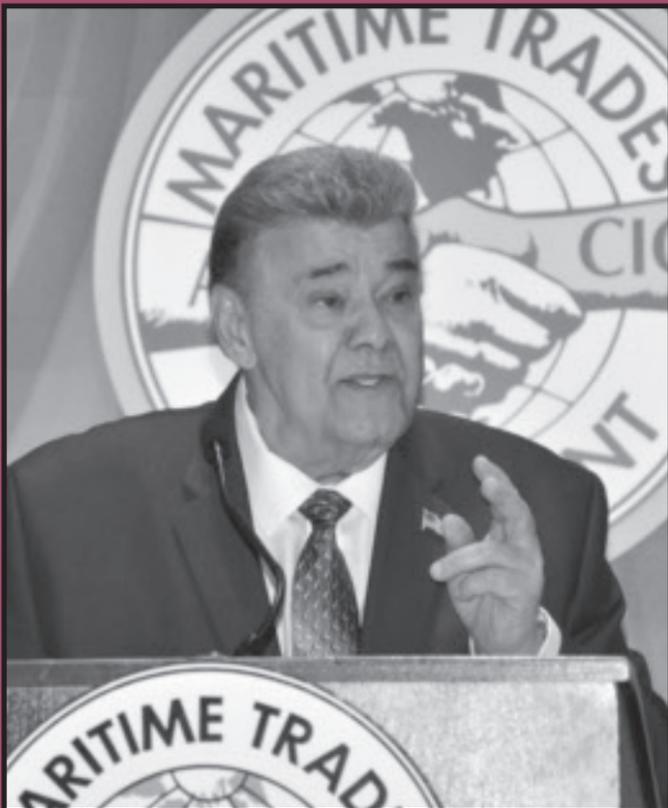


SEAFARERS LOG

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

Jones Act Means 650,000 American Jobs

Cabotage Law Contributes \$154 Billion to Nation’s Economy Annually – Page 2



MTD Charts Course for Strengthening Maritime Industry, Workers’ Rights

The Maritime Trades Department (MTD) Executive Board tackled numerous key issues during its recent meeting in Orlando, Florida – a two-day session that energized attendees. While many important topics were discussed, some of the most prominent ones included the Jones Act, labor solidarity, grassroots political action, and helping American military veterans. MTD President Michael Sacco (left), who also is president of the SIU, addresses the audience members, many of whom are shown in the photo below. Our extensive coverage begins with President Sacco’s column on Page 2, and continues on Pages 12-17 and 28.



Crowley’s Taíno Christened In Puerto Rico

Seafarers on Feb. 22 helped celebrate the christening of Crowley Maritime’s new ConRo *Taíno* in San Juan, Puerto Rico. Vessel sponsor Clara Crowley is pictured below, while the group photo at right features SIU members, AMO officers, Crowley executives and the company’s terminal team. Page 3. (Photos courtesy Crowley Maritime)



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Page 2

Congress Voices Jones Act Support
Page 3

‘Sail-In’ a Success
Pages 4-5

President's Report

Uplifting MTD Meeting

Anyone who attended the most recent meeting of the Maritime Trades Department Executive Board must have come away encouraged and energized. As reported in detail throughout this edition of the *LOG*, we heard from representatives of the administration, the military, the labor movement and Congress. Collectively, their remarks underscored support for the U.S. Merchant Marine, workplace safety and workers' rights as well as the critical importance of grassroots political action.



Michael Sacco

As an Air Force veteran and president of the MTD, I also appreciated speeches and discussions at the meetings centered on how to help our men and women from the armed forces find good jobs once they finish their service. The AFL-CIO Union Veterans Council is doing solid, meaningful work in this effort (the MTD is a charter member of the council), but it's not a small task.

On that note, I extend my thanks and appreciation to President Trump for signing an executive order designed to help veterans transition into civilian maritime careers (see Page 6). Our military leaders have been sounding the alarm about a manpower shortage in our industry that threatens sustained sealift capability. The executive order – something the SIU has backed for a while – can only help ease that shortage. Credit and thanks also go to Transportation Secretary Elaine Chao, Maritime Administrator Mark Buzby, Deputy Maritime Administrator Richard Balzano and Dr. Peter Navarro, director of the Office of Trade and Manufacturing Policy. Each of them backed the order and helped advance it to the Oval Office.

Meanwhile, what would one of these monthly columns be without an update on the Jones Act? For those of you reading the print edition, be sure to check out the article on this page about a new study from PricewaterhouseCoopers on America's freight cabotage law.

The research found that the Jones Act now supports almost 650,000 American jobs while contributing \$154 billion to the U.S. economy each year. Keep that in mind as the misguided attacks against this law continue.

While the study focused on jobs and economic impacts, the Jones Act is even more important than those eye-popping numbers suggest. It helps sustain our pool of dedicated, reliable, well-trained, U.S.-citizen mariners. It keeps our country's shipbuilding capacity afloat. It helps safeguard our coasts and inland waterways. That last point shouldn't be overlooked. Michael Hebert from the U.S. Customs and Border Protection agency has stated, "There's no way that we could enforce our national security laws without the Jones Act."

