Production Begins On 2nd Matson Ship

General Dynamics NASSCO recently conducted a ceremony marking the start of construction on Seafarers-contracted Matson Navigation’s Matsonia, a combination container and roll-on/roll-off ship. The snapshot at right shows shipyard employees and dignitaries in San Diego preparing to cut the first piece of steel for the new vessel. The image below is an artist’s rendering of the new Con-Ro ship. Page 3. (Images courtesy General Dynamics NASSCO).

Piney Point-Based Paul Hall Center Emphasizes Hands-On Instruction

Founded in 1967, the SIU-affiliated Paul Hall Center for Maritime Training and Education always has put a premium on practical instruction. Hands-on training is included in virtually every one of the school’s 70-plus U.S. Coast Guard-approved courses. These recent snapshots show students in various classes at the Piney Point, Maryland school. For more information and photos, turn to pages 12-13. For updates on the school’s college program and its new steward department curriculums, see the back page.

Seafarers Support ‘Continuing Promise’

More Support for Jones Act

The Jones Act did not hamper the response. The Jones Act made the response possible. We use the Jones Act as a virtual wall," he said. "Without the Jones Act, we couldn't have done it."

More Support for Jones Act

As reported at last month’s SIU membership meetings, the recently approved federal spending bill includes several important pro-maritime provisions.

The overall measure funds the federal government for the 2018 fiscal year, which began in October. The omnibus bill calls for $1.3 trillion in expenditures. The legislation is 2,232 pages long.

A highlight of the package is full funding for the U.S. Maritime Security Program (MSP), something the SIU and its allies persistently pushed for. The president’s budget request for the fiscal year recommended funding the program at $241 million, a significant cut, but Congress rejected that recommendation. (Even though Congress approved a 10-year extension of the program through fiscal year 2025, legislators must approve its funding annually.)

The spending bill also contains funding of $1.7 billion for the Food for Peace program, which allows U.S.-flag ships to take the lead in delivering this important cargo to the impoverished world. Food for Peace helps feed starving Third World nations while providing critical support to U.S. shipowners and American farmers. Since its enactment in 1954, it has been considered one of America’s most successful foreign aid programs.

Additionally, the bill includes an extra $341.4 million in the U.S. Army Corps of Engineers budget which is designated for harbor dredging and other operation and maintenance activities. The Corps will develop a work plan to nationally distribute these funds, with specific amounts to be announced in the near future.

Significantly, no Jones Act waivers or amendments were contained in the bill.

Meanwhile, to help ensure that the MSP receives the funding necessary to support the Department of Defense in 2019, 90 members of the House have sent a letter to the chairman of the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies (elected by fellow Seafarers) recommending that the Department of Transportation support the MSP program.

Financial Committee Approves 2017 Records

A group of Seafarers has given a collective thumbs-up to the union’s financial records for 2017. For the second year in a row, the union’s constitution, a group of rank-and-file SIU members (elected by fellow Seafarers) reviewed the organization’s financial records for the previous calendar year. Most recently, this process happened in early April – first with the financial committee’s election in Pinney Point, Maryland, and then in the ensuing days when they examined the paperwork at SIU headquarters in Camp Springs, Maryland.

The committee found that the SIU’s financial records for 2017 are in good order. Their report reads, “We, the committee, do hereby state that we have examined the procedures for controlling of the funds of the union and have found that the system of internal control is adequate to safeguard them properly. … We find that the headquarters of the union are in good order. Their report, in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation.”

The members reported that they met with representatives from the certified public accounting firm that periodically audits the union’s books and records. Those representatives explained their procedures for checking the secretary-treasurer’s financial report of the union’s records, and they also further discussed the SIU’s overall financial operation. SIU Secretary-Treasurer David Hendel also worked with the committee and made himself and the records of his office available to the group, according to the report.
The commanding officer of the U.S. Transportation Command (USTRANSCOM) once again has forcefully spoken out about the crucial need to maintain a strong U.S. Merchant Marine.

Gen. Darren McDew testified April 10 during a hearing of the Senate Armed Services Committee. He was the lone pan-
elist for the session titled, “Posture of the United States Transportation Command.”

A consistently outspoken advocate of the American maritime industry, McDew told the committee that the nation depends on strong, reliable, U.S.-flag sealift capability and U.S. crews. He described the need to maintain a modern American-flag fleet and emphasized concerns about the gradual reduction that has taken place with the shipboard manpower pool.

“When the United States goes to war, USTRANSCOM moves 90 percent of its cargo requirements with the strategic sealift fleet, which consists of government-owned ships augmented by the commercial U.S.-flagged fleet,” McDew stated. “The ability to deploy a decisive force is foun-
dational to the National Defense Strategy, and the size and lethality of the force is of little consequence if we are unable to proj-
cut power in the pursuit of national objec-
tives. Therefore, the readiness of the entire fleet as well as the fleet of logistics and humanitarian relief, move military equip-
ment, supply combat forces, and forward-
position combat cargo around the world. MSC also assumes operational com-
mand of the Maritime Administration’s (MARAD) Ready Reserve Force (RRF) ships during periods of activation. How-
ever, our organic sealift capabilities will degrade rapidly over the coming years if we fail to pursue a responsible recapital-
ization strategy… USTRANSCOM is working with the Navy on a comprehen-
sive recapitalization plan which includes acquiring used vessels, extending the ser-
vice life of able vessels, and building new ships – all three of which are required to stabilize the fleet.”

The general said that the aging fleet, coupled with a reduction in U.S.-flag ves-
sels and a corresponding decrease of avail-
able mariners “threatens our ability to meet national security requirements.” He added that if those trends continue, the U.S. could eventually be forced to rely on foreign-flag vessels for sustainment in a mission on the scale of Operation Desert Shield/Desert Storm.

McDew further pointed out that during Desert Storm, 13 foreign-flag ships that were hired to carry material to American troops “declined to enter the area of opera-
tions, while U.S.-flagged vessels provided the necessary surge requirement today, a protracted need for mariners would stress the labor pool beyond acceptable risk.”

He said the Defense Department and Transportation Department “must seek innovative ways to recruit and retain suf-
ficient mariners to sustain sealift opera-
tions across the full spectrum of conflict. A healthy and viable U.S.-flagged fleet remains the foundation for a suitable U.S. Merchant Mariner pool.”

Jacksonville Congressman Stands Up in Support for the Jones Act

First-term U.S. Rep. John Rutherford (R-Florida) stood up for the Jones Act during a March 15 hearing on maritime policy by the House Homeland Security Commit-
tee. The hearing’s main topic was “Pre-
paredness, Response, and Resilience: Lessons from the 2017 Disasters.”

During his time to question Federal Emergency Management Administrator Brock Long, the Jacksonville congress-
man said the Jones Act – the nation’s freight cabotage law – “is vital to the Joint Force’s ability to accomplish its mission.”

Moreover, the general pointed out that the MSP and its related Voluntary Inter-
modal Sealift Agreement (VISA) “has proven a cost-effective means to assure access to sealift capability, capacity, and worldwide networks.… The MSP provides an intermodal and logistics capability outside of the Defense Department’s control that would be cost prohibitive to replicate. MSP assures access to 60 militarily useful vessels, the mariners who crew those ships, and commercial carriers’ global networks and infrastructure. Without this program, DOD’s asymmetric advantage in logistics would be put at significant risk as many of the vessels currently in the program would reflag under foreign flags and not participate in VISA. In this scenario, DOD would be forced to augment organic capac-
ity with foreign-flagged vessels to deploy and sustain the Joint Force.”

Turning to the area of manpower, McDew said USTRANSCOM is “con-
cerned” about a decline in numbers. Further reduction would “put at risk our ability to surge forces overseas and sustain a targeted conflict with the United States.” Although the qualified mariner labor pool industry-wide is adequate to support a surge requirement today, a protracted need for mariners would stress the labor pool beyond acceptable risk.”

Union shipyard workers in San Diego have started construction on a Jones Act vessel that will eventually will fit US crew members.

General Dynamics NASSCO in early April began production of the second ship in a two-vessel order for Seafarers-contracted Matson Navigation Company. Construction of the Matsonia began with a ceremonial first cut of steel at NASSCO’s San Diego shipyard, where the first ship in the se-
ries (Lurline) is 15 percent complete. Both ships will carry containers, automotive and rolling stock between the West Coast of the United States and Hawaii.

The vessels are combination container and roll-on/roll-off vessels, designated as Con-Ro. They’re being built for future conversion to LNG propulsion. They will be 870 feet long, with beams of 114 feet and sailing speeds up to 23 knots. Both will be able to carry approximately 3,500 container-
s and up to 800 vehicles each.

“Matson’s customers in the Hawaii trade rely on us for dependable delivery of their goods, and these new Kanaloa-class vessels designed specif-
ically for serving Hawaii will ensure we meet the highest standards of efficiency and reliability,” said Ron Forest, president of Matson.

“Building and building these vessels brings pride to every member of our team,” said Kevin Graney, president of General Dynamics NASSCO. “It’s an honor to add the Kanaloa-class vessels to NASSCO’s decades-long history in Jones Act ship production.”

Construction of the Lurline is scheduled to be complete in the fourth quarter of 2019. The Matso-
nia is scheduled for delivery in the second quarter of 2020.

In a news release announcing the recent cer-
emony, the shipyard noted, “NASSCO partnered with DSEC Co., Ltd., to provide Matson with state-of-the-art ship design and shipbuilding tech-
ologies. For more than a decade, this partnership has produced premium vessels for five separate Jones Act owners.

In an earlier announcement, Matson noted the company “is calling these vessels the Kanaloa class in honor of the ocean deity revered in the native Hawaiian culture and will name each of the new vessels after predecessor ships from its 134-year history. The first vessel will be named Lurline, the sixth Matson vessel to carry that name, while the second vessel will be its fifth namesake Matsonia.”

