOTALS</b>	<b>27</b>	<b>89</b>	<b>58</b>	<b>15</b>	<b>82</b>	<b>56</b>	<b>28</b>	<b>53</b>	<b>207</b>	<b>140</b>
<b>GRAND TOTAL:</b>	<b>699</b>	<b>347</b>	<b>88</b>	<b>487</b>	<b>299</b>	<b>91</b>	<b>284</b>	<b>1,164</b>	<b>625</b>	<b>191</b>

## Seafarers International Union Directory

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

**Kermett Mangram**,  
*Vice President Government Services*

### HEADQUARTERS

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 (301) 899-0675

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

1730 Jefferson St., Houston, TX 77003  
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### JACKSONVILLE

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

### JERSEY CITY

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

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

**Question: What have you enjoyed the most about your maritime career?**



**Caesar Mercado**  
*Recertified Steward*

In my 20 years of being an SIU member, I've had a chance to see the world twice from North Pole to South Pole, and have seen the different cultures of many countries. It's a pleasure being part of this great union and having a chance to upgrade multiple times.



**Antonio Mendez Cruz**  
*Recertified Steward*

What I have enjoyed most is that I can experience different cultures, meet different people and learn from them. Also I appreciate the opportunities that we have to improve our skills at the Paul Hall Center. I enjoy being a U.S. Merchant Mariner and a member of the SIU.



**Thalys Ealy**  
*Recertified Steward*

The flexibility I have to spend time with my family. The learning experiences I have had and the people I have had the chance to work with were instrumental in guiding me and molding me into the professional mariner I am today.



**Larry Jolla**  
*Recertified Steward*

Being a recertified steward, I feel as if my career has come a long way. I started out as a cook in the U.S. Marine Corps, and now I'm part of the U.S. Merchant Marine. It makes me feel great to be part of this industry and part of the Brotherhood of the Sea.



**Gregory Broyles**  
*Recertified Steward*

The moment my world became the world. Having the opportunity to travel all corners of the globe, from Antarctica to Greenland and everything in between. My seafaring career has allowed me to reshape the way I think and feel about diverse people, cultures and beliefs.



**Ismael Garayua**  
*Recertified Steward*

I enjoy that I can merge both of my passions – traveling and cooking – into one experience. I enjoy learning about new cultures and meeting new people around the world.

## Pic From The Past



Seafarer Joseph Merkel is pictured aboard an unidentified SIU-crewed ship. The photo first was published in a 1966 edition of the LOG.

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

# Welcome Ashore

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



## DEEP SEA

### GEORGE ACKLEY

Brother George Ackley, 59, started sailing with the Seafarers in 1976. He was initially employed on the *Aleutian Developer*. Brother Ackley mainly worked in the engine department. He attended classes on two occasions at the Paul Hall Center in Piney Point, Maryland. Brother Ackley's most recent trip was aboard the *Tacoma*. He is a resident of Snoqualmie, Washington.



### HOWARD ALLEN

Brother Howard Allen, 79, began sailing with the SIU in 1963. The engine department member's first trip was on an American Steamship Company vessel. Brother Allen upgraded in 1995 at the maritime training center in Piney Point, Maryland. His last ship was the *Liberty Wave*. Brother Allen makes his home in New Orleans.



### SUSAN BOWMAN

Sister Susan Bowman, 58, donned the union colors in 1988. She originally shipped on the *USNS Persistent*. Sister Bowman enhanced her skills frequently at the SIU-affiliated school in Piney Point, Maryland. She was born in Illinois and sailed in the steward department. Sister Bowman's most recent vessel was the *Horizon Spirit*. She lives in Hampton, Virginia.

### CLAY BROWN

Brother Clay Brown, 58, became a Seafarer in 1979. His first ship was the *Overseas Ulla*; his most recent, the *Maersk Detroit*. Brother Brown upgraded on numerous occasions at the Piney Point school. He worked in the deck department. Brother Brown continues to reside in his native state, Virginia.

### JAMES CERAMI

Brother James Cerami, 65, started shipping with the SIU in 2001 when the NMU merged into the Seafarers International Union. A member of the engine department, Brother Cerami last shipped aboard the *Seabrook*. He was born in Houston and calls Wimberly, Texas, home.

### EDWARD COLLINS

Brother Edward Collins, 68, signed on with the SIU in 1967.

He initially sailed aboard the *Depauw Victory*. Brother Collins upgraded twice at the maritime training center in Piney Point, Maryland. He was a member of the steward department. Brother Collins' last trip was on the *Yorktown*. He resides in Charlotte, North Carolina.

### MANUEL CRUZ

Brother Manuel Cruz, 65, joined the union in 1990. He first shipped aboard the *USNS Altair*. Brother Cruz worked in the engine department. He upgraded in 1997 at the Paul Hall Center. Brother Cruz concluded his career on the *USNS Soderman*. He was born in the Philippines and settled in Norfolk, Virginia.

### CLAURENCE JONES

Brother Clarence Jones, 65, first shipped aboard the *Inger* in 1968. Brother Jones shipped as a member of all three departments. His most recent voyage was on the *Stonewall Jackson*. Brother Jones resides in New Orleans.

### GLORIA MELLUISH

Sister Gloria Melluish, 65, became a union member in 1986. She initially worked aboard the *Delta Queen*. Sister Melluish shipped as a member of the steward department. She frequently attended classes at the Paul Hall Center. Sister Melluish's most recent ship was the *Sealand Pride*. She makes her home in Conroe, Texas.