Despite all of those facts, our industry remains vigilant in defending the Jones Act, which has served our nation well for nearly a century. There are free-traders and foreign-flag interests that simply don't care about the law's value, and they're out to weaken American security while eliminating U.S. jobs.

We won't let it happen, but our success depends on a combination of sustained political action and continuing to do reliable work every day aboard Jones Act vessels. Concerning the former point, be sure to read this month's article about Congressmen Bennie Thompson (D-Mississippi) and Brian Mast (R-Florida) at the MTD, and see what they said about electing people who'll listen to us and support us. Both congressmen also reminded us that we need to educate all elected officials about the maritime industry. (See our Sail-In coverage on Pages 4-5.)

Brothers and sisters, I remain optimistic about the future of our union and our industry. As long as we're willing to stand up for the U.S. Merchant Marine and put in the work, we'll succeed.

New Jones Act Study Confirms Economic Value, Job Growth

Industry Employs Nearly 650,000 Americans

A new study leaves no doubt that the Jones Act is vital for U.S. national, economic and homeland security.

The Transportation Institute (TI) on March 4 announced that the domestic maritime industry now employs almost 650,000 Americans across all 50 states and contributes \$154 billion to the nation's economic growth annually. That data comes from an extensive study by PricewaterhouseCoopers.

The Jones Act guarantees that the transportation of merchandise between two U.S. points is carried out by vessels that are crewed, built, flagged and owned American. Supported by broad bipartisan majorities in Congress and top U.S. national security officials, the freight cabotage law promotes the maintenance of the nation's vitally important maritime industrial base, ensuring that American jobs are not shipped overseas and that defense capabilities and readiness not outsourced to foreign nations.

SIU President Michael Sacco

stated, "This report confirms what we have been saying for decades. The Jones Act is a vital and indispensable law that benefits American workers, the American economy and the American people."

The TI is a leading maritime association which advocates and works for sound national maritime policy in the United States. TI Chairman and President James L. Henry stated, "From shipyards to the high seas, the maritime industry is indisputably contributing to the American economy in a major way. This new study shows the spectacular impact that our industry has on our nation's overall wellbeing, especially by providing livelihoods to 650,000 hard-working Americans, thousands of whom proudly served in our military. We simply would not be as strong as we are without the veteran community, and it's a source of great pride that our growth is benefitting them and their families. Needless to say, the report underscores just how indispensable the Jones Act continues to be for the security and prosperity of our entire country."

According to the study, the Jones Act creates \$41 billion in labor income for American workers each year and adds \$72 billion annually to the value of U.S. economic output. The study further finds that one shipyard job creates four jobs elsewhere in the economy.

The 40,000 vessels that comprise the Jones Act fleet move nearly one billion tons of cargo annually – or roughly a quarter of the nation's freight – along U.S. internal waterways, across the Great Lakes, and over the oceans to Hawaii, Alaska, Puerto Rico, and the U.S. territories. Shipped goods include a variety of products, from raw materials and commodities like coal and crude oil to consumer products that fill the shelves of grocery stores nationwide.

TI described the Jones Act as "the quintessential 'Buy American, Hire American' law, one that puts American workers first and is critically important for guaranteeing our national security and maintaining our defense industrial base."



Congresswoman Tulsi Gabbard (D-Hawaii) (front in photo at right) does the honors at the ship christening as Matson Chairman/CEO Matt Cox (left) looks on. Vessel is pictured at left late last year during its float-out. (Photos courtesy of Matson)

Matson's Kaimana Hila Christened

Jones Act Vessel Built by Union Labor at Philly Shipyard

New SIU jobs are on the way following the recent christening of a union-built containership.

Matson's *Kaimana Hila* formally was welcomed March 9 at Philly Shipyard. U.S. Rep. Tulsi Gabbard (D-Hawaii) served as the vessel's sponsor.

The new vessel is the sister ship of the SIU-crewed *Daniel K. Inouye*, which was christened in June and went into service in November 2018. According to Matson, *Kaimana Hila* "is a Hawaiian transliteration for Diamond Head, the name of Hawaii's iconic landmark crater near Waikiki Beach."

Matson further reported that the two Aloha Class ships were built at a total cost of approximately \$418 million, and are the first of four new vessels that Matson will put into its Hawaii service (part of the Jones Act trade) during the next 18 months.

"This is a proud day for ev-

eryone at Matson," said Matt Cox, Matson's chairman and chief executive officer, during the shipyard ceremony. "*Daniel K. Inouye* has performed well in its first four months of service, and we are excited to have *Kaimana Hila* joining it soon. These new vessels herald the beginning of a new era in our Hawaii service and will allow us to serve our customers better than ever for decades to come."

Steinar Nerbovik, Philly Shipyard president and CEO, said, "I'd like to extend my gratitude to Matson. Construction of the *Kaimana Hila*, and its earlier sister ship, has provided good, skilled work for nearly 1,500 people at Philly Shipyard over the last three years. We are immensely proud to provide another quality and safe vessel that Matson can be proud of for years to come."

The ceremony was attended

by approximately 70 representatives of Matson and the shipyard.