Matson further reported that the new vessels will have state-of-the-art green technology features, including a fuel-efficient hull design, environmen-
tally safe dual-hull fuel tanks, fresh water ballast systems and dual-fuel engines.

The two Kanaloa-class vessels will replace three diesel-powered vessels in active service, which will be moved to reserve status. Eventually, Matson will operate nine ships in its Hawaii service.

This artist’s rendering shows the look of the new Con-Ro ships being built for Matson and General Dynamics NASSCO.
Members Ink Great Lakes Dredge & Dock Contract

SIU crews have ratified a new five-year contract with Great Lakes Dredge & Dock. The agreement includes wage increases, maintains all benefits and covers approximately 120 Seafarers.

Negotiating on behalf of the union were SIU Vice President Contracts George Tricker, Assistant Vice President Archie Ware, Chief Engineer Edward Mancke, AB/Dragtender Charles Troutwine and AB/Dragtender Billy Born.

Tricker stated, “Even though the company is experiencing some tough times and restructuring its corporate model, our relationship moving forward remains positive, with new faces in place. I commend the rank-and-file members of our bargaining committee, whose professionalism and knowledge helped us secure the best possible contract at this time.”

Ware noted that it took two bargaining sessions before the union and company reached a tentative pact. “It was a tough negotiation but all in all, I think it went well,” he said.

The contract maintains medical coverage at the Core-Plus level, which is the top one available under the Seafarers Health and Benefits Plan. It also maintains Seafarers Pension Plan benefits and vacation pay.

Mancke, a Seafarer since 1991, called the contract “a decent agreement. I wouldn’t have presented it (to other members) if I thought it wasn’t fair. You can’t please everybody all the time, but the majority of us understand the company needs a hand.”

He said that maintaining all benefits and not losing any holidays were among the contract’s highlights. Mancke added that against the backdrop of financial difficulties faced by the company, securing annual wage increases in the last four years of the pact seems “very fair.”

Similarly, Troutwine pointed out, “We didn’t lose anything in this contract, and that was the main thing. I think it’s a fair contract for everybody. The company has a restructuring plan and a rebuilding plan.”

Troutwine had previously served on one other negotiating committee. He has sailed with Great Lakes Dredge and Dock for 20 plus years, and has been a Seafarer since 1988, when he completed the trainee program at the union-affiliated school in Piney Point, Maryland. He said that although the most recent sets of negotiations were more contentious than in years past, “I’m happy with the wages, plus we kept our medical benefits and we kept our pension.”

Since 2002 and 2002 and Great Lakes Dredge and Dock mariner since 2005, Born said, “I think it’s a fair contract on all sides. There were a lot of things brought to the table that were unsettling at first, but in the end, we kept everything we had in prior contracts.”

Great Lakes Dredge and Dock is the self-described “largest provider of dredging services in the United States and the only U.S. dredging company with significant international operations.” Its areas of operation include New York; Miami; Jacksonville, Florida; Charleston, South Carolina; Savannah, Georgia, and more.

Senior TOTE Executive Announces Retirement

Anthony Chiarello, president and CEO of SIU-contracted TOTE Inc., has announced he will retire this summer. Chiarello has nearly 39 years of exemplary service in the maritime industry in a number of leadership roles.

“As I look ahead to my sixty-third birthday later this year, it is time for me to spend more time with family and loved ones. I am blessed with a large family and many beautiful grandchildren, and I look forward to adjusting the priorities in my life,” noted Chiarello.

In a late-March news release, the company said that its “leadership team has a proven track record of success and will carry on with the strong core values of safety, commitment and integrity that Chiarello instilled over the last eight years at the helm. The company’s parent, Saltchuk, will make an announcement regarding Chiarello’s successor in due course.”

“We thank Anthony for his many years at the helm of TOTE,” said Mark Tabbutt, chairman of Salchuk. “Anthony has had a distinguished maritime career and under his capable leadership, TOTE Marine has grown to be one of the best shipping companies in the industry. Anthony leaves a team of highly talented leaders who are well equipped to contribute to TOTE’s continued success. We wish Anthony much happiness in his retirement.”

Chiarello started his career in stevedoring at JTO, now part of Ports America, in the Port of New York and soon relocated to Baltimore where he later served as deputy administrator of the Maryland Port Administration. He then spent 16 years with Maersk line, a Danish shipping company. He then spent 16 years with the Maersk line, served as president of Maersk Logistics USA.

Prior to joining TOTE, Chiarello was chief operating officer and executive vice president of NYK Logistics (Americas). He has always been very involved in education, having served on the board of visitors of the Business School at Northeastern University. He currently serves on the board of directors at the Center for Global Leadership at his alma mater, Villanova University. Chiarello is the recipient of many formal honors including the prestigious AOTUS award as well as being named a White House Champion of Change during the Obama presidency for his work involving liquefied natural gas (LNG) and the maritime industry.

In an address last year to the executive board of the AFL-CIO’s Marine Trades Department, Chiarello discussed the company’s newest ships, safety efforts and consistently cooperative endeavors with its crews and their respective unions. Chiarello described TOTE’s crews as “the best-trained mariners in the world,” and he also thanked all concerned for the unified effort in response to the El Faro tragedy.

Anthony Chiarello

Seafarer’s Quick Actions Extinguish Shipboard Fire

Quick thinking and safety training recently paid off for a first-on-the-scene SIU member and his shipmates.

AB Leo Onofrio extinguished a small fire aboard the MV Patriot on March 29 while the vessel was docked in Manzanillo, Panama. Other crew members quickly followed up to help ensure the fire indeed was out and the damage contained.

The Patriot is operated by TOTE Services for vessel owner American Roll-On/ Roll-Off Carrier (ARC). A communication from an ARC executive credited Onofrio’s “quick thinking and decisive action extinguishing the fire, (which) prevented a small fire from possibly spreading to other cargo.” That same message indicated the problem began with an electric short in a recently loaded new vehicle.

Onofrio graduated from the apprentice program at the SIU-affiliated Paul Hall Center in 2012. He said the safety training he received at the Piney Point, Maryland-based school “absolutely” helped him during the Patriot incident.

“I followed the steps I learned from my training,” he said.

Onofrio said he was walking on deck 13 “when I noticed a vehicle making a hissing sound, followed by a popping noise. The vehicle then began to smoke and ignited.”

“I immediately notified the mate on watch about the fire and proceeded to approach the flaming vehicle with a fire extinguisher,” he continued. “I utilized the extinguisher on the flames by spraying the hood of the vehicle and noticed fire coming from under the engine. I began to spray from below and through the wheel well to extinguish the fire. As soon as it was out, I began to back out of the space that had filled with smoke. The chief mate arrived followed by the fire team. I exited the space and got some much-needed fresh air.”

Onofrio’s main takeaway from the experience is that “anything can happen at any moment. We always have to be prepared,” he noted.

AB Leo Onofrio

The Galloway, New Jersey, native also was quick to credit his fellow Seafarers and the AMO members aboard the Patriot. “My shipmates responded immediately and everyone worked together to assure the ship’s safety,” he concluded.

Chief Mate Peter Sheridan stated, “Leo responded in an unparalleled set of focus and clarity. He immediately notified the Officer on Watch and attacked the car fire with a local fire extinguisher. I entered the space within two minutes of Leo’s report and the cargo hold was already filling with smoke. I am confident without Leo’s quick decision making, this fire could have been much worse. I think I speak for all onboard the Patriot – we are grateful for Leo’s actions and training.”
Clergy Backs Bakery Workers’ Crusade for New Pact

Religious Leaders Urge Nabisco to Negotiate in Good Faith, Avoid Outsourcing

Editor’s note: This article is provided by the Press Association News Service. The SIU and the Bakery Workers are affiliated through the AFL-CIO and through the Maritime Trades Department.

Faith leaders from around the country are joining the “Bakery 600,” the Bakery Workers’ long-running campaign against Nabisco for shutting the Oreo cookie line at its South Side Chicago plant and moving the 600 jobs to Mexico almost two years ago.

In a recent letter, the leaders urged Dirk Van der Put, the new CEO of Mondelez International, Nabisco’s parent firm, to negotiate in good faith and reach a new and fair contract with the BCTGM, which represents the 2,000 remaining unionized Nabisco workers at six plants in the U.S.

The letter came weeks after Mondelez held an unintentionally ironic “National Cookie Day” promotion in early March, and also after the firm’s chief financial officer was quoted, in a report on the Chicago Oreo workers, even though their production line was profitable. It would have been a 60 percent cut in wages from $46 million in concessions from the Chicago Oreo workers, many of whom had been employed at the plant for years.

“The appeal for economic justice at Mondelez/Nabisco by faith leaders will send a powerful message … as it addresses the need for business practices that affirm workers, families, and their communities. We call upon the company to recognize the social and economic welfare of people with as much importance as it does its drive for greater profits,” the letter’s signers told their clergy colleagues in seeking more support.

Ten faith leaders, including a rabbi, an imam and two who are also BCTGM members – Pastor Lamar Kennedy, a Local 364 member from Portland, Oregon, and Pastor Palmer Sweeney, a Local 358 retiree – signed the appeal to other clergy. Both pastors worked for Nabisco.

The letter came weeks after Mondelez shut the Oreo cookie line in the new Mexican plant, in more production of their top snack and cookie lines in the new Mexican plant, in the desert a mile outside Monterrey.

BCTGM Secretary-Treasurer Steve Bertelli addresses the Maritime Trades Department earlier this year.

There, the Mexican workers toil behind a barbed wire fence, are housed and from a residential compound and earn a dollar a day, Interfaith Worker Justice (IWJ) says in a recent report. Mondelez claims they’re unionized, but IWJ reports the contract is with the “President Adolfo Ruiz Cortines National Union.” That “sounds suspiciously like a company union,” IWJ says.