### LAWRENCE MILLER

Brother Lawrence Miller, 68, joined the SIU ranks in 2005. His first voyage was on the *Pride of America*. He upgraded in 2013 at the Piney Point school. Brother Miller sailed in the engine department. His last voyage was aboard the *Ist Lt. Baldomero Lopez*. Brother Miller was born in the Philippines and now calls Palm Desert, California, home.

### TERRENCE MURPHY

Brother Terrence Murphy, 65, signed on with the union in 1971. He originally worked for Bethlehem Steel. A member of the deck department, Brother Murphy enhanced his skills often at the maritime training center in Piney Point, Maryland. His last trip was on the *Tacoma*. Brother Murphy is a resident of Hoquiam, Washington.

### RONALD RICHARD

Brother Ronald Richard, 66, started shipping with the SIU during the 2001 SIU/NMU merger. He worked in both the deck and engine departments. In 2009, Brother Richard trained

at the SIU-affiliated school in southern Maryland. His final trip was on the *Cape Trinity*. Brother Richard lives in Houston.

### SAEED SAEED

Brother Saeed Saeed, 65, began his seafaring career in 1976. He initially sailed aboard a Cove Shipping vessel. Brother Saeed was born in Yemen and worked in the steward department. In 1985, he upgraded at the Paul Hall Center. Brother Saeed's final ship was the *Kauai*. He settled in Fairfield, California.

### FRANZ SCHNELL

Brother Franz Schnell, 66, donned the SIU colors in 1995.



He attended classes on two occasions at the Piney Point school. Brother Schnell first sailed aboard the *Independence*.

His most recent trip was on the *Global Sentinel*. Brother Schnell sailed in the steward department. He resides in Kaneohe, Hawaii.

### JOSEPH SHULER

Brother Joseph Shuler, 65, joined the SIU ranks in 1967. He originally worked for Vancor Steamship. A member of the engine department, Brother Shuler finished his career on the shore gang in San Juan, Puerto Rico. He enhanced his skills in 1976 at the Paul Hall Center. Brother Shuler calls Brookville, Florida, home.

### SUKIRMAN SURAREDJO

Brother Sukirman Suraredjo, 68, became an SIU member in 1979. He upgraded his skills frequently at the Piney Point school. Brother Suraredjo initially sailed aboard the *Montpelier Victory*. He worked in the steward department. Brother Suraredjo's most recent vessel was the *Overseas Tampa*. He is a resident of Flushung, New York.

### SANTOS THOMAS

Brother Santos Thomas, 67, started sailing with the SIU in 2001 when the NMU merged into the Seafarers International Union. He upgraded in 2001 at the maritime training center in Piney Point, Maryland. A member of the steward department, Brother Thomas last shipped aboard the *USNS Watkins*. He was born in Honduras and now makes his home in Bronx, New York.

### MICHAEL WARNER

Brother Michael Warner, 63, donned the SIU colors in 2001

during the SIU/NMU merger. The engine department member's most recent ship was the *St. Louis Express*. Brother Warner calls Humble, Texas, home.



## INLAND

### JAMES DIXON

Brother James Dixon, 55, became a union member in 1988. He spent much of his career with Express Marine Inc. Brother Dixon worked in both the steward and deck departments. He often took advantage of educational opportunities available at the Paul Hall Center. Brother Dixon lives in Harkers Island, North Carolina.



### CHARLES DURGIN

Brother Charles Durgin, 55, began shipping with the union in 1984. He was originally employed aboard a Hvide Marine vessel. Brother Durgin sailed in both the engine and deck departments. Prior to his retirement, Brother Durgin worked with Seabulk Tankers, Inc. He is a resident of Port Arthur, Texas.

### JOHNNY JOHNSTON

Brother Johnny Johnston, 69, signed on with the SIU in 1988. He mainly sailed with Crescent Towing & Salvage of Mobile. Brother Johnston was born in Alabama and sailed in the deck department. He resides in Mount Vernon, Alabama.



### MARC MCVILLE

Brother Marc McVilleville, 64, joined the union in 1973. He originally shipped with Whitman Towing Company. Brother McVilleville worked in the deck department. He was last employed with G&H Towing. Brother McVilleville makes his home in New Orleans.

### STEVEN MEDINA

Brother Steven Medina, 59, started shipping with the SIU in 1991. He was initially employed in the deep sea division aboard the *USNS Adventure*. Brother Medina sailed in the deck department. He upgraded in 2004 and 2015 at the union-affiliated school in Maryland. Brother Medina last worked aboard a Crowley Towing & Transportation of Jacksonville vessel. He is a resident of Ruston, Louisiana.

## CARROLL TRAHAN

Brother Carroll Trahan, 62, became an SIU member in 2005. He primarily sailed with Moran Towing of Texas. The deck department member lives in Port Arthur, Texas.

## CLARENCE TYLER

Brother Clarence Tyler, 62, joined the union in 1972. He first worked with Steuart Transportation Company. Brother Tyler shipped in deck department. He attended classes twice at the Paul Hall Center. Brother Tyler's final trip was with the Association of Maryland Pilots. He makes his home in Princess Anne, Maryland.

## GREAT LAKES

### NORBERT HINRICHS

Brother Norbert Hinrichs, 56, began his SIU career in 1979. He was originally employed aboard the *EM Ford*. In 1985, Brother Hinrichs took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He last sailed on the *Alpena*. Brother Hinrichs, who worked in the deck department, lives in Oshtemo, Michigan.



## NATIONAL MARITIME UNION

### JOSE BERNARDEZ

Brother Jose Bernardez, 66, started sailing with the union in 2001 during the SIU/NMU merger. His final trip was aboard the *Yorktown Express*. Brother Bernardez resides in Salem, Massachusetts.