Weighing in at more than 51,400 metric tons, the 850-foot long and 3,600 TEU capacity *Kaimana Hila* and *Daniel K. Inouye* are Matson's largest ships and the largest containerships ever constructed in the U.S. They are also Matson's fastest vessels, with a top speed of nearly 24 knots. This feature helps ensure on-time deliveries in Hawaii from Matson's three West Coast terminals in Seattle, Washington; Oakland, California; and Long Beach, California.

In addition, both Aloha Class vessels incorporate the latest environmentally friendly technology, including dual-fuel engines that can be adapted to use liquefied natural gas (LNG), double-hull fuel tanks, freshwater ballast systems and a more fuel-efficient hull design.

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

Jones Act Support Evident in Hearings

SIU Exec. VP Testifies on Behalf of American Maritime Labor

Two of the year's first congressional hearings on the maritime industry reflected strong bipartisan support for the U.S. Merchant Marine as a whole and for the Jones Act in particular.

SIU Executive Vice President Augie Tellez testified on behalf of maritime labor during a March 6 hearing conducted by the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation. The hearing's title was "U.S. Maritime and Shipbuilding Industries: Strategies to Improve Regulation, Economic Opportunities, and Competitiveness."

Tellez was on a panel that also included Rear Adm. Michal Alfultis, Ph.D, president, State University of New York Maritime College; Jennifer Carpenter, executive vice president and COO, American Waterways Operators; John Crowley, president, National Association of Waterfront Employers; and Michael Roberts, senior vice president and general counsel, Crowley Maritime, on behalf of the American Maritime Partnership. An earlier panel included Rear Adm. John Nadeau, assistant commandant for prevention policy, United States Coast Guard; and Rear Adm. Mark H. Buzby, (USN Ret.), administrator, Maritime Administration.



SIU Executive VP Augie Tellez testifies at the March 6 House hearing.

Meanwhile, the Senate Committee on Commerce, Science, and Transportation simultaneously conducted a hearing titled "The State of the American Maritime Industry."

Like others, Tellez addressed the manpower crisis facing the industry.

He said that while the U.S. Merchant Marine always answers the call during crises, "we have to make sure that there is an industry in which to employ them" at all times.

"We are at a critical time," Tellez told the subcommittee. "To reverse that criti-

cal situation, I think it's time for some bold moves – boldness in the sense that it will create untold opportunities for American seafarers."

He called for strengthening cargo preference laws, including a boost to 100 percent of government-impelled, non-military cargoes. "Let every federal agency buy, build and ship American," he declared.

Tellez also urged extension and expansion of the Maritime Security Program, along with passage of an LNG-related bill introduced last year by U.S. Rep. John Garamendi (D-California) that would "create thousands of jobs on land in the shipyards, at sea, create a true trade for American companies to be involved in, and silence those Jones Act waiver demands for the transportation of energy."

He also described ways to be "creative in recapitalization and the utilization of our Ready Reserve Force."

He concluded, "The time is now to make these bold moves. We cannot wait."

Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-Oregon) opened the hear-

Continued on Page 6

Union-Contracted Crowley Christens LNG-Powered *Taino* in Puerto Rico

Vessel Signals New SIU Jobs, Reliable Service for Territory

Seafarers were on hand to help welcome a new, state-of-the-art Crowley vessel in Puerto Rico.

The company on Feb. 22 christened the U.S.-flag combination container/roll on-roll off (ConRo) ship *MV Taino* in San Juan.

Clara Crowley, daughter of Chairman and CEO Tom Crowley and board member Christine Crowley, served as the ship's sponsor and broke the ceremonial bottle of champagne on the bow of the *Taino* at the company's Isla Grande Terminal before several hundred employees, customers and dignitaries as well as crew members. It was the first time a container ship had been christened in San Juan in recent memory.

SIU Port Agent Amancio Crespo, who attended the event, stated, "This new Jones Act ship is a welcome addition not only for our union but also for the people of

Puerto Rico. It means jobs for Seafarers and the continuation of a new era of what Crowley has rightfully called world-class supply chain services in the U.S. mainland-Puerto Rico trade."

"We are thrilled to christen this magnificent new ship here with our employees, customers and people of Puerto Rico, whom she will serve for many years to come," said Tom Crowley. "*Taino* is a source of pride for us all and in particular the men and women who built and/or crew her, many of whom are Puerto Rican."

The *Taino* is among the first of its kind to be powered by liquefied natural gas (LNG), like its sister Commitment Class ship *MV El Coquí*, which entered service in 2018. LNG is a substantially cleaner fuel source that provides industry-leading environmental performance.

The *Taino* is named for the native Puerto Ricans who lived off the land with

great appreciation and respect for their environment, and the *El Coquí* is named for the popular indigenous frog on the island.

Both ships are 720 feet long, 26,500 deadweight tons (DWT), and able to transport up to 2,400 twenty-foot-equivalent container units (TEUs) at cruising speeds of greater than 22 knots – offering fast, 55-hour transits that reached an industry-leading on-time arrival rate of 98 percent in the first month of this year. Each ship has enclosed, ventilated decks with capacity for 400 cars and large vehicles, a feature unique in the Puerto Rico trade.

Both Jones Act ships were constructed at VT Halter Marine in Pascagoula, Mississippi.