The clergy’s letter is the latest marker in the BCTGM campaign, which began even before Mondelez shut the Oreo cookie production line in Chicago, dumping 600 workers, many of whom had been employed at the plant for years.

“Based on the social teachings of our faith groups, we believe Mondelez has a moral responsibility to treat its workers with dignity and respect,” the clergy said in their public letter, asking for further clerical support nationwide.

Instead, the clergy said, Mondelez demanded $46 million in concessions from the Chicago Oreo workers, even though their production line was profitable. It would have been a 60 percent cut in wages and benefits. When the workers rejected that, Mondelez closed the line and sent their jobs to Monterrey, at a time when its then-CEO was earning over $20 million annually in pay and benefits.

“We call on Mondelez to negotiate a new contract with BCTGM that maintains health care benefits and a pension plan that would maintain retirement security for the workers. Furthermore, jobs should not be outsourced to Mexico as a way to evade the promises made by your company to workers in the U.S.,” the letter concludes.

“Clergy Backs Bakery Workers’ Crusade for New Pact

The Seafarers Health and Benefits Plan’s (SHBP) medical department recently finalized a policy on prescription opioids and other medications that’s aimed at helping SIU members remain eligible to ship.

As announced during the April membership meetings, the policy covers the use of prescription opioids, benzodiazepines, or sedative hypnotics aboard ship as they relate to a fitness-for-duty determination.

During the April membership meeting in Piney Point, Maryland, Seafarers Plans Administrator Maggie Bowen noted, “Essentially, the department’s policy is consistent with new Department of Transportation (DOT) drug-testing regulations and aims to provide Seafarers with an extra layer of protection so they are not caught off-guard by a positive test. These new DOT regulations have been covered in prior membership meetings, in the January edition of the Seafarers LOG, and in multiple posts on the SIU website.

“Whereas the Coast Guard only would find out about such prescriptions either through a drug-test result or if a mariner presented a legally valid prescription to a medical review officer, the SHBP medical department also may learn about them through a review of prescription records,” she continued. “As you know, the Coast Guard’s medical certificate determines fitness for certification, which can be less than the standards for fitness for duty. However, because the agency does not permit a mariner to ship if he or she is taking opioids – except in very rare circumstances when a waiver is issued – the SHBP medical department policy attempts to help prevent anyone from being declared unfit.”

She concluded, “Put simply, if you’ve got a valid prescription for an opioid, you’ll need to work with your doctor to identify a different drug that does not make you medically unqualified or unfit for duty. And again, the root of this change is the new DOT regulations that took effect at the start of this year.” The policy should not affect members of the SIU Government Services Division, because the Military Sealift Command medical department does not issue waivers for any opioids.

SIU members may direct questions to the SHBP medical department at (301) 994-0010.

SHBP Medical Department Finalizes Policy Governing Opioids, Other Meds

The appeal for economic justice at Mondelez/Nabisco by faith leaders will send a powerful message … as it addresses the need for business practices that affirm workers, families, and their communities. We call upon the company to recognize the social and economic welfare of people with as much importance as it does its drive for greater profits,” the letter’s signers told their clergy colleagues in seeking more support.

Ten faith leaders, including a rabbi, an imam and two who are also BCTGM members – Pastor Lamar Kennedy, a Local 364 member from Portland, Oregon, and Pastor Palmer Sweeney, a Local 358 retiree – signed the appeal to other clergy. Both pastors worked for Nabisco.

Burial at Sea Aboard the Perla Del Caribe

These photos were taken March 19 aboard the TOTE-operated Perla Del Caribe during a burial at sea for SIU pensioner Barry Carrano. During the solemn remembrance, vessel master Capt. Joseph Zayac read a short prayer, and one of Carrano’s prior shipmates, AB Jose Canales, said a few words. A recertified bosun, Carrano sailed with the SIU from 1982 to 2017. He passed away earlier this year at age 66.

BCTGM Secretary-Treasurer Steve Bertelli addresses the Maritime Trades Department earlier this year.

 Following a months-long delay caused by Hurricane Maria, refurbishment operations have resumed at the SIU’s soon-to-be new hall in San Juan, Puerto Rico (above). The facility is located at 659 Hillside Street. It previously had been used as an office building. Significant progress was being made at press time; updates will be provided at membership meetings and in upcoming LOG issues.

Upgrades Resume on Puerto Rico Hall

Seafarers LOG
SIU Helps Ensure Success of ‘Sail-In’
Annual Event Promotes U.S. Maritime Industry on Capitol Hill

The SIU made another strong showing at a yearly event that has become a staple of the American maritime industry.

On March 20, the ninth annual Maritime Congressional Sail-In saw a record 115 individuals – including officials and representatives from the SIU, other unions, U.S.-flag operators and other organizations – visit 169 congressional members and their staffs in order to discuss the importance of the Maritime Security Program (MSP), the Jones Act and other programs that are critical to the U.S. Merchant Marine.

Representing the SIU were Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Assistant Vice Presidents Nick Celona and Bryan Powell, Legislative Director Brian Schoeneman, Port Agents Joe Baselice, Todd Brdak, John Hoskins, Mark von Siegel, Pat Vandegrift and Chris Westbrook, and Patrolman Ray Henderson.

The SIU contingent was joined by representatives from every major seafaring union, the Navy League of the United States, various Jones Act companies and organizations, state maritime academies and other allies of the U.S.-flag fleet. Together, these individuals sat down with members of both the House and the Senate – on both sides of the aisle – and explained how the MSP works in conjunction with programs such as Food for Peace and Food for Progress to help maintain the American merchant fleet, the merchant mariner pool and national security.

As was explained by the maritime industry representatives during the Sail-In, the MSP and its 60-ship fleet of U.S.-flag vessels provides the Department of Defense with militarily useful tonnage, the global intermodal and logistics systems of trusted private shipping companies, and access to the invaluable U.S. civilian mariner pool. All of these benefits come at a fraction of the price it would take to fund them outright.

Sail-In groups pointed out that the MSP has proven its military value since the program’s inception in 1996. For example, since 2009, U.S.-flag commercial vessels and their civilian crews have carried cargo needed to support U.S. military operations and rebuilding programs in Afghanistan and Iraq, and vessels enrolled in the MSP carried 99 percent of those cargoes.

Thankfully, the MSP has been fully funded at the recommended $300 million level through Fiscal Year 2018, as part of the newly enacted federal budget.

Smoking is the biggest cause of preventable deaths in the United States. It accounts for more than 438,000 deaths each year, according to government data. One in two smokers will die from smoking-related diseases.

Secondhand smoke also is a serious health hazard for non-smokers, especially children. Smoking can cause numerous complications for your body. When you smoke, the poisonous chemicals released from the tar in cigarettes enter your bloodstream and makes your blood thicker, increases clot formation, increases your blood pressure and heart rate, narrows your arteries, and reduces the amount of circulating oxygen to your organs.

Smoking increases the risk of coronary artery disease, heart attacks, strokes, peripheral vascular disease, and cerebrovascular disease.

Carbon monoxide from the smoke and nicotine both put a strain on the heart by making it beat faster. Smoking doubles the risk of having a heart attack and doubles the risk of dying from coronary heart disease compared to a non-smoker.

If you quit smoking for a year, your risk is reduced by half. After stopping for 15 years, your risk is the same as a non-smoker.

Smoking can increase your risk of developing a brain aneurysm. This is a bulge in a blood vessel caused by a weakness in the blood vessel wall. This can rupture at any time and cause a condition called, brain aneurysm. This is a bulge in a blood vessel wall. This can rupture at any time and cause a condition called, subarachnoid hemorrhage.

If you stop smoking, within two years your risk of stroke is reduced by half.

Smoking can cause coughing, colds, wheezing, asthma and numerous other symptoms and conditions. It can cause fatal diseases such as pneumonias, emphysema, and lung cancer. Smoking causes 84 percent of deaths from chronic obstructive pulmonary disease (COPD), a progressive and debilitating condition. People with COPD have difficulties breathing, primarily due to the narrowing of their airways and the destruction of lung tissue.

Smoking can cause bad breath, stained teeth, gum disease, mouth and oral cancers. More than 93 percent of esophageal cancers are caused by smoking.

Not Blowing Smoke: Quitting is Worthwhile

Spotlight on Mariner Health

Healthful Recipe

Seafood Stir Fry

Servings: 25

3 2/3 tablespoons honey
3 2/3 tablespoons oyster sauce
2 2/3 tablespoons soy sauce
2 1/2 tablespoons scallions, sea scallops
turkey. Bring to a boil then turn heat off and set aside.

Add the vegetables to the vegetables. Mix together and add the sauce. Mix together well.

Pan the stir fry in 2” hotel pans. Make sure to cook the stir fry in batches to order as needed. Garnish with chopped green onions.

Nutrition Information - Per Serving (excluding unknown items): 225 Calories; 4g Fat (15.7% calories from fat); 32g Protein; 14g Carbs; 0 Other Carbs.

Sauce
2 1/2 cups pineapple juice
1/3 cups white wine
1/2 cup chicken broth
2 1/2 tablespoons honey
1 1/3 tablespoons granulated garlic

Sauté and season the shrimp and scallops with the garlic pepper seasoning in small batches. Cook until just done and set aside.

Mix together all the sauce ingredients in a large stock pot or kettle. Bring to a boil then turn heat off and set aside.

Add the vegetables to the vegetables. Mix together and add the sauce. Mix together well.

Pan the stir fry in 2” hotel pans. Make sure to cook the stir fry in batches to order as needed. Garnish with chopped green onions.