### HIRAM ROBERT

Brother Hiram Robert, 65, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was an engine department member. Brother Robert calls La Place, Louisiana, home.



### FRANK SPENCER

Brother Frank Spencer, 67, became an SIU member in 2001 during the SIU/NMU merger. The engine department member's most recent ship was the *APL Thailand*. Brother Spencer is a resident of Wilmington, California.



# Final Departures



## DEEP SEA

### KARL BENES

Pensioner Karl Benes, 89, passed away April 24. He became an SIU member in 1979. Brother Benes initially worked aboard the *Overseas Juneau*. He was born in Prague, Czech Republic, and worked in the engine department. Brother Benes' final ship was the *Lawrence Gianella*. He became a pensioner in 2005 and settled in Palm Springs, California.

### GORDON DALMAN

Pensioner Gordon Dalman, 89, died April 7. Brother Dalman started his seafaring career in 1953. His first ship was operated by Sinclair Oil Corporation. Brother Dalman sailed in the engine department. He last sailed on the *Overseas Arctic*. Brother Dalman began receiving his pension in 1985 and was a resident of Holland, Michigan.



### JOHN DAVIS

Pensioner John Davis, 61, passed away May 25. The Alabama native joined the SIU in 1979. Brother Davis originally shipped aboard the *Overseas Chicago*. He sailed in both the deck and steward departments. Brother Davis' last vessel was the *2nd Lt. John Paul Bobo*. He retired in 2008. Brother Davis called Eight Mile, Alabama, home.



### IRVIN GLASS

Pensioner Irvin Glass, 88, died May 17. Born in Baltimore, Brother Glass initially worked with Ore Navigation Corporation in 1957. He shipped as a member of the deck department. Prior to his retirement in 1991, Brother Glass sailed aboard the *Mayaguez*. He made his home in Pompano Beach, Florida.

### ROBERT HARRELL

Pensioner Robert Harrell, 85, passed away March 29. Brother Harrell was born in Texas. He signed on with the union in 1966, originally working on the *Meridian Victory*. Brother Harrell was an engine department member. He most recently sailed aboard the *Navigator*. Brother Harrell began collecting his retirement pay in 2001. He resided in Houston.



### MOHAMED HUSSEIN

Pensioner Mohamed Hussein, 74, died March 13. Brother Hussein was a native of Aden, Yemen. A member of the steward department, he first sailed on the *Robin Gray*. Brother Hussein last worked aboard the *ITB Philadelphia*. He started receiving his pension in 2000. Brother Hussein was a resident of Shafter, California.



### JEFFERY MORITZ

Pensioner Jeffery Moritz, 60, passed away April 2. He joined the Seafarers in 1977. Brother Moritz initially sailed aboard the *Capricorn*. The Florida native was a deck department member. Brother Moritz's final ship was the *Prestige New York*. He went on pension in 2012 and settled in Jacksonville, Florida.



### JOSEPH "Frenchie" MOUTON

Pensioner Joseph "Frenchie" Mouton, 90, died March 26. He started shipping with the SIU in 1945. Brother Mouton was born in Cankton, Louisiana. He last sailed aboard the *OMI Wabash* as a member of the engine department. Brother Mouton became a pensioner in 1984 and lived in La Marque, Texas.



### JESSE NATIVIDAD

Pensioner Jesse Natividad, 97, passed away May 15. He began sailing with the union in 1979. Brother Natividad first shipped on the *Point Judy*. He was a native of the Philippines and worked in the steward department. Brother Natividad's final voyage was aboard the *Charger*. He retired in 1999 and made his home in Sacramento, California.

### JAMES PRATHER

Pensioner James Prather, 83, died March 20. He donned the SIU colors in 1990. Brother Prather originally sailed aboard the *Falcon Champion*. He was a deck department member. Brother Prather last sailed on the *Lawrence Gianella*. He began receiving his pension in 2002 and called Virginia Beach, Virginia, home.



### IMRO SALOMONS

Pensioner Imro Salomons, 90,

passed away March 7. Brother Salomons started sailing with the SIU in 1965. He initially sailed aboard the *Arizpa*. Brother Salomons sailed as a member of the engine department. He concluded his career on the *LNG Virgo*. Brother Salomons retired in 1994 and resided in New York.



### JOHN RAPOZA

Brother John Rapoza, 60, died February 10. He became a Seafarer in 1989. Brother Rapoza's first trip was on the *USNS Silas Bent*. He was born in California and sailed in the steward department. Brother Rapoza last shipped aboard the *APL Agate*. He settled in San Francisco.

### ANGEL SANTANA

Pensioner Angel Santana, 83, passed away April 10. Brother Santana signed on with the SIU in 1961, initially sailing with Seatrain Lines Inc. A native of Puerto Rico, he worked in the deck department. Brother Santana was last employed on the *Cossatot*. He started collecting his retirement pay in 1998. Brother Santana continued to reside in Puerto Rico.



### ROBERT SMITH

Pensioner Robert Smith, 78, died March 31. Born in Quincy, Massachusetts, Brother Smith began sailing with the SIU in 1962. He was first employed aboard the *Alcoa Pioneer*. Brother Smith most recently sailed on the *Enterprise* as a member of the deck department. He became a pensioner in 2000 and lived in San Francisco.



## INLAND

### KENNETH GRIGGS

Pensioner Kenneth Griggs, 58, passed away March 19. He started shipping with the union in 1979. Brother Griggs originally worked on an Inland Tugs vessel. He sailed in the deck department. Brother Griggs' final vessel was operated by Crowley Towing & Transportation of Jacksonville. He began receiving his pension in 2008 and resided in Clyde, North Carolina.