To enhance supply chain velocity with these ships, Crowley also made significant investments in terminal and related infrastructure on the mainland and in Puerto Rico. At Isla Grande, the company added a new, 900-foot pier and three ship-to-shore gantry cranes – the first newly constructed cranes for San Juan Harbor in more than 50 years. The company also implemented a new terminal operating system and added container staging areas and handling equipment for both refrigerated and dry cargo – all while reducing gate turn times.

"This major investment, which is resulting in jobs, a positive economic impact, a cleaner environment and world-class supply chain services for Puerto Rico shippers, would not have been possible without the Jones Act," said Tom Crowley. "While the act ensures that we have a robust shipbuilding capability and skilled merchant mariners in the U.S. essential to our national defense, it has also created a commercial shipping market between the mainland and Puerto Rico that is highly competitive, customized and dedicated. We should be strengthening this critically important maritime law, not tearing it down as some special interest groups espousing highly inaccurate and misleading information would like to do."

Among the first SIU members to sail aboard the *Taino* were Bosun **Jamar Harley**, ABs **Iker Urruchi Lugo**, **Dominique Johnson**, **Emil Norales**, **Arthur Patterson**, **Julio Perez** and **Sonny Perez**, Electrician **Carlos Parrilla**, QMEDs **Sherrod Frazier** and **Victor Rios Lopez**, Oiler **Angel CINTRON**, Recertified Steward **Kim Strate**, Chief Cook **Luis Perez Acosta**, and SAs **Nicoll Quinones-Rodriguez** and **Steven Lopez Ferrer**.



The LNG-powered *Taino* is a Jones Act ship that helps boost U.S. national, economic and homeland security. In photo at left, SIU personnel including Port Agent Amancio Crespo (kneeling in front, right) gather near the vessel the day it was christened in San Juan.

'Sail-In' Sends Maritime Message to D.C.

Annual Event on Capitol Hill Promotes U.S. Merchant Marine

For the tenth year in a row, representatives from the SIU and other maritime industry leaders recently ventured to Capitol Hill for the annual Maritime Congressional Sail-In.

The yearly grassroots event (the most recent one took place March 6) has become a crucial mainstay for the American maritime industry, which is heavily regulated. It consists of meetings with legislators from both sides of the aisle as well as their respective staffs. Each Sail-In group normally features representatives from different components of the industry, including labor, management and other partners.

This year, 34 groups attended more than 180 meetings to discuss pressing maritime issues. Representing the SIU were Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Vice President Gulf Coast Dean Corgey, Vice President West Coast Nick Marrone, Vice President Atlantic Coast Joseph Soresi, Assistant Vice Presidents Nick Celona, Kris Hopkins, Bryan Powell, Mike Russo and Pat Vandegrift, Port Agents Todd Brdak, Amanio Crespo, John Hoskins, Nick Marrone II, Ashley Nelson, Victor Nunez, Mark von Siegel, Chris Westbrook, Joe Baselice and Jimmy

White, Patrolman Ray Henderson and Political Consultant Terry Turner. This year's Sail-In saw the most SIU participation in the event's history, with representatives from the union in 21 of the 34 groups.

In addition to the SIU representatives, the meeting groups included leaders from every major seafaring union, various Jones Act shipping companies and organizations, the Navy League of the United States, several state maritime academies and other allies of the U.S. Merchant Marine.

Topics brought to the attention of the law-

makers included proposals to extend and expand the Maritime Security Program; increase the required percentages for U.S.-flag transport of non-military, government-impelled cargoes; protect the Jones Act; and recognize World War II U.S. Merchant Mariners with a congressional gold medal.

The Sail-In concluded with a rooftop reception at the Marine Engineers' Beneficial Association (MEBA) office. There, U.S. Rep. John Garamendi (D-California) addressed the guests, and reiterated his commitment to the maritime industry and U.S.-flag shipping.



Maritime Lawyer Brad Gilman, MEBA's Pat Bevers, and SIU Port Agent Jimmy White (right) pictured with a legislative aide from Senator Shelly Moore Capito's (R-West Virginia) office.



SIU Asst. VP Bryan Powell (second from right), Great Lakes Dredge and Dock VP William Hanson, MM&P VP Great Lakes Tom Bell and the Lake Carriers' Association Director of Regulatory Affairs Tom Rayburn are pictured with members of Senator Martin Heinrich's (D-New Mexico) staff.



From left: TOTE Ship Management Director Eunice Young, SIU Patrolman Ray Henderson and AWO's Patrick Parsons wait for their meeting with Representative Dustin 'Dusty' Johnson (R-South Dakota).



From left: Liberty Shipping Group President Robert Wellner, Transportation Institute Director of Operations Rich Berkowitz, Rep. Abby Finkenauer's (D-Iowa) Legislative Director Tyler Wilson, SIU Port Agent Mark von Siegel and SUNY Maritime Executive Director of External Affairs Mary Muecke.



From left: AFL-CIO Metal Trades Department President James Hart, AFL-CIO Maritime Trades Department Exec. Secretary-Treasurer Daniel Duncan, Congressman Paul Cook (R-California) and Dutra Group Dredging Business Manager Will Wallgren.