Nutrition Information - Per Serving (excluding unknown items): 225 Calories; 4g Fat (15.7% calories from fat); 32g Protein; 14g Carbs; 0 Other Carbs.
Many Seafarers probably know that the late Dr. Martin Luther King Jr. was assassinated April 4, 1968 while supporting striking sanitation workers in Memphis, Tennessee. What they perhaps don’t know, however, is that the AFL-CIO and a number of its affiliated unions and departments – including the SIU and the Maritime Trades Department – not only backed the sanitation workers’ walkout, but also supported their cause financially and joined them on the picket lines as well.

According to Michael Honey, author of “Going Down Jericho Road” (published 2007) about the 1968 Memphis Sanitation Workers strike, the SIU was among the first unions to show solidarity by sending a weekly donation in support of the strikers.

SIU President Michael Sacco, who also serves as president of the MTD, verified Honey’s account, noting: “Paul Hall (who headed the SIU and MTD in 1968) was a big supporter of the strikers. The MTD and the Seafarers (Union) committed a lot of resources to help those workers.”

Some 50 years following King’s death and the strike’s culmination, the same spirit of solidarity and support for their respective goals continues. MTD Executive Secretary-Treasurer Daniel Duncan, who also is a dues-paying member of the SIU, on April 4, 2018 participated in the Memphis, Tennessee I AM Rally for Justice. This event was part of a weeklong commemoration of the 50th anniversary of the strike and the assassination of Dr. King.

“The three days in Memphis were energizing,” said Duncan. “No matter where you were in Memphis, you saw buttons, shirts, billboards and even buses noting the 50th anniversary of the ‘I AM A MAN’ struggle.”

“It was a moment of reflection and remembrance, as well as a time to look ahead to see what goals of Dr. King and the sanitation workers still must be addressed,” he continued.

“The spirit surrounding the march on Wednesday was contagious. Folks were celebrating past achievements while calling out for stronger worker rights.”

MTD affiliate AFSCME and the Church of God in Christ organized the week’s events. They received a wealth of assistance from hundreds of officers and rank-and-file members from other labor organizations. “Union members worked with support groups like the NAACP and religious organizations to make sure the 10,000 marchers on April 4 were safe as well as understanding why it was necessary for all of us to gather under the ‘I AM 2018’ banner,” Duncan said.

“Having grown up in Tennessee, I was honored to represent the Seafarers and the Maritime Trades Department at this commemoration,” he concluded.

The original strike, which began in February 1968, followed years of segregation, unfair working conditions, and a history of poor race and labor relations in the city. The spark that set off the strike was the deaths of two sanitation workers, Robert Walker and Echol Cole, who were crushed by a garbage compactor while seeking shelter from a rain storm. Striking workers carried signs with the iconic statement, ‘I AM A MAN,’ which became a rallying cry for their plea for recognition of their human dignity.

The city government would not recognize the union they created, AFSCME Local 1733. Picket lines and daily marches continued for several months, gaining national attention when King joined them. He was killed in Memphis during a trip to support the workers. Shortly after King’s assassination, the city of Memphis recognized AFSCME Local 1733 as the sanitation workers’ union representative.

In reaction to Dr. King’s death, labor leaders from across the nation, including AFL-CIO President George Meany and SIU President Paul Hall, joined government officials and leading figures from all areas of American life in grief and shock. From Washington, Meany issued a statement that “the murder of Dr. Martin Luther King is an American tragedy. He was killed while aiding striking members of an AFL-CIO union in their struggle for human dignity.”

“THAT is how Dr. King spent his entire life at the side of the most oppressed in this nation,” the federation president declared. “He died in that struggle and all who cherish human dignity mourn tonight.”

Hall, on behalf of the SIU, sent the following telegram to the Reverend Ralph D. Abernathy, Dr. King’s successor as head of the Southern Christian Leadership Conference: “Americans everywhere join you in this day in mourning the tragic loss in Memphis of a great leader in the struggle for human rights and dignity. The death of Dr. Martin Luther King symbolizes the urgency to continue his life’s work and we wish to assure you of our continued support and dedication in this vital struggle. Please convey to Mrs. King, to her family and to all of your associates our sympathy and sorrow on the loss and untimely passing of this great American.”

Thomas Gleason, head of the International Longshoremen’s Association (ILA), said of the fallen civil rights icon, “He was a man of peace and dignity, completely dedicated to God and the brotherhood of man. It is fitting and proper, then, that we devote this time to pray that the principles that guided this great, great man continue to guide others in the movement for brotherhood to which he devoted his energies.”

The night before his assassination, King gave his famous “I have been to the mountaintop” speech where he also said, “We’ve got to give ourselves to this struggle until the end. Nothing would be more tragic than to stop at this point in Memphis. We’ve got to see it through.”

For two days following his death – April 5 and 6, 1968 – longshoremen and others at ports across the county shut down work in honor of King. This included passenger ships and boats carrying supplies to soldiers in Vietnam. Unions for the workers had been integrated for years, with up to 50 percent of their membership non-white, and the presidents for the National Maritime Union (which merged with the SIU in 2001) and the ILA issued statements calling for the shutdown.
CONGRESSMAN VISITS OAKLAND HALL – Pro-maritime U.S. Rep. Eric Swalwell (D-California) (standing, eighth from right) stopped by the SIU hall in Oakland, California, in late March and spoke with Seafarers, officials and staff. He reiterated his support of the U.S. Merchant Marine.

A-BOOK IN OAKLAND – Congratulations to ACU Edison Inuman (left) on receiving his A-seniority book. He’s pictured at the SIU hall in Oakland, California, with Patrolman Adrian Fraccaroll. Brother Inuman most recently sailed aboard Matson’s Maui.

ABOARD MAHIMAHI – Pictured aboard the Matson ship on the West Coast in late March are Chief Steward Michael Curtis (left) ACU Walter Harris.

WELCOME ASHORE IN JERSEY – Congratulations and welcome ashore to Recertified Bosun Konstantinos Prokovas (right), pictured at the Jersey City hall with Patrolman Ray Henderson. Brother Prokovas first sailed with the SIU in 1992, aboard the Global Link. He is shown picking up his first pension check.

SURPRISE REUNION – A couple of Seafarers were happy to bump into each other outside the Houston hall before the March membership meeting. Some 18 years ago, Fr. Sinclair Oubre (right), through his work with both the Apostleship of the Sea and the Port Arthur (Texas) International Seafarers Center, actively promoted the maritime industry to youth in St. Mary’s Parish. Edmund Livings (left) took his words to heart and joined the SIU; he’s still a member, sailing as an AB. Livings also stopped at Fr. Oubre’s office to show him his documents and thank him for his mentorship.

A-BOOK IN NORFOLK – AB Aretta Jones (left) is sworn in for her A-seniority book at the hall in Norfolk, Virginia. Pictured at right is Port Agent Georg Kenny.
FORMER SEAFARER VISITS PINENE POINT – The SIU-affiliated Paul Hall Center hosted author David Madden for a multifaceted visit in early April. Madden (pictured at right in photo at left, with Paul Hall Center Acting VP Tom Orzechowski, and also pictured near the center in the photo at right, with apprentices) sailed with the SIU from 1951-53. He remains an avid reader of the Seafarers LOG and a supporter of both the U.S. Merchant Marine and the labor movement. An accomplished author, Madden, 84, signed copies of his new book and also read an excerpt to students in the auditorium. For more information about the book and Madden’s wide-ranging background, visit www.davidmadden.net (the book was reviewed in the March 2018 issue of the LOG).

FULL BOOKS IN FLORIDA – Two Seafarers recently picked up their respective full membership books at the hall in Fort Lauderdale, Florida. They are AB Mark Bolin (left in photo at left) and AB Ryan Morton (left in photo at right). Both members are pictured with SIU Asst. VP Kris Hopkins.

FULL BOOK IN PHILLY – Port Agent Joe Basilece (right) administers the oath to Seafarer David Hain-Mendez during the April membership meeting. Hain-Mendez got his full union book.

HONORING NMU CHARTER MEMBER – Charles A. Mills (second from right, with family members) recently was honored with a lifetime achievement award at the American Merchant Marine Veterans (AMMV) national convention in St. Louis. Mills was a charter member of the National Maritime Union (NMU), which merged into the SIU in 2001, and attended the first NMU convention in the same timeframe. Mills sailed throughout WWII, then embarked on a four-decade career as an NMU official. He retired in the late 1980s but continued to advocate for the U.S. Merchant Marine and especially his fellow WWII U.S. Merchant Marine veterans. Mills was part of an AMMV-based team that visited Congress in 2015 and 2017. At 97-years of age, Mills shows no signs of slowing down. (Thanks to AMMV National President Chris Edyvean for the photo and information.)

SAINT PATRICK’S DAY SPIRIT – Chief Cook Sharray Turner (left) and Chief Steward Ingrid Ortiz embraced the holiday mood during a recent voyage aboard the TOTE-operated Integrity. Green pancakes, green (but safe) burgers and green cake were all on the menu. (For the full-color effect, look up this snapshot on the Seafarers LOG Facebook page.)

HOSTING STUDENTS IN HOUSTON – The SIU in early April welcomed students and teachers from Hallettsville High School to the union hall during a multi-stop, labor-oriented field trip. SIU Safety Director Kevin Sykes (standing at right in photo at left) explains the apprentice program available at the union-affiliated Paul Hall Center. Students and teachers are also pictured in photo at right.

ABoard MATSONIA – Pictured from left aboard the Matson vessel are ACU Jose Ayon-Ayon, Patrolman Adrian Fraccaroli, vessel master Capt. Michael Knoll, Port Agent Nick Marrone II and Chief Cook Lito Acosta. The photo was taken April 4 on the West Coast.