### CECIL MIRE

Pensioner Cecil Mire, 91, died May 19. Brother Mire became an SIU member in 1962. He was employed with Dixie Carriers for the duration of his career. Brother Mire, an engine department mem-

ber, started collecting his retirement compensation in 1990. He was born in Montegut, Louisiana, and settled in Reserve, Louisiana.

### CHARLES ROGERS

Pensioner Charles Rogers, 85, passed away March 18. Born in Massachusetts, he donned the SIU colors in 1962. Brother Rogers mainly sailed with McAllister Towing of Baltimore. He was a deck department member and wrapped up his sailing career in 1988. Brother Rogers lived in Towson, Maryland.

## NATIONAL MARITIME UNION

### SANTIAGO CASTRO

Pensioner Santiago Castro, 89, died April 27. Brother Castro was born in Gurabo, Puerto Rico and started receiving his pension in 1970. He continued to call Puerto Rico home.

### JESUS CONALES

Pensioner Jesus Conales, 88, passed away April 11. Born in Pasadena, Texas, Brother Conales became a pensioner in 1979. He settled in Houston.

### HERMAN EPPERSON

Pensioner Herman Epperson, 86, died April 16. Brother Epperson was a native of Philadelphia. He began collecting his retirement pay in 1987. Brother Epperson continued to reside in Pennsylvania.

### ARTHUR FERRO

Pensioner Arthur Ferro, 80, passed away April 4. The Massachusetts native went on pension in 1972. He lived in New Bedford, Massachusetts.

### VICTOR GARCIA

Pensioner Victor Garcia, 94, died April 4. Brother Garcia was born in Peru. He started receiving compensation for his retirement in 1968 and made his home in Le-canto, Florida.

### VICTOR GONZALEZ

Pensioner Victor Gonzalez, 93, passed away April 10. Brother Gonzalez was born in Mexico. He became a pensioner in 1984. Brother Gonzalez called Corona, California, home.

### MYRON HARDY

Pensioner Myron Hardy, 86, died April 21. Brother Hardy was born in Stonington, Maine. He went on pension in 1994 and lived in Deer Isle, Maine.

### ROBERT JOHNSON

Pensioner Robert Johnson, 93, passed away April 27. He was a native of Orlando, Florida. Brother Johnson retired in 1970

and continued to make his home in Orlando.

### JAY KOPPELSON

Pensioner Jay Koppelson, 87, died May 2. He became a pensioner in 1989. Brother Koppelson was a resident of the Philippines.



### DONALDO MACAYZA

Pensioner Donaldo MacAyza, 81, passed away April 13. Brother MacAyza started collecting his retirement pay in 1994. He lived in New York.

### WALTER NANCE

Pensioner Walter Nance, 88, died March 18. The Ohio native retired in 1967. Brother Nance called Compton, California, home.

### JAMES PEET

Pensioner James Peet, 88, passed away February 21. He was born in Louisiana. Brother Peet began receiving his pension in 1989. He was a resident of Mobile, Alabama.



### JERRY PETTAWAY

Pensioner Jerry Pettaway, 85, died April 22. A native of Alabama, Brother Pettaway went on pension in 1993. He resided in Mobile, Alabama.

### DANIEL SANABRIA

Pensioner Daniel Sanabria, 93, passed away April 10. The Puerto Rico-born mariner began receiving compensation for his retirement in 1964. Brother Sanabria made his home in New York.



### MARY SCHURR

Pensioner Mary Schurr, 76, died November 7. She was born in Wisconsin and became a pensioner in 2002. Sister Schurr was a steward department member. She lived in Tucson, Arizona.

### OAKLEY SPIERS

Pensioner Oakley Spiers, 84, passed away April 20. Brother Spiers went on pension in 1986. He was a native of Arkansas and settled in Mississippi.

### JOSE VIEIRA

Pensioner Jose Vieira, 84, died April 3. Brother Vieira was born in Portugal. He started collecting his retirement pay in 1986 and called Seminole, Florida, home.

# 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.

**LIBERTY GLORY** (Liberty Maritime), May 29 – Chairman **Terrence P. Kane**, Secretary **Lauren J. Oram**, Educational Director **Antonio L. Martinez**, Deck Delegate **Monasser Ali**, Engine Delegate **Pablo Rochez**, Steward Delegate **Abdou Jobe**. Chairman went over itinerary and thanked crew members for helping keep ship clean. Payoff on June 6 was announced. Secretary reminded mariners to see her for fresh linen and to clean rooms for incoming crew. Educational director advised members to check expiration dates on documents and start renewal process early. He also advised mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. Treasurer stated \$1,791 in ship's fund. No beefs or disputed OT reported. Crew was urged to read the *Seafarers LOG* and check out [www.seafarers.org](http://www.seafarers.org) to stay informed about issues pertaining to maritime. Suggestions were made regarding pension requirements and health care benefits. Steward department was thanked for good meals and clean galley. Crew members requested new mattresses and fans in each stateroom. It was also noted that galley needs a meat slicer.

**LIBERTY GRACE** (Liberty Maritime), May 29 – Chairman **Calvin M. Miles**, Secretary **Fausto D. Aranda**, Educational Director **Segundo L. Soriano**, Steward Delegate **Wilfred Lambey**. Chairman asked members to make sure rooms are tidy for reliefs. Secretary noted his appreciation for safe voyage and expressed gratitude to the chief cook and SA for job well done. Educational director recommended training at the Piney Point school and reminded everyone to pay attention to expiration dates of documents. No beefs or disputed OT reported. Steward department was thanked for great food and excellent service. Next port: New Orleans.