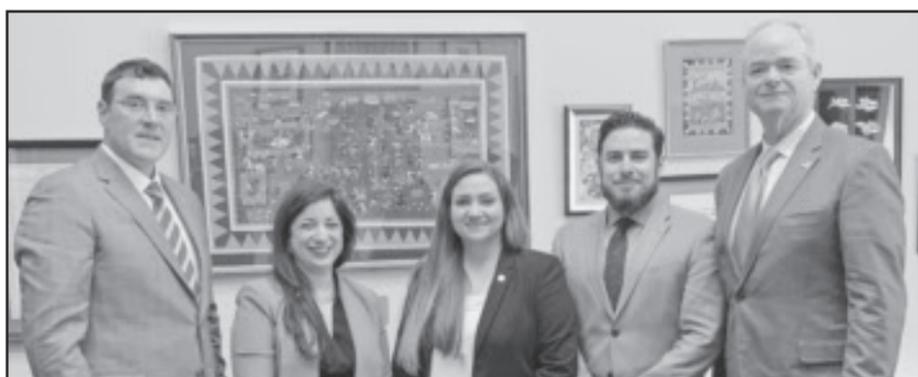
From left: AFL-CIO Metal Trades Department President James Hart, Dutra Group Dredging Business Manager Will Wallgren, Congressman Don Young (R-Alaska), IBU of the Pacific President Marina Secchitano, ILWU Government Affairs Director Lindsey McLaughlin and AFL-CIO Maritime Trades Department Exec. Secretary-Treasurer Daniel Duncan.



From left: Saltchuk VP of Government Affairs Chris Coakley, Congressman Tom Cole's (R-Oklahoma) Deputy Chief of Staff Maria R.M. Bowie, SIU Port Agent Ashley Nelson and Crowley Director of Labor Relations Ira Douglas.



SIU Port Agent Todd Brdak (second from right) is pictured with AMP's Mark Ruge, Interlake Steamship Company President Mark Barker, International Shipmasters' Association's Scott Skrzypczak and a member of Rep. Bob Gibbs' (R-Ohio) staff.



From left: Crowley Maritime Capt. Nick St. Jean, Transportation Institute Vice President of Governmental Affairs Sara Fuentes, Congresswoman Betty McCollum's Legislative Fellow Kristen A. Gibson, Navy League Congressional Relations Manager Ryan Simon and SIU VP Contracts George Tricker.



SIU Asst. Vice President Pat Vandegrift (third from right), Navy League VP Legislative Affairs Jonathan Kaskin, Crowley VP Government Services J. Sanford Brickman, Bold Ocean LLC's Chief Technical Officer Logan Hearn and two members of Congressman Peter Viscloskey's (D-Indiana) office.



From left: AMO Chief Engineer Mike Hoffman, American President Lines President Eric Mensing, TOTE Director of Communications Christopher Smith, Congressman Chris Smith (R-New Jersey), SIU Executive VP Augie Tellez and Maersk Vice President U.S. Government Relations Doug Morgante



SIU VP Gulf Coast Dean Corgey (third from left), Central Gulf Lines Director of Internal and Government Business Shelton Metcalf, MEBA VP Gulf Coast Erin Neville Bertram, Meridian.us President Jonathan McConnell, U.S. Ocean LLC President and CEO Will Terrill and a staff member from Congressman Mario Diaz-Balart's (R-Florida) office.



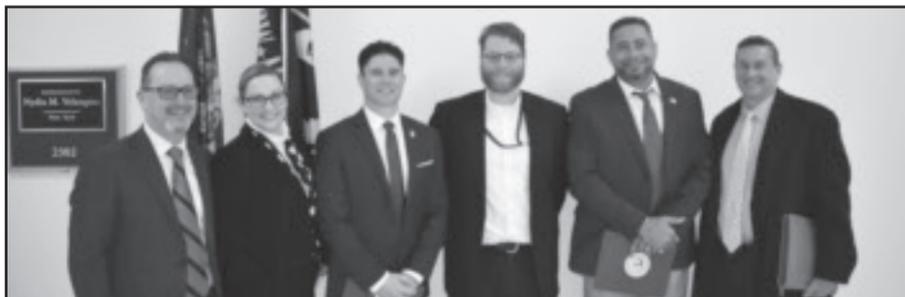
From left: Liberty Maritime Executive VP-U.S. Flag Chip Jaenichen, Robertson Monagle's Sebastian O'Kelly, staffer from the Office of Senator Todd Young (R-Indiana), AMO Capt. Tomas Malo and SIU Port Agent Nick Marrone II.



From left: Crowley executive Anthony Naccarato, American Maritime Officers Service's Brenda Otterson, staffer from office of Congressman Rick Crawford (R-Arkansas), Maersk Line, Limited VP Ed Hanley, ARC Senior Director - Sales and Marketing Chris Barber and SIU Port Agent Victor Nunez.



SIU VP West Coast Nick Marrone (center), APL Director Legislative Affairs Tim Perry, Council of American Master Mariners National President Jeff Cowan, MFOW President Anthony Poplawski and a staffer from Representative Katie Hill's (D-California) office.



SIU Port Agent Amancio Crespo (second from right) is pictured along with AMP's Darrell Conner, Crowley Vice Presidents Kerri McClellan and Art Mead, AMO Capt. Kevin Stith and a staffer from Representative Nydia M. Velazquez's (D-New York) office.