DISCUSSING CABOTAGE IN FLORIDA – During the April membership meeting at the hall in Jacksonville, Florida, Safety Director Joseph Koncul (standing) explains the importance of the Jones Act and how SIU-crewed Jones Act ships led the way with hurricane relief cargoes for Puerto Rico. Partially visible at left is Port Agent Ashley Nelson. Patrolman Adam Bucalo is at right.

May 2018

Seafarers LOG 11
For experienced mariners and entry-level students alike, a state-of-the-art vocational school in southern Maryland serves as a gateway to rewarding careers. The SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, opened as a bare-bones facility in 1967. It has enjoyed more than a half-century of steady growth and has developed into a cutting-edge school with wide-ranging curriculums.

One thing that hasn’t changed from the start is the center’s emphasis on practical training. Hands-on instruction is featured in virtually every one of the school’s 73 U.S. Coast Guard-approved courses. Many classes are department-specific (deck, engine, or steward), while numerous others provide comprehensive safety training for the entire crew. Similarly, the Paul Hall Center offers entry-level instruction for those just embarking on their respective maritime careers, plus upgrading coursework for experienced Seafarers.

Some hands-on segments take place aboard the modern training vessel Freedom Star, one of the most visible parts of the campus’ waterfront. Many also happen at the nearby Joseph Sacco Fire Fighting and Safety School, located on a satellite campus just a few miles from the main base.

While the Paul Hall Center is best known for vocational training – including its highly regarded apprentice program, which is registered with the U.S. Department of Labor – it also offers academic support along with separate programs for earning a high school degree and a two-year college degree.

The photos on these two pages show a small sample of practical coursework in Piney Point, plus the campus itself. Complete information about the school is available in the Paul Hall Center section of the SIU website: www.seafarers.org.
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NMC Notice

Homeport Course Completion Uploads

The National Maritime Center issued the following news item on March 30. It’s also available on both the NMC and SIU websites.

It has come to the attention of the National Maritime Center (NMC) that training provider course completion data uploaded using the Homeport application may not be processing properly. The cause is under investigation. While we await resolution, mariners and training providers are encouraged to do the following:

- Training providers should provide all graduating students with a course completion certificate.
- Training providers using the data upload feature are encouraged to contact the NMC Customer Service Center for assistance in obtaining documentation.

Mariners and training providers, and we will make every effort to provide further updates as they become available.

We apologize for any inconvenience this may cause mariners.

May & June 2018

NMC Notice

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We apologize for any inconvenience this may cause mariners.
Inquiring Seafarer

This month’s question was answered by SIU members at the union hall in Jersey City, New Jersey.

Question: What would you want the general public to know about the U.S. Merchant Marine, and why do you think the American maritime industry is important?

James Joyce

I’d like the public to know that there is still a U.S.-flag merchant marine. When I tell people what I do for a living, they don’t even realize there is one. Secondly, I’d explain that 90 percent of all cargo worldwide is moved on ships. That’s always been a point of interest to people when I do engage them in a conversation about what the merchant marine does—the commercial end of it. The general public is extremely misinformed about the merchant marine.

Roy Payne

The merchant marine is really important to the safety and security of the United States—for example, supporting our troops or taking relief supplies to Puerto Rico. I try to spread the word wherever I go, and I try to get people involved in the industry. I’ve been in it all my life, and we need people to continue this U.S. Merchant Marine system.

Eduardo Barlas

We support the military and we deliver for the military. That’s very, very important. They can call us and we’ll answer. We cannot rely on foreign-flag ships; we really need our own available ability and readiness. I also encourage people to get into the industry. It’s not for everybody, but it’s in my blood. Once you’re in, it’s hard to leave.

Alex Amarra

I don’t think a lot of people know about it. When someone asks you what you do for a living and you tell them, they say, “What’s that?” They think you’re in the military. I want them to know what we do and how important the job is to the nation. It helps the economy and helps with national security, too. We deliver the goods in times of peace and war. We help our military.

Arkady Bichevsky

It’s the jobs flexibility, freedom, and we travel all over the world and see a bunch of countries. The money is good. I chose this career in 1989 and started on a foreign-flag ship. I came to this country and joined the SIU in 2004. Financially, it’s a very good job. I enjoy it, especially the travelling. It means a lot to me.

This photo originally ran in the May 1970 edition of the LOG, with a short article headlined “Last of the Sidewheelers.” Today, the boat is preserved at the San Francisco Maritime National Historical Park. The full text of the 1970 piece: “An epic 9,000-mile journey ended last month when a 56-year-old sidewheeler tugboat paddled under the Golden Gate to dock at her new home here. The restored tugboat, the Eppleton Hall, is thought to be the last of her kind. She completed a voyage from Newcastle, England, to a berth at the San Francisco Maritime Museum. During the six-month journey that took the 10-man crew to Africa, across the Atlantic and through the Panama Canal at a top speed of 5 knots, the 105-foot tugboat was battered by three Atlantic storms. The vessel was discovered on a mudflat on the Tyne River by Scott Nehall, executive editor of the San Francisco Chronicle and founding director of the Maritime Museum. She was burnt out and scheduled for destruction. Newhall bought the sidewheeler and restored her at a cost of $150,000, including conversion of the original coal-burning engines to diesel and replacement of woodwork.”
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

VLADIMIR BABENKO
Brother Vladimir Babenko, 67, joined the SIU in 1996 and first sailed aboard the USNS William H. Brown. He worked on multiple occasions at the union-affiliated Paul Hall Center. Brother Babenko last sailed on the Liberty Island. He makes his home in Dover, Florida.

KONSTANTINOS PROKOVAS
Brother Konstantinos Prokovas, 65, joined the SIU in 1992, initially working aboard the Global Link. He sailed in the deck department and upgraded his skills on multiple occasions at the Piney Point center. Brother Prokovas last sailed on the Mavoek Pittsburgh in 2002. He makes his home in Lucknow, New York.

INLAND

CRAG BURMEISTER
Brother Craig Burmeister, 62, signed on with the union in 1980. He first worked for Dixie Carriers and was a member of the deck department. Brother Burmeister upgraded his skills on several occasions at the maritime training center in Piney Point. He most recently worked for Crowley Towing and Transportation, and resides in Dover, Florida.

FELIX JOHNFIN
Brother Felix Johnfinn, 65, joined the SIU in 2000, when he sailed aboard the USNS Prevail. The engineer department member upgraded his skills at the union-affiliated Paul Hall Center. Brother Johnfinn last worked for GH&T Towing and makes his home in Houston.

JOSEPH MERAVY
Brother Joseph Meravy, 62, joined the SIU in 1996, initially working for McAlister of Virginia. A member of the deck department, Brother Meravy upgraded his skills at the union-affiliated Paul Hall Center. Brother Johnfinn last worked for GH&T Towing and makes his home in Houston.

WILLIAM WHITE
Brother William White, 65, joined the SIU in 2003 and first sailed aboard the USNS William H. Brown. He worked on multiple occasions at the union-affiliated Paul Hall Center. Brother White most recently worked with the same company for the duration of his career. He makes his home in Louisville, Kentucky.

MARK SCHULTZ
Brother Mark Schultz, 65, joined the SIU in 1989, initially working for Red Circle Transportation. The deck department member upgraded his skills on multiple occasions when he upgraded at the union-affiliated Paul Hall Center. Brother Schultz most recently sailed with Allied Transportation. He resides in Chula Vista, California.

TIMOTHY THOMAS
Brother Timothy Thomas, 65, became a member in 1971. Initially working in the engine division, he first sailed aboard the Houston. Brother Thomas upgraded at the union-affiliated Piney Point school in 1985. A member of the deck department, he last worked for Hyde Marine before setting in East Nassau, New York.

WILLIAM WHITE
Brother William White, 65, joined the SIU in 2003 and first sailed aboard the USNS William H. Brown. He worked on multiple occasions at the union-affiliated Paul Hall Center. Brother White most recently worked with the same company for the duration of his career. He makes his home in Louisville, Kentucky.

ELIZER SAINTVIL
Brother Elizer Saintvil, 65, joined the SIU in 2008. He first worked on the Eric G. Gibson. He upgraded on multiple occasions at the union-affiliated maritime training center in Maryland and was a member of the steward department. Brother Saintvil last sailed on the Liberty Island before settling in Port Charlotte, Florida.

KIM BUCHMAN
Brother Kim Buchman, 72, began his career with the Seafarers in 2012 when he sailed on the USNS Invincible. He was a deck department member and last sailed aboard the Golden Phoenix. Brother Buchman calls Orvieto, Washington, home.

JAMES ROGERS
Brother James Rogers, 70, started sailing with the union in 2007, when he worked aboard the Eagle Challenge. He was an engine department member and upgraded in 2006 at the maritime training center in Piney Point. Brother Rogers most recently worked aboard the USNS Shahnaz Bay and resides in Fairplay, Colorado.

DARIO SANCHEZ
Brother Dario Sanchez, 65, joined the SIU in 1999, initially sailing aboard the Seafarers Wolf. He was a steward department member and upgraded at the Paul Hall Center in 2002. Brother Cayonte last sailed aboard the Golden Phoenix. Brother Sanchez makes his home in Jacksonville, Florida.

DAVID BODAH
Brother David Bodah, 65, signed on with the union in 1999, initially sailing aboard the USNS Wolf. He worked in the engine department and upgraded on several occasions at the Paul Hall Center. Brother Bodah last sailed on the Alliance St. Louis. He resides in Sparks, Nevada.

JAMES KEITH
Brother James Keith, 65, joined the SIU in 1978, and first sailed aboard the Columbia Queen near Ohio. A deck department member, he upgraded on multiple occasions at the maritime training center in Piney Point. Brother Keith most recently sailed on the USNS Bellatrix and makes his home in New Orleans.