**NATIONAL GLORY** (Crowley), May 23 – Chairman **Brian P. Corbett**, Secretary **Pedro R. Castillo**, Educational Director **Joshua J. McDaniel**. Bosun discussed process for MMC renewal, passed around a checklist and urged members to start early. He urged mariners with questions to call NMC Q&A 800 number or contact port agents

## With Seafarers Aboard MV Integrity



Bosun Alfred Polk (left in photo at left, dropping a lifeboat) and Chief Cook Adam Bucalo (photo above) are pictured in late June aboard the Tote Services-operated *MV Integrity* in Baltimore. The bosun, captain and other officers and crew members raved about Bucalo's cooking and work ethic. Bucalo thanked former shipmate Chief Steward Tom Klein for his mentorship.

for guidance. Applications will be returned if not completed properly. Secretary recommended crew members keep track of job-related expenses during the year to use for tax deductions. Educational director suggested mariners register early for classes needed. No beefs or disputed OT reported. Chairman talked about the recent improvements to the dental plan. Next port: Newark, New Jersey.

**OCEAN TRADER** (Maersk Line, Limited), May 14 – Chairman **Cholley L. Moses**, Secretary **Lamont T. Faulks**, Deck Delegate **Kenneth McDaniels**, Engine Delegate **Terry Santure**, Steward Delegate **Arnell George**. Chairman discussed importance of upgrading and staying informed on political issues relating to maritime. Educational director reported that several crew members are scheduled for upgrading and BT. Treasurer noted \$1,400 in ship's fund. No beefs or disputed OT reported. Members were advised to use buddy system while in port. Captain recognized three SIU

crew members for outstanding performance.

**PENNSYLVANIA** (Crowley), May 28 – Chairman **Homar L. McField**, Secretary **Exxl Ronquillo**, Educational Director **Felix E. Garcia**, Engine Delegate **Francisco Ramilo**, Steward Delegate **Alfrancis Bauzon**. Chairman announced payoff on May 31 in Corpus Christi, Texas. He complimented crew for their professional performance and smooth voyage. Secretary appreciates crew members cleaning up after themselves after meals and cleaning out dryer lint. Educational director advised mariners to enhance skills at maritime training center in Piney Point, Maryland, and pay attention to expiration dates of documents. No beefs or disputed OT reported. Request was made for an additional clothes dryer. Recommendation was made to increase retirement benefits.

**PHILADELPHIA EXPRESS** (Crowley), May 22 – Chairman **Jose A. Jimenea**, Secretary **Kimberly A. Strate**, Educational

Director **David C. Carter**, Deck Delegate **Michael Briscoe**, Engine Delegate **Phillip Niles**, Steward Delegate **Cirilo Centeno**. Bosun stated payoff to take place on May 24 in Houston. Secretary urged mariners to keep documents up-to-date and reviewed requirements for STCW Basic Training when renewing merchant mariner credential after January 1, 2017. Beef reported in deck department; no disputed OT. Crew requested new complete sets of linen, pillows and towels. Next port: Houston.

**SANTORINI** (OSG), May 1 – Chairman **Tyronne A. Burrell**, Secretary **Obencio M. Espinoza**, Educational Director **Edwin Feliciano**, Deck Delegate **Joseph Laine**, Engine Delegate **Alexander Rodriguez**, Steward Delegate **Sylvester Merritt**. Chairman advised all members to update their credentials in a timely manner. He thanked crew members for their cooperation during voyage and talked about importance of donating to SPAD (Seafarers Political Activity Donation) and MDL (Maritime Defense League). Secretary reminded mariners to leave rooms clean and supplied with fresh linen for reliefs. He thanked crew for keeping mess hall clean. Educational director urged members to enhance their skills at the Paul Hall Center to excel in their positions. He also advised them to keep documents current. No beefs or disputed OT reported. Members would like new towels and blankets. Vote of thanks given to steward department for great job during voyage. Next port: Corpus Christi, Texas.

**ST. LOUIS EXPRESS** (Crowley), May 31 – Chairman **Matthew T. Sagay**, Secretary **Marlon A. Battad**, Educational Director **Christopher M. Eason**. Chairman reported a smooth

trip and acknowledged steward department for a job well done. Mariners were encouraged to contribute to SPAD and MDL. Secretary thanked everyone for helping keep public areas neat. Educational director urged mariners to keep an eye on expiration dates of documents and make sure to upgrade skills at the Piney Point school. Treasurer stated \$150 in ship's fund. No beefs or disputed OT reported. Bosun stressed the need to be aware and safe while in port. Next ports: Charleston, South Carolina and Houston.

**SULPHUR ENTERPRISE** (Sulphur Carriers), May 1 – Chairman **John D. Cedeno**, Secretary **Earl R. Castain**, Educational Director **Pavis Whitley**, Steward Delegate **Quentin Hood**. Chairman talked about updated merchant marine credential booklets and new training vessel at Paul Hall Center. Secretary reminded crew to keep rooms clean. No beefs or disputed OT reported. Next ports: Galveston, Texas and Tampa, Florida.

**YORKTOWN EXPRESS** (Crowley), May 8 – Chairman **Victor M. Beata**, Secretary **Michael A. Carello**, Educational Director **James W. Demouy**, Engine Delegate **Jerome Dooms**, Steward Delegate **Florence Brinson**. Chairman urged crew members to donate to *El Faro* family fund and thanked steward department for great food. He also talked about the recent increase in dental benefits. Secretary reported no injuries or accidents during voyage. Educational director urged members to allow ample time to obtain renewals before documents expire. No beefs or disputed OT reported. Suggestions were made pertaining to pension benefits.