SIU Port Agent Chris Westbrook (center), along with AMP's Jim Sartucci, Louisiana Federal Pilots President Greg Bush, Seabulk Chief Mate Kitty Segert, Great Lakes Maritime Academy's Mike Surgalski and Representative Russ Felcher's (R-Idaho) legislative assistant Steve Ackerman.



SIU Asst. VP Nick Celona (third from right) and SIU Port Agent Joe Baselice (second from right), with MEBA Legislative and Political Director Erick Siahann, MFOW Vice President Cajun Callais, MM&P Pacific Coast Agent Jeremy Hope, Sailors' Union of the Pacific President Emeritus Gunnar Lundeberg and Congressman Matt Cartwright (D-Pennsylvania)(center).



From left, SIU Consultant Lanier Avant, Senior Political Consultant Terry Turner and MEBA Branch Agent Jeff Duncan meet with a member of Congresswoman Gwen Moore's (D-Wisconsin) staff.



SIU Asst. VP Mike Russo (third from left), pictured with Bold Ocean LLC's Government Affairs Director Jeff Williams, Bold Ocean LLC's Marine Personnel Manager Michaela Burroughs Barker, Crowley Maritime Marine Recruiting Manager Jenny Johnson, SUNY Maritime Chief of Staff Mark Wooley and Congressman Dutch Ruppersberger (D-Maryland) (center).



SIU Port Agent John Hoskins (second from right) is pictured with Maritime Institute Counsel Steve Wines, MEBA Secretary-Treasurer Bill Van Loo, Bold Ocean LLC's Vice President Keith Zelinsky, MM&P Communications Director Lisa Rosenthal and a staff member from Representative Anthony Brown's (D-Maryland) office.



From left: American President Lines President Eric Mensing, Congressman Joe Courtney (D-Connecticut), Maersk VP U.S. Government Relations Doug Morgante, TOTE Director of Communications Christopher Smith and AMO Chief Engineer Mike Hoffman.



President Trump displays the signed executive order on March 4. Transportation Secretary Elaine L. Chao is standing fifth from left, while Maritime Administrator Mark Buzby is third from left. Paul Hall Center Apprentice Corey Daniel Reseburg is seventh from right. (Official White House Photo by Shealah Craighead)

Executive Order Aims to Boost Maritime Industry

An executive order signed by President Trump on March 4 will make it easier for military personnel to transition into the U.S. Merchant Marine.

The SIU-affiliated Paul Hall Center for Maritime Training and Education was represented at the signing ceremony in the Oval Office. Apprentice **Corey Daniel Reseburg** was one of 18 individuals standing behind President Trump as he signed the order. Attendees also included Transportation Secretary Elaine L. Chao, Labor Secretary Alexander Acosta, Maritime Administrator Mark Buzby, Deputy Maritime Administrator Richard Balzano, and other mariners.

The *Supporting the Transition of Active Duty Service Members and Military Veterans into the Merchant Marine* order states: "It's the policy of the

United States to support practices and programs that ensure that members of the United States Armed Forces receive appropriate credit for the military training and experience towards credentialing requirements as a Merchant Mariner. And it's further the policy of the United States to establish and maintain an effective Merchant Marine program by providing sufficient support and resources to active-duty and separating service members who pursue or possess Merchant Mariner credentials."

According to Peter Navarro, who is assistant to the president for manufacturing and trade policy as well as director of the Office of Trade and Manufacturing Policy, the order "makes it easier for sea service veterans to get high-paying, high-skilled jobs as mariners by waiving government-issued li-

censing fees and by crediting military training in the National Maritime Center credentialing system."

In addition, Navarro wrote in an opinion piece for Fox News that the order "helps enable veterans apply their education and experience on military ships toward the mariner credentialing curriculum, thereby removing other costly barriers."

He added during a press call, "In these ways, it incentivizes our nation's most experienced seamen to enter the U.S. Merchant Marine, which is sometimes called the nation's Fourth Arm of Defense. Currently, we face a shortfall of Merchant Mariners that may have serious national security implications."

Veterans Administration Secretary Robert Wilkie noted, "By fast-tracking the transition into the Merchant Ma-

rine of trained and credentialed service members, President Trump is meeting an important national security need while providing meaningful, well-paying jobs to our nation's heroes." (Wilkie stated his grandfather had been a mariner.)

The SIU has been working for years with the Defense Department and the military services to transition the skills and credentials earned while serving in the armed forces directly to civilian merchant mariner documents and licenses. The regularly has participated in the American Maritime Partnership's "Military2Maritime" program that affords veterans the opportunity to maximize their professional strengths by meeting with representatives from maritime companies, training schools, unions and others to learn about careers in maritime industry.

Jones Act Receives Strong Bipartisan Support During Congressional Hearings

Continued from Page 3

ing by addressing the recent executive order signed by President Trump that facilitates military veterans' entry into the industry. "I applaud the President for signing an executive order on Monday to support the transition of active duty service members and military veterans to careers in the U.S. Merchant Marine," he said. "It would be a cruel irony, however, if the next action taken by this administration were to waive the Jones Act and simultaneously eliminate future job opportunities for those very same veterans and separating active duty service members. I feel very strongly about the Jones Act."