MARK TILLY
Brother Mark Tilly, 57, joined the SIU in 1994, when he worked for Allied Towing. He sailed in the deck department and upgraded often at the maritime training center in Piney Point. Brother Tilly last worked aboard the Legacy and calls Duneoin, Florida, home.

ERNESTO LOMBOY
Brother Ernesto Lomboy, 69, joined the SIU in 2003, initially sailing aboard a Matson vessel. He worked in the deck department and upgraded in 2006 at the maritime training center in Piney Point. Brother Lomboy most recently sailed on the Pacific Collector. He lives in Pearl City, Hawaii.

JASPER MCGIRT
Brother Jasper McGirt, 67, joined the SIU in 1999 when he worked for Crowley Towing and Transportation. He was an engine department member and upgraded in 2000 at the maritime training center. Brother McGirt most recently worked aboard the USNS VADM K.R. Wheeler. He lives in San Diego.

KONSTANTINOS PROKOVAS
Brother Konstantinos Prokavas, 65, joined the SIU in 1992, initially working aboard the Global Link. He sailed in the deck department and upgraded his skills on multiple occasions at the Piney Point center. Brother Prokavas last sailed on the Mavoek Pittsburgh in 2002. He makes his home in Lucknow, New York.

ROBERT SCREWS
Brother Robert Scrivens, 60, signed on with the union in 1976, when he worked aboard the Eagle Traveler. An engine department member, he upgraded often at the maritime training center in Piney Point. Brother Scrivens last sailed aboard the USNS Curtiss and lives in Mohave Valley, Arizona.

DIMARCO SHOULders
Brother Dimarco Shoulders, 56, became an SIU member in 1991, when he sailed aboard an AMSEA ship. A member of the engineering department, he upgraded often at the union-affiliated Paul Hall Center. Brother Shoulders most recently sailed on the Charger. He resides in Mansfield, Ohio.

MARRU SYARIUFIND
Brother Maruf Syariufind, 70, signed on with the union in 2003. He first shipped on the Black Eagle and was a deck department member. Brother Syariufind last sailed on the Mavoek Pittsburgh. He calls Elmhurst, New York, home.

Winston THOMPSON
Brother Winston Thompson, 58, joined the SIU in 1993, initially working aboard the Long Lines. He last sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Thompson most recently sailed on the Overseas Chinook and settled in Houston.

Rory WIX
Brother Rory Wix, 61, signed on with the union in 1979, when he worked for GH&T Towing. A deck department member, he upgraded on multiple occasions at the Paul Hall Center. Brother Wix remained with the same company for the duration of his career and resides in Aransas Pass, Texas.

ROBERT SCRIVENS
Brother Robert Scrivens, 60, signed on with the union in 1976, when he worked aboard the Eagle Traveler. An engine department member, he upgraded often at the maritime training center in Piney Point. Brother Scrivens last sailed aboard the USNS Curtiss and lives in Mohave Valley, Arizona.

NICHOLAS PICCINICHI
Brother Nicholas Piccinichi, 66, signed on with the union in 1989, initially working with Crowley. A member of the deck department, Brother Piccinichi remained with the same company for the duration of his career. He makes his home in Mount Laurel, New Jersey.

JAMES ROGERS
Brother James Rogers, 70, started sailing with the union in 2007, when he worked aboard the Eagle Challenge. He was an engine department member and worked for Harley Marine. He was a deck department member and worked for the same company for the duration of his career. Brother Rogers lives in Louisville, Kentucky.

ELIZER SAINTVIL

MARK SCHULTZ
Brother Mark Schultz, 65, joined the SIU in 1989, initially working for Red Circle Transportation. The deck department member upgraded his skills on multiple occasions when he upgraded at the union-affiliated Paul Hall Center. Brother Schultz most recently sailed with Allied Transportation. He resides in Chula Vista, California.

TIMOTHY THOMAS
Brother Timothy Thomas, 65, became a member in 1971. Initially working in the engine division, he first sailed aboard the Houston. Brother Thomas upgraded at the union-affiliated Piney Point school in 1985. A member of the deck department, he last worked for Hyde Marine before setting in East Nassau, New York.

WILLIAM WHITE
Brother William White, 65, joined the SIU in 2003 and first sailed aboard the USNS William H. Brown. He worked on multiple occasions at the Paul Hall Center. Brother White most recently worked with the same company for the duration of his career. He makes his home in Fairplay, Colorado.

JAMES ROGERS
Brother James Rogers, 70, started sailing with the union in 2007, when he worked aboard the Eagle Challenge. He was an engine department member and worked for Harley Marine. He was a deck department member and worked for the same company for the duration of his career. Brother Rogers lives in Louisville, Kentucky.
JOACHIM BUETZER  
Pensioner Joachim Bueter, 76, passed away January 15. He joined the union in 1959 and was a member of the stewards de- 
partment and last sailed aboard the
LNG Gemini. He retired in 2007 and 
settled in Lahaina, Hawaii.

HAYWOOD BUTLER  
Pensioner Haywood Butler, 92, died April 6. He joined the union in 1965 when he 
shipped aboard the Eagle Voyager. An engine de- 
partment member, he last worked aboard the
Over- 
seas Washington. Brother Butler re- 
tired in 1991 and lived in Orlando, Florida.

JUAN CASTILLO  
Pensioner Juan Castillo, 68, passed away February 2. He signed on with the 
SIU in 1970, initially sail- 
ing on the Andrea J. Jackson. Working in the deck depart- 
ment, Brother Cas- 
tillo last sailed on the SeaBuck Arctic. He became a pen- 
sioner in 2009 and was a resident of Houston.

ANTONIO COLON RIOS  
Pensioner Antonio Colon Rios, 61, died March 15. He signed on with the 
union in 1982 and first sailed on the Del Sol. Brother Colon Rios was a steward department mem- 
ber. He last sailed on the Prestige New York. He retired in 2007 and 
lived in Carolina, Puerto Rico.

WILLIAM FARMER  
Pensioner William Farmer, 78, passed away March 31. He be- 
came a member of the SIU in 1997 and first sailed on the USNS Able. A member of the steward depart- 
ment, Brother Farmer last sailed on the Observance Island. He became a pensioner in 2006 and 
called Charleston, South Carolina, home.

EDWARD HIEL  
Pensioner Edward Hiel, 79, died April 10. He signed on with the 
union in 1969, first sailing on the 
Revis Broth- 
ers in the Great Lakes division. The steward de- 
partment member later worked in the deep sea division, last sailing on the

JAMES KEVAN  
Pensioner James Kevan, 69, passed away February 16. He joined the union in 1991 and first 
sailed aboard the USNS Chauvenet. Brother Kevan sailed in the deck department and last sailed aboard the Maersk Georgia. He became a pensioner in 2013 and lived Grand Haven, Michigan, home.

IBARRA MANGAYA  
Pensioner Ibarra Mangaya, 65, passed away February 26. He signed on with the 
SIU in 1996, first sailing aboard the USNS Alice. Brother Mangaya worked in the en- 
gine department and last sailed on the Jack Lummus. He retired in 2018 and settled in Virginia Beach, Virginia.

ALEJANDRO MARTINEZ  
Pensioner Alejandro Martinez, 77, died March 2. He joined the union in 1968, initially sailing aboard the 
Trans Horun. A member of the engine department, Brother Martinez most recently sailed on the Overseas Har- 
riet. He began collecting his pension in 2005 and made his home in Houston.

JOHN MCNELLAGE  
Pensioner John McNellage, 91, passed away March 13. He joined the union in 1951 and first sailed aboard the Alice Polaris. The deck department member’s last vessel was the Overseas Alaska before his retirement in 1985. Brother McNellage lived in Mo- bile, Alabama.

MOSLEH MOSLEH  
Brother Mosleh Mosleh, 63, died March 9. He signed on with the 
union in 1980, initially sailing on the Panama. He was a steward de- 
partment member and last shipped on the Integrity. Brother Mosleh was a resident of Syracuse, New York.

ANTONIO OCTAVIANO  
Pensioner Antonio Octaviano, 66, died February 24. He became an SIU member in 2003, initially 
sailing on the Paul Buck. Born in the Philippines, Brother Octaviano worked in the en- 
gine department. He most recently sailed aboard the Revolu, and retired in 2018. He made his home in Daly City, California.

EARNEST OXENDINE  
Pensioner Earnest Oxendine, 81, died March 20. He joined the union in 1966 and first sailed aboard the Seabuck Arctic. The deck depart- 
ment member last sailed on the Global Mariner. Brother Oxendine became a pensioner in 2001 and resided in Pembroke, North Caro-
lina.

STANLEY PARTYKA  
Pensioner Stanley Partyka, 88, passed away March 16. He joined the union in 1951. Brother Partyka sailed in the deck department. He retired in 1986 and resided in Chi- 
cago.

BELTRAN PINO  
Pensioner Beltran Pino, 96, passed away March 15. He joined the 
SIU in 1943 and first sailed aboard the Pan Atlantic. Brother Pino was a deck depart- 
ment member. His last ship was the 
Robert E. Lee. He began collecting his pension in 1977 and made his home in Honolulu.

JOHN SHANK  
Brother John Shank, 55, died March 7. He signed on with the union in 2003 and first sailed on the Overseas Joyce. A member of the deck department, Brother Shank last worked aboard the Liberty Promise. He called Fort Lauderdale, Florida, home.

JAMES SOUCI  
Pensioner James Souci, 73, passed away March 19. He signed on with the union in 1990 and first sailed aboard the 
Sea-Land Express. Brother Souci retired in 2016 and settled in Pasadena, California.

LEW HOWARD  
Pensioner Lee Howard, 77, passed away February 5. He joined the 
SIU in 1963 and first worked aboard the 
Michigan Interstate. Brother Howard was a deck department member and most recently sailed on the J.J.W. Iglesias. He began collect- 
ing his pension in 1996 and made his home in Benzonia, Michigan.