## Seafarers Move Seafarers



Courtesy of Seafarer John Cox, here's a recent photo of the SIU-crewed *Independence II* being sailed by two SIU-crewed G&H tugs from Pier 10 in Galveston, Texas. The *Independence II*, a car carrier, is operated by Tote Services for American Roll-On/Roll-Off Carrier.

# Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
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### Gap Closing Courses

Engineroom Resource Management	September 17	September 23
	October 1	October 7
	October 8	October 14
	October 15	October 21
	October 29	November 4
	November 26	December 2

Leadership and Managerial Skills	September 17	September 23
	October 1	October 7
	October 22	October 28
	November 26	December 2

MEECE	September 24	September 30
	October 1	October 7
	October 15	October 21

### Deck Department Upgrading Courses

Able Seafarer Deck	October 8	November 4
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AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
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ARPA	December 3	December 9
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ECDIS	September 24	September 30
	December 3	December 9

Fast Rescue Boat	August 27	September 2
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GMDSS	November 5	November 18
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Lifeboat	August 27	September 9
	September 24	October 7

Radar Observer	November 19	December 2
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RFPNW	September 10	October 7
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### Engine Department Upgrading Courses

BAPO	September 10	October 7
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FOWT	October 8	November 4
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Machinist	November 12	December 2
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Marine Electrician	September 10	November 4
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Title of Course	Start Date	Date of Completion
Marine Refer Tech	November 5	December 16
Pumpman	December 3	December 16
Welding	August 20	September 9
	September 24	October 14
	October 22	November 11
	November 26	December 16

### Steward Department Courses

Advanced Galley Ops	October 8	November 4
	December 3	December 30

Certified Chief Cook	Modules run every other week. The next class will start August 13.	
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Chief Steward	September 24	November 4
	November 5	December 16

Galley Ops	October 10	November 4
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ServSafe	August 27	September 2
	November 19	November 25

### Safety Upgrading Courses

Basic Training w/16hr FF	August 20	August 26
	August 27	September 2
	September 17	September 23
	October 15	October 21

Basic Training Revalidation	September 23	September 23
	October 21	October 21
	December 9	December 9

Basic Training/Adv. FF Revalidation	September 10	September 16
	October 1	October 7
	November 12	November 18
	December 10	December 16

Combined Basic/Advanced Firefighting	August 27	September 2
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Government Vessels	August 20	August 26
	September 17	September 23
	October 8	October 14

Medical Care Provider	September 3	September 9
	October 1	October 7
	October 29	November 4
	December 3	December 9

Tank Barge - DL	August 27	September 2
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Tank Ship Familiarization - DL/LG	November 19	December 2
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Tank Ship Familiarization - LG	September 3	September 9
	September 24	September 30

### UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone (Home) \_\_\_\_\_ (Cell) \_\_\_\_\_

Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

Home Port \_\_\_\_\_

E-mail \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # and dates attended \_\_\_\_\_

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

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

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

COURSE	START DATE	DATE OF COMPLETION
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_____	_____	_____
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_____	_____	_____
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_____	_____	_____
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LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

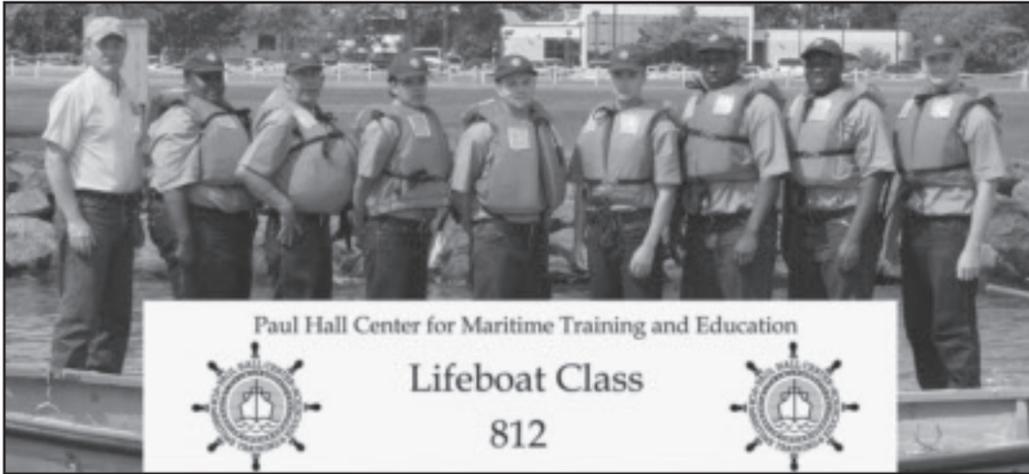
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

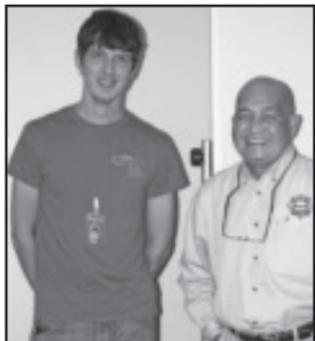
8/16

# Paul Hall Center Classes



**Apprentice Water Survival Class #812** – The following Phase I apprentices (above, in alphabetical order) completed this course June 17: Vincent Abell, VanNessa Curd, William Doyle II, Kaila Foster, Clarence Kinson Jr., Frank McCracken, Jason Upshaw and Derek Willis. Thomas Truitt, their instructor, is at the far left.

**Welding** – Four upgraders graduated from this course July 1. Completing their requirements (above, in alphabetical order) were: Julius Olan Bollozos, Corey Covington, Anibal Lopes and Rahjahn Sorey. Chris Raley, their instructor, is at the far right.