Subcommittee Chair Sean Patrick Maloney (D-New York) recognized the importance of the Jones Act, stating, "We cannot become complacent in our defense of the Jones Act, which remains a critical component of U.S. maritime strategy." He also highlighted the importance of the Jones Act for providing the vessels and manpower in times of need: "The U.S. Merchant Marine acts as a naval auxiliary to deliver troops and war material to military operations abroad. Throughout our history, the Army has relied on U.S.-flagged commercial vessels to carry weapons and supplies and ferry troops to the battlefield. During Operations Enduring Freedom and Iraqi Freedom, U.S.-flagged com-

mercial vessels transported 90 percent of sustainment cargoes moved to Afghanistan and Iraq."

Also expressing support for the Jones Act was Rep. Chris Pappas (D-New Hampshire), who asked, "What would the maritime industry look like without the Jones Act?"

Buzby responded, "We would not have a maritime industry without the Jones Act. Quite plain and simple."

Pappas concluded, "The Jones Act seems to be working. I'm a big supporter."

During the Senate hearing, Chairman Roger F. Wicker (R-Mississippi) noted there are 41,000 Jones Act-qualified vessels operating in the domestic trades, adding that "properly enforcing the Jones Act is important for economic and national security."

Ranking Member Maria Cantwell (D-Washington) addressed the importance of a strong American domestic fleet to maintain a robust shipbuilding industry and industrial base, and urged the committee that "in addition to the strong support of the Jones Act, this committee should consider supporting investments in vessel recapitalization programs."

Sen. Brian Schatz (D-Hawaii) highlighted the national security aspect of the Jones Act, noting the importance of "having the merchant mariners ready in case they are in need."

Sen. Deb Fischer (R-Nebraska) likewise acknowledged the significance of the Jones Act for military readiness, adding that the law is "vital to the security and safety of the United States."

Sen. Tammy Baldwin (D-Wisconsin) emphasized that the American maritime industry represents "a critical national security asset for the United States." Baldwin went on to discuss a bill she introduced, the Made in America Shipbuilding Act, and revealed she plans on reintroducing it "very soon."

Reminding witnesses that a number of committee members sent a letter to the White House emphasizing the importance of the Jones Act, Sen. Dan Sullivan (R-Alaska) highlighted the role of the Jones Act in national security and noted that Korea, China, and Japan all have laws that are like the "Jones Act on steroids" which are in place to protect domestic economies, jobs, and national security.

Culinary 2.0 Classes Going Strong At Union-Affiliated Paul Hall Center

The SIU-affiliated Paul Hall Center for Maritime Training and Education continues to offer Culinary 2.0 classes designed to help students not only hone their skills but also facilitate shipping opportunities.

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

All of the current steward department courses have been redesigned to the new standards of Culinary 2.0, which serves as a blanket term for the new galley classes and curriculums. For those already sailing as chief cooks and chief stewards, there are two new revalidation courses that have been designed to ensure a consistent level of culinary training and efficiency: Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0.

Shipping Rule 5.A.(6), which will go into effect January 1, 2020, states, "Within each class of seniority in the Steward Department, priority shall be given to those seamen who possess an advanced Culinary 2.0 certificate from the Seafarers Harry Lun-

deberg School of Seamanship, in the event such program is being offered and that the seaman is registered in Group I, Steward Department."

According to SIU Vice President Contracts George Tricker, "The intent of this assessment is not to disqualify a seaman's ability to retain employment, but to identify targeted training needs and/or skills that require remediation. Individuals who do not receive the Culinary 2.0 Orientation/Assessment Certificate will still be eligible to return to their permanent position."

Mariners seeking to enroll in Culinary 2.0 courses should be aware that class size is limited, and should plan ahead in order to secure a spot.



Chef John Dobson demonstrates proper technique to students in Piney Point, Maryland.

Notice/Reminder

SHBP Offers Tobacco Cessation Benefits

The advantages of quitting smoking are well known, but quitting is difficult. If you are thinking of quitting, the Seafarers Health and Benefits Plan (SHBP) has a benefit to help you. The Plan offers tobacco cessation benefits, in partnership with CIGNA, to assist you in your effort to stop smoking or using tobacco. This program is available to all eligible members, their spouses, and their children over age 18.

The program includes nicotine replacement, as well as coaching services, and other online tools and resources. Anyone who enrolls in the program will receive an eight-week supply of nicotine patches or 12 weeks of nicotine gum. To enroll, contact CIGNA/CareAllies at 1-866-417-7848.

Tobacco is the leading cause of preventable disease and death in the U.S. The benefits of quitting smoking include reduced risk of cancer, lung disease, stroke, heart disease, eye disease and osteoporosis. Smoking not only harms the smoker, but exposure to secondhand smoke increases health risk to non-smokers as well. Each year, thousands of young children and babies become ill because they live in the home of a smoker. More information about the risks of tobacco and the benefits of quitting are available at www.smokefree.gov.

If you or a member of your family are trying to stop smoking or using tobacco, we encourage you to take advantage of this benefit, which was introduced in 2016. If you have any questions about this benefit, please contact the Plan at 1-800-252-4674.