GEORGE BUCHANAN  
Pensioner George Buchanan, 89, passed away March 6. He joined with the SIU in 1959, working for Chesapeake & Ohio Railway. He continued to work for the same company until his 

MIRA GNOINSKA  
Pensioner Mira Gnoinska, 83, died March 2. She joined the union in 1981 and spent her entire career with Delta Queen Steamboar Co., primarily sailing in the 
swear department. Sister Gnoinska became a pensioner in 1997 and settled in Metairie, Louisiana.

RUSSELL JEWETT  
Pensioner Russell Jewett, 74, died March 2. He became a member of the 
SIU in 1973, initially working for Michigan In- 
terstate Railway. Brother Jewett was an engine depart- 
ment member and last worked aboard the Sugar Island. He began collecting his pension in 2008 and lived in Halt, Michigan.

DOMENIC OTTOFARO  
Pensioner Domenic Ottofaro, 86, passed away March 7. He worked the 
SIU colors in 1963 when he worked for Chesapeake & Ohio Railway. Brother Ottofaro worked for the same company up until the last month of his career, when he sailed with McAllister Towing of Virginia. He retired in 1990 and resi- 
ed in Hickory, North Carolina.

IGNACIO FLORES  
Pensioner Ignacio Flores, 73, died February 18. He signed on with the 
union in 1971 as a maintenance 
engine electrician in Elizabeth, New Jer- 
sy. Brother Flores was an engine de- 
partment member and last worked for NPR. He became a pensioner in 1998 and lived in Carolina, Puerto Rico.

SAMUEL COX  
Pensioner Samuel Cox, 82, passed away February 24. Born in Gayata, he worked as a mem- 
ber of the deck de- 
partment. Brother Cox began collect- 
ing pension in 2007 and resided in Bronx, New York.

SAEED FARAH  
Pensioner Saeed Farah, 90, died March 10. He was born in Sorousia and 
was a deck de- 
partment member. He sailed for 26 years, most recently aboard a tanker, and 
then retired in 1989. Brother Farah estab- 
ished his home in Killem, Texas.

FRANK JACKSON  
Pensioner Frank Jackson, 90, passed away February 28. Born in 
Louisiana, he retired in 1988 and resided in Los Angeles.

JAMES LENNA  
Pensioner James Lenna, 89, died March 12. He was born in New 
york and became a pensioner in 1965. He called Weatherford, Texas, home.

MELFORD MCRAE  
Pensioner Melford McRae, 86, died March 18. He began his career with 
Brooklyn Eastern District Terminal in 1970. Brother McRae briefly worked as a member of the SIU-affiliated United Industrial Workers before joining the NMIU. He retired in 2000 and settled in East Orange, New Jersey.

TIM THOMPSON  
Pensioner Tim Thompson, 65, passed away January 2. Born in 
Wausau, Ohio, he was a member of the deck department. Brother Thompson last worked aboard the 
Macfarlaine Maine and began collecting his pension in 2008. He made his home in New Orleans.

Name  Age  Ap  DOD  March 9  1 4/01/2018  Alves, Eddie 92  12/04/2018  Alves, Joseph 90  04/07/2018  Barone, Angelo 91  02/15/2018  Barlow, William 89  03/30/2018  Collins, Albert 86  08/24/2018  Galvin, Charles 89  08/03/2018  Grasso, Mario 79  06/04/2018  Giaan, Patricia 77  09/09/2018  Lopa, Quintino 98  02/14/2018  Mendez, Santiago 98  01/24/2018  Morin, Luis 90  01/23/2018  Morales, Augusto 97  01/28/2018  Pineda, Teresa 96  12/01/2017  Sue, Artie 92  03/17/2018  Rose, Cyril 101  03/05/2018  Scott, Orleyn 91  01/23/2018  Simon, George 95  03/31/2018  Soares, Antonio 87  02/27/2018  Stajjas, Thomas 89  02/28/2018  Trevino, Manuel 99  02/29/2018  Wijko, Alexandra 97  05/23/2018

May 2018

18  Seafarers LOG

Final Departures
MAERSK DENVER (Maersk Line, Limited), January 20 – Chairman James Walker, Secretary Caesar Mercado, Educational Director Herman Castro, Deck Delegate Saleh Mothana, Steward Delegate Medardo Thomas. Crew awaiting completion of passenger cabin installation on each deck. Chairman discussed president’s report in detail. Chairman informed members of expected late arrival to the port of Newark, New Jersey, which will delay the steward department for excellent meals, including during holiday season. Steward reminded members to keep credentials up to date and reminded galley gang about new culinary course requirement for upcoming years. Educational director encouraged crew to secure a future by upgrading. No beefs or disputed OT reported. Members requested new laundry, new mattresses and new computer monitor. New pillows and new mattresses also were ordered. Next ports: Newark, New Jersey; Charleston, South Carolina.

MAERSK COLUMBUS (Maersk Line, Limited), February 3 – Chairman Ion Irimia, Secretary Durwood Abad Martinez. Chairman thanked crew for safe trip and announced USCGL will board in the port of Virginia. New mattresses will arrive soon. Secretary informed crew of stores arriving in Houston. Educational director informed crew of stores mattresses will arrive soon. Secretary thanked crew for making visually pleasant and kept work area tidy. Chairman reminded members to always have a valid Coast Guard card. Repairs to boiler in engine room to be made in Rich- mond, Virginia. Secretary reminded crew to do so during that time. Members requested new laundry, new mattresses received. Next Port: Concord Line, Limited). January 20

— Chairman James Walker, Secretary Caesar Mercado, Educational Director Herman Castro, Deck Delegate Saleh Mothana, Steward Delegate Medardo Thomas. Crew awaiting completion of passenger cabin installation on each deck. Chairman discussed president’s report in detail. Chairman informed members of expected late arrival to the port of Newark, New Jersey, which will delay the steward department for excellent meals, including during holiday season. Steward reminded members to keep credentials up to date and reminded galley gang about new culinary course requirement for upcoming years. Educational director encouraged crew to secure a future by upgrading. No beefs or disputed OT reported. Members requested new laundry, new mattresses and new computer monitor. New pillows and new mattresses also were ordered. Next ports: Newark, New Jersey; Charleston, South Carolina.

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FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for the annual financial report, in which all union funds, not limited to the membership's money and union finances. The constitution requires a financial report at least once a year, with 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. T R U S T F U N D S. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees, who consist of the membership and its officers, shall actually consist of union and management representatives. The trustees shall have the right to disburse funds as they see fit, 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.

S H I P P I N G R I G H T S. A member’s shipping rights and seniority are protected exclusively to the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted in all union halls. If members believe there have been violations of these rights, they may file a complaint contained in the contracts between the union and the em- ployers, they should notify the Seafarers Ap- peals Board (lately certified), return request received. The proper address for this is:

NAME: Anthony I. Faller, Chairman
SEAFARERS APPEALS BOARD
501 Ault 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. All SIU members should know their contract rights, as well as their obligations, such as filling for overtime (OT) on the proper shift and in the proper manner. If, at any time, a member believes that an SIU contract is not being correctly performed properly, he should contact the nearest SIU port agent.

EDITORIAL POLICY — THE SEAFARERS LOG. The Seafarers LOG is the official orga- nality has refrained from publishing any article which promotes or supports any purpose of the union, officer or member. It also has re- frained from publishing articles deemed harm- ful to the union or its collective membership. This editorial policy has been reaffirmed by membership action at the September 1960 meeting. The actual responsibility for Seafarers LOG policy is vested in an editorial board of the union. The executive board may delegate, from among its ranks, one individual to carry out the responsibility.

S E A F A R E R S P O L I T I C A L A C T I V I T Y.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capac- ity in the SIU unless an official union receipt is given at the time. Under no circumstances should any member pay any money for any expenses he is given such receipt. In the event anyone attempts to require any such pay- ment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels he or she should not have been required to receive such payment, this should immediately be re- ported to union headquarters.

C O N S T I T U T I O N A L R I G H T S AND O B L I G AT I O N S. Copies of the SIU Con- stitution and by-laws are available in all union halls. Members should obtain copies of this constitui- tion to familiarize themselves with the contents. Any time a member feels any other member or officer is attempting to deprive that member of any constitutional right or ob- ligation by any methods, such as dealing with charts, books, etc., as well as any other action or omission on the part of the member so affected should immediately notify headquarters.

E Q U A L R I G H T S. All members are guar- anteed the same equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the con- stitution of each of the SIUs in which the member has been employed. 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 as a member should notify union headquarters.

D O N A T I O N S (SPAD). SPAD is a separate segregated fund. Its proceeds are used for pur- poses and objects including, but not limited to, furthering the political, social, and educational interests of maritime workers. SPAD can only be used for those pur- poses and objects, the preservation and furthering of the Ameri- can merchant marine with improved employ- ment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD sup- ported candidates and contributed to political candidates and its officers. All contributions are vol- untary. No contribution may be solicited or received for political purposes, including, but not limited to, furthering the Seafarers In- ternational Union or SPAD by certified mail within 30 days of the contribution for investiga- tion of the contents, collection, and disbursement. A member should support the preservation and furthering of this or her or his economic, political and social interests, and American trade union concepts.