**RFPNW** – Ordinary Seaman Jake Tierney (left in photo above) completed his requirements in this course June 17. Celebrating his accomplishment with him is Bernabe Pelington, his instructor.

**Advanced Refer Container Maintenance** – The following upgraders (above, in alphabetical order) graduated from this course June 24: Eddie Almodovar, Timothy Chestnut, Dwight Hunt Sr., Patrick Milton, Roger Nesbeth, Donna Sylvia, and Enrique Velez. Jay Henderson, their instructor, is second from left in the back row.

**BAPO** – Six upgraders enhanced their skills by completing this course June 17. Graduating (above, in alphabetical order) were: Xyla Jillain Toledo Bautista, Calvin Davidson Jr., Lee Eludo Jr., Vincent Freeman, Kaili Hughes and Daren Acido Rumbaoa. Class instructor Keith Adamson is at the far left.



**ECDIS** – The following individuals (above, in alphabetical order) graduated from this course June 10: Jason Keffer, Ryan Landers, Noel Lau, Roy Madrio, Ryan McElroy, Alexander Penzi and Paul Riggs. Patrick Schoenberger, their instructor, is at the far left.

**GMDSS** – Nine Seafarers (above, in alphabetical order) graduated from this course June 3: Alcy Beckford, Matthew Botterbusch, Kelly Doyle, Larry Harewood, Bud Sok Khuth, Tyrone Leonard, Roy Madrio, Joseph Waller Jr., and James Wunder. Their instructor, Patrick Schoenberger, is at the far right.



**Junior Engineer** – The following upgraders (photo at left, in alphabetical order) graduated from this course June 17: Ryan Aaron, Jose Angel Alicea-Sanchez, Tyler Burton, Bobby Conner II, Joseph Dickenson, Jonathan Foulks, Eric Garcia, Timothy Hetz, Terrance Jackson, Trent Jacobsen, Jean Paul Merino Lozada, Kyle Miller, Jerry Morlett Jr., James Rodweller, Mitchell Rylander, Alisia Scheurer, Ethan Schoenbucher, Anne Scott, Ahmed Lotf Sennain and Ryan Taylor. John Wiegman III, their instructor, is at the far right. (Note: Not all are pictured.)

**Government Vessels** – Twenty-four upgraders completed the enhancement of their skills in this course June 24. Graduating (photo at right, in alphabetical order) were: Radfan Abdo Hasson Al-maklani, Luisito Jones Gallardo Antolin, George Box, Andrzej Marek Bronkowski, Memo Eلفky, Maurico Rafael Fernandez, Devin Gordon, Mark Grzegorzcyk, William Hazzard, Ramir Jabien Maldepena, Stephen Martin, Abad Raul Martinez, Jerry Morlett Jr., Loreto Antonio Orosco, Argelio Perez Borroto, Juberto Dacuya Perez, Jayne Peterson, Lamar Pinckney, Guiomar Rancel, Freddy Magdaleno Rivas Ordonez, Jeffrey Roddy, Wade Rudolph, Emanuel Spain Jr., and Jeffrey Toliver Jr. Stan Beck, their instructor, is at the far left.



# Paul Hall Center Classes



**Tank Ship Familiarization DL/LG** – The following individuals (above, in alphabetical order) graduated from this course June 3: Jonathan Bennett, Annie Bivens, David Campbell, Antonio Centeno, Raul Guarionnex Colon Matos, Corey Covington, Hector Cumba, Thomas Cyrus Jr., Donald Gearhart, Daniel Harris, Michael Henry, Anthony Kimbrell, Rudy Lopez, Edward Molesky Jr., Marcel Motley, John Oshaughnessy, Kenneth Steiner, Abel Vazquez Torres, Joseph White and Rogelio Ybarra. (Note: Not all are pictured.)



**Tank Ship Familiarization DL/LG** – Fourteen upgraders improved their skills when they graduated from this course June 24. Completing their requirements (above, in alphabetical order) were: Mark Canada, William Carney, Jorge Luis Chacon Sanchez, Victor Duriman, Joseph Evans, Renato Calditara Govico, Yung Fan Michael Ho Haloski, Richard Hamilton, Larry Harewood, Harold Harper, Jesse James, Georges Rose, Richard Stanley and George Velez.



**Tank Barge DL** – The following Seafarers (above, in alphabetical order) graduated from this course June 24: Ramon Luis Borrero, Darvin Brown, Felix Garcia, Tyrone Leonard, Kenneth Lockhart, Walenda Reynolds, Jacek Sawicki and Robert Surette. Patrick Schoenberger, their instructor, is at the far left.



**Fast Rescue Boat** – Four upgraders (above, in alphabetical order) graduated from this course June 3: Lindsey Austin, Darvin Brown, Joel Fahselt and Ryan McElroy. Class instructor Thomas Truitt is at the far left.



**Radar Observer** – The following individuals (above, in alphabetical order) graduated from this course June 17: Richard Brockway Jr., Johathan Omar Chaparro Lorenzo, Bud Sok Khuth and James Wunder. Susan Fagan, their instructor, is second from left.



**ARPA** – Graduating from this course June 24 (above, in alphabetical order) were: Joel Fahselt, Caliph Johnson II, Bud Sok Khuth and James Wunder.



**Advanced Stability** – Three upgraders (above, in alphabetical order) completed their requirements in this course June 3: Sean Murphy, Alexander Penzi and Matthew Thomas. Class instructor Alan Tupper is at the far right.



**Medical Care Provider** – The following Seafarers (above, in alphabetical order) graduated from this course June 17: Van Dixon, Felix Garcia, Marcus Gramby, Daniel Harris, Kenneth Lockhart, Brian Luba, Juberto Dacuya Perez, Walenda Reynolds, Christian Rosado, Mark Santoli and Clifton Sawyer. Michael Roberts, their instructor, is at the far right.