Spotlight on Mariner Health

Understanding Crohn's Disease

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

Crohn's disease belongs to a group of conditions known as inflammatory bowel diseases with chronic inflammation of the gastrointestinal tract. It affects about 3.2 per 1,000 people in Europe and North America.

It tends to start in the teen years and early twenties, although it can occur at any age. Males and females are equally affected.

Crohn's disease is not the same as ulcerative colitis. The symptoms of these two diseases are similar, but the areas affected in the GI tract are different.

Crohn's most commonly affects the end of the small bowel (the ileum) and the beginning of the colon. It can also affect the entire thickness of the bowel wall.

Signs and symptoms often include abdominal pain, diarrhea (which may be bloody at times), fever, weakness, and weight loss.

Other complications may be seen outside the GI tract and include anemia, skin rashes, arthritis, and inflammation of the eyes. Bowel obstructions may occur as the complication of chronic inflammation increases.

The cause of Crohn's disease is unknown. It is thought to be from a combination of environmental issues, immune system problems, and

possibly bacterial factors in some genetically susceptible people.

Tobacco smokers are twice as likely to develop Crohn's disease as nonsmokers. It also can begin as gastroenteritis.

Diagnosis is based on biopsies, appearance of the bowel wall, medical testing and imaging, and the patient's description of the disease.

There are no medications or surgical procedures that can cure Crohn's disease. Treatment is intended to help with symptoms, help to maintain remissions, and prevent relapse. Corticosteroids may be used for brief periods of time along with other medications to help relieve the discomfort of the condition.

Colonoscopies are recommended every three to five years to keep a check on the bowels for possible complications of abscesses, bowel obstructions, and any development of the early stages of cancer.

One in five people with this disease are admitted to the hospital each year. Half of those with Crohn's disease will require surgery.

A high-calorie, lactose-free and low-fat/low-fiber diet is recommended for these patients. Avoid foods with seeds in them and drink plenty of fluids daily. Keep a check on your weight, especially during flare ups. See your doctor as instructed and exercise regularly to keep up your strength.

Healthful Recipe

Asian Shrimp & Cashews

Servings: 150

Ingredients

60 pounds shrimp, medium sized
50 cloves garlic, minced fine
6 cups olive oil
1 gallon celery, 1-2" pan-diagonally sliced
1 gallon onion, 1-2" pan-thinly sliced
4 cups red and green bell pepper
½ cup fresh ginger root, grated*
6 cups cashew, whole
1 gallon mushrooms, 1-2" pan-sliced
1 gallon water, cold
2 cups low-sodium soy sauce
3 cups white wine
1 cup lemon juice
4 cups peas, frozen
2 cups cornstarch
Salt and pepper, to taste

*One-fourth teaspoon ground ginger may be substituted and added with soy sauce

Preparation

Cook the shrimp over medium-high heat in batches. Set aside for later step. Heat garlic in oil in large skittle or wok for 1 minute; remove garlic. Add celery, onion and ginger; cook and stir 2 minutes. Add bell peppers and mushrooms; cook and stir 1 minute. Add in the cooked shrimp, peas, and the cashews. To make the sauce: combine water, soy sauce,



wine, lemon juice, and cornstarch; cook and stir until sauce boils and thickens. Add the shrimp and vegetable mixture. Salt to taste. Serve over hot rice.

Nutrition Information

Per Serving (excluding unknown items): 327 calories; 14g fat (40.6 percent calories from fat); 38g protein; 8g carbohydrate; 1g dietary fiber; 276mg cholesterol; 415mg sodium. Exchanges: 0 grain (starch); 5 lean meat; ½ vegetable; 0 fruit; 2 fat.

Provided by Chef Robert "RJ" Johnson of the Paul Hall Center for Maritime Training and Education's Lundeborg School of Seamanship

At Sea and Ashore With the SIU



SENATOR BACKS MARITIME – SIU Asst. VP Nick Celona (left) is pictured with U.S. Sen. Kamala Harris (D-California) at a reception on the West Coast in February. A longtime friend of the SIU, the senator reiterated her strong backing of the U.S. Merchant Marine.



ALOHA FROM PINEY POINT – These students at the union-affiliated school in southern Maryland found their way to Piney Point via the Marimed Foundation program for native Hawaiians. Pictured from left at the Paul Hall Center are Apprentices Rhendall Thatcher, Chauncey Kuka-hiko, Kirk Puchert and Jessina Fernandez, Chief Cook Dominique Villanueva-Kaaiahau and Wiper Chanel Peters.



MEETING WITH CONGRESSMEN – SIU Patrolman Ray Henderson (left in both photos) recently met with U.S. Reps. Albio Sires (above) (D-New Jersey) and Max Rose (below) (D-New York) to discuss the importance of the Jones Act.



TALKING JONES ACT IN PUERTO RICO – SIU Port Agent Amancio Crespo (second from right) on Feb. 25 participated in a meeting with the Hon. Larry Seilhamer (center), vice president of the Puerto Rico Senate, and others. They discussed the importance of the Jones Act and how it benefits the territory. Also pictured from left are Puerto Rico AFL-CIO President Jose Baez, TOTE VP Eduardo Pagan and Puerto Rico AFL-CIO Political Director Josue Montijo.



ACTIVE IN LAKES REGION