N O T I F I E D T H E U N I O N — If at any time a member believes any of the above rights have been violated, or that he or she has been denied constitutional rights of access to any SIU office or facility, that member should immediately notify SIU President Mi- chael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
2120 Ault Way
Camp Springs, MD 20746.
Paul Hall Center Upgrading Course Information

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

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

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start Date</th>
<th>Date of Completion</th>
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<tbody>
<tr>
<td><strong>Gap Closing Courses</strong></td>
<td></td>
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<tr>
<td>Engineeroom Resource Management</td>
<td>October 6</td>
<td>October 12</td>
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<tr>
<td>Leadership &amp; Managerial Skills</td>
<td>October 13</td>
<td>October 19</td>
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<tr>
<td><strong>Deck Department Upgrading Courses</strong></td>
<td></td>
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<tr>
<td>Able Seafarer Deck</td>
<td>August 25</td>
<td>September 21</td>
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<td></td>
<td>October 20</td>
<td>November 16</td>
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<tr>
<td>AB to Mate Modules</td>
<td>Module dates vary throughout the year. Students will be advised of dates once accepted.</td>
<td></td>
</tr>
<tr>
<td>Advanced Meteorology</td>
<td>June 9</td>
<td>June 15</td>
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<tr>
<td>Advanced Shiphandling</td>
<td>June 23</td>
<td>July 6</td>
</tr>
<tr>
<td>Advanced Stability</td>
<td>February 1</td>
<td>June 8</td>
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<tr>
<td>ARPA</td>
<td>May 12</td>
<td>May 18</td>
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<td></td>
<td>June 30</td>
<td>July 6</td>
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<tr>
<td>Bosun Recertification</td>
<td>July 21</td>
<td>August 6</td>
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<tr>
<td>Crane Familiarization</td>
<td>July 14</td>
<td>July 20</td>
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<td>ECDIS</td>
<td>October 20</td>
<td>October 26</td>
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<tr>
<td>Fast Rescue Boat</td>
<td>June 16</td>
<td>June 22</td>
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<td></td>
<td>August 11</td>
<td>August 17</td>
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<tr>
<td>GMDDSS</td>
<td>June 2</td>
<td>September 22</td>
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<td>September 15</td>
<td>October 5</td>
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<tr>
<td>Lifeboat</td>
<td>June 2</td>
<td>June 15</td>
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<tr>
<td></td>
<td>June 30</td>
<td>July 13</td>
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<tr>
<td>Radar Observer</td>
<td>June 16</td>
<td>June 29</td>
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<tr>
<td></td>
<td>October 6</td>
<td>October 19</td>
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<tr>
<td>Radar Renewal (one day)</td>
<td>Contact the PHC Admissions Office</td>
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<tr>
<td>RFPNW</td>
<td>June 2</td>
<td>July 28</td>
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<tr>
<td></td>
<td>July 28</td>
<td>August 24</td>
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<tr>
<td><strong>Engine Department Upgrading Courses</strong></td>
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<tr>
<td>Advanced Refer Containers</td>
<td>June 2</td>
<td>June 15</td>
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<tr>
<td>BAPO</td>
<td>June 2</td>
<td>June 29</td>
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<td></td>
<td>July 28</td>
<td>August 24</td>
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UPGRADING APPLICATION

Name ____________________________
Address __________________________

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 sea time for the previous year, MHC, 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.

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.

5/18
Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can’t attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.


Welding – Graduated February 16 (in alphabetical order): Omar Naji Ahmed Al Asaadi, Daniel Bynum, Jeffrey Eckhart, Bradley Hanson and Mathew McClintock. Instructor Chris Raley is at the far right.

Vessel Security Officer – Graduated January 31: Bryan Page. Class instructor Brian Moore is at right.

Small Arms – Graduated January 19 (in alphabetical order): Volodymyr Oleksandrovych Bendus, Orin King and Joshua Lopez. Class instructor John Thomas is at the far right.

Advanced Self Unloading – Graduated February 23 (photo at left, in alphabetical order): Omar Naji Ahmed Al Asaadi, Zakarya Almalhani, Daniel Bynum, Marc Gerrie, Bradley Hanson, Mathew McClintock, Scott Norlander and Dean Parks. Instructor Don Jaegle is at the far left.


Notice to All Students

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can’t attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.
Magnetic & Gyro Compasses – Graduated February 16: James Wunder (left) and Bryan Page.

Medical Care Provider – Graduated March 2 (in alphabetical order): Servando Jesus Canales Jr., Scott Gilleland, Charles Hosea Jr., Shoal Nervo and Richard Vega Villafane. Instructor Mike Roberts is at the far left.

Basic Self Unloading – Graduated February 16 (photo at right, in alphabetical order): Zakarya Almalhani, Hameed A. Alnathli, Lee Javier Eludo Jr., Nasser Saleh Mohsen Muthana, Scott Norlander and Tyrone Simmons. Instructor Don Jaegle is at the far left.

Government Vessels – Graduated March 3 (photo at left, in alphabetical order): Nassr Hassan Ahmed, Jarvis Atkins, Jeffrey Beasley Jr., Tyesha Boyd, Gerard Costello, David Dunklin, Adam Soliman Moh Elrnam, Tyrone Ellis, Ibrahim Abdelrauf Elsayed, Joseph Evans, Marcus Hughes, Mohamad Mahmoud Kamoun, Tina Knox, William Mulcahy, Angel Alfredo Nunez, Eduardo Osorio, Miles Partridge, Scott Thompson, Andrzei Tlalka, Andrew Paul Van Bourg, Jayson Velez-Cruz and Lee Weygandt. (Note: Not all are pictured.)

Government Vessels – Graduated February 9 (photo at right, in alphabetical order): Gerardo Evangelio Arroyo, Ragah Mosad Ayed, Clinton Crowden, Cesar Cera Dela Cruz, Johnny Dozier III, Brad Alan Fester, Larry Manuel Genetiano, Antonio Hamilton, Maurice Henry Jr., Quentin Hood, Jared Johnson, Antrell Dominique Jordan, James Luttrell Jr., Jerald Quitugua Martinez, Dioneso Bacabio Monteciano Jr., Orlando Vallangca Pajarillo Jr., Cortney Smith, Troy Smith, Michael Wees and Fernandez Lacolta Wilcox Jr. (Note: Not all are pictured.)
Paul Hall Center Classes

Basic Training Basic Fighting (Upgraders) – Graduated January 26 (photo at right, in alphabetical order): Roderick Austin, Jose Luis Burgos, Larry Manuel Gentiano, Joseph Gibbens, Kevin Jenkins, Edmund Livings, Thomas MacGregor, Sterling McCosh, Priscilla McKnight, Mamie Porter, Kevin Quinnian, Norman Robinson, Jeff Rowe, Curtis Spencer, Joseph Spencer and Richard Vega Villafrane.


Galley Ops (SUA) – Graduated January 12 (in alphabetical order): Gilma David, Victoria James, Young Moo Kim and Travis Lunsford.

Advanced Galley Ops – Graduated February 2 (in alphabetical order): Melany Gonzalez, Joseph Michael Hernandez, Quentin Hood and Paula Minton. (Note: Not all are pictured.)

Chief Steward 2.0 – Graduating February 16 (in alphabetical order): Martin Buck, Cesar Cera Dela Cruz, Gerald Lovell Hyman, Grady Ingram III and Tina Knox. Instructor Robert Johnson is second from the right.
New Steward Department Classes a Hit in Pinney Point

Culinary 2.0 Gets Strong Start at Union-Affiliated Paul Hall Center

As part of its mission to provide the most modern and up-to-date classes, the Paul Hall Center for Maritime Training and Education has redesigned the courses and curriculums offered for steward department mariners. The SIU-affiliated school has created two classes to introduce the new methodology: Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0.

During these one week, 35-hour courses, instructors at the Pinney Point, Maryland-based school teach and test current chief cooks and chief stewards on the most modern galley training ever offered by the school. The new curriculum was developed in partnership with union-contracted vessel operators, in order to provide the closest analogue to real-life conditions aboard a vessel. Every aspect of the new training has been redefined with quality and efficiency in mind, while also using the latest methods for inventory management and galley safety.

“The course is the brainchild of many people. It took a lot of time and effort from many individuals to make it happen. It started with the school’s leadership, but went all the way down to myself, as the course instructor,” said Chief Robert Johnson. “These 2.0 students are the present and future stewards of a better shipboard culinary experience for SIU members. I am happy to see that so many recent chief stewards are coming to take this course. This class and its students should serve as an inspiration to the rest of the fleet. An educated mariner is a better and more qualified one.”

Johnson continued, “This course is the brainchild of many people. It took a lot of time and effort from many individuals to make it happen. It started with the school’s leadership, but went all the way down to myself, as the course instructor. I am glad that we took the time, and the students are as well.”

For those already sailing, all steward department personnel (unless they received training after January 1, 2017) must attend one of the revalidation courses within 24 months of implementation in order to exercise preference and priority in accordance with Shaping Rule 5.A.6. That rule, which will go into effect January 1, 2020, states, “Within each class of seafarer in the Steward Department, priority shall be given to those seafarers who possess an advanced Culinary 2.0 certificate from the Sauter’s Harry Lundeberg School of Seafarers, in the event such program is being offered and that the seaman is registered in Group I, Steward Department.” (The Lundeberg School is part of the Paul Hall Center.)

Members who have taken the new classes have praised both courses, through anonymous comments left on their evaluation forms. “This steward course 2.0 has really helped me a lot in all aspects of the galley, including how to become a better listener and better manager,” said one student, while another remarked, “It helped me to realize that our industry is changing, and me being an old timer, I need to change with the times.”

As class size is limited for both Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0, mariners are encouraged to enroll as soon as possible. Classes are expected to fill up quickly as the January 1, 2020 deadline approaches for Shaping Rule 5.A.6), so chief cooks and chief stewards should plan accordingly.

“It seems to be a new day here in Pinney Point for education,” Johnson concluded. “We are moving forward with the times. Our classes and curriculum, in my opinion, have never been better. I am proud to be here for this exciting time.”

![New Steward Department Classes a Hit in Pinney Point](image-url)