**Basic Ship Handling & Steering Control Systems** – Four upgraders (above, in alphabetical order) graduated from this course June 17: Lindsey Austin, Ryan Landers, Noel Lau and Ryan McElroy. Class instructor Brian Moore is at the far right.

**Leadership & Management Skills** – Twenty-one upgraders (photo at right, in alphabetical order) graduated from this course July 1: Brian Bascom, Robert Carroll, Edward Collins, Patrick David, David Fenton, Scott Green, Thomas Griffin, Jessie Jones, Frank Kosarick, Daniel Lewis, Kjell Liadal, Kenneth Lockhart, Karl Mayhew III, Ian McManus, Michael Murphy, Thomas Murphy, Richard Plummer, James Sieger, Jose Valdez II, Joseph White and Warren Wirth. Freddie Toedte-meier, their instructor, is at the far right.



# Paul Hall Center Classes



**Engine Room Resource Management** – Eleven individuals (above, in alphabetical order) graduated from this course June 24: Richard Blaisdell, Edward Collins, Nicholas Destafano, David Fenton, Jordan Higa, Connor Kieran, Daniel Lewis, Martin Malia, Anthony McNeil, Michael Murphy and James Sieger. Class instructor Freddie Toedtemeier is at the far right. (Note: Not all are pictured.)



**Engine Room Resource Management** – Graduating from this course June 10 (above, in alphabetical order) were: upgraders Matthew Coogan, Jeffrey Gill, Erik Haik, Kirkland Hogle, Michael Larsen, Rodney McCaslin, Thomas Pelfrey and Michael Stephens. Their instructor, Freddie Toedtemeier, is at the far left.



**MEECE** – Four upgraders completed this course July 1. Graduating (above, in alphabetical order) were: Richard Blaisdell, Vincenzo Daddieco, Ryan Hogge and William Racette. Class instructor Keith Adamson is at the far right.



**MEECE** – The following individuals (above, in alphabetical order) graduated from this course June 17: Yosluvy Baro Laza, Andre Carriere Sr., Edward Collins, Matthew Coogan, David Fenton, Dominique Guilherme, Erik Haik, Daniel Lewis, Martin Malia, Michael Murphy, James Sieger, Mark Vicknair and William Ziadeh. Freddie Toedtemeier, their instructor, is at the far left. (Note: Not all are pictured.)



**Personal Survival** – Eight Seafarers (above, in alphabetical order) graduated from this course June 10: Julius Olan Bollozos, Wiliam Carney, Renato Calditaro Govico, Yung Fan Michael Ho Haloski, Richard Hamilton, Georges Rose, Richard Stanley and George Velez.



**Combined Basic & Advanced Firefighting** – The following individuals (above, in alphabetical order) graduated from this course June 10: Talib Aekins, Darvin Brown, Felix Garcia, Marcus Gramby, Daniel Harris, Kenneth Lockhart, Juberto Perez, Walenda Reynolds, Christian Rosado, Mark Santoli and Clifton Sawyer. Class instructor John Thomas is at the far right in the back row.



**Basic Training (Basic Firefighting)** – Fifteen upgraders (photo at left, in alphabetical order) graduated from this course June 17: Luisoto Jones Gallardo Antolin, Darvin Brown, Joel Fahselt, Elouise James, Wilfredo Delgado Lopez, Stephen Martin, Abad Raul Martinez, Loreto Antonio Orosco, Michael Ostrowski, Roy Payne, Argelio Perez Borroto, Guiomar Rancel, Charles Rumble, Robert Surette and Glenn Williams. Instructors Chuck Latham and Mark Cates are situated second from the far left and at the far right, respectively.



**Certified Chief Cook (Module 6)** – Two steward department upgraders completed this course July 1. They are Jordan Harris (above, left) and Olive Stewart-Paul.



**Certified Chief Cook (Module 5)** – Steward department members Mary Slade (above, left) and Jason Beckford graduated from this course June 17.



**Chief Steward** – Eight steward department members (above, in alphabetical order) completed the enhancement of their skills in this course July 1: Alex Nebres Aguinaldo, Steve Concepcion, Perry Martin Sr., Stephan Osovitz, Robert Owens Sr., Artis Pilgrim, Johnny Sawyer and Emanuel Spain.

# SEAFARERS LOG



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## Save the Date: *El Faro* Dedication October 1

As reported at last month's membership meetings and in the July *LOG*, Seafarers who are in the Jacksonville, Florida, area on Oct. 1 are invited to attend the dedication of a new *El Faro* memorial at the SIU hall on Belfort Road. The agenda is still in the works, but the dedication is scheduled to start at 11 a.m.

The SIU-crewed *El Faro* sank near the Bahamas on Oct. 1, 2015, during Hurricane Joaquin. The tragic sinking claimed the lives of all 33 people aboard the vessel: 17 SIU members, 11 members of the Seafarers-affiliated American Maritime Officers, and five Polish nationals.

These images from early July show the start of construction of the *El Faro* memorial in Jacksonville, Florida.



## July 4 Feast Aboard The APL Philippines

Crew members aboard the Seafarers-contracted *APL Philippines* had many appealing menu choices on Independence Day. These snapshots reflect merely the appetizers and desserts. The main-course selections included rib-eyes, shrimp kabobs and veal chops, chargrilled to order. Pictured from left to right in the group photo at the immediate left are Recertified Steward Denis Burke, Chief Cook Valerie Russo and ACU Nasser Hussain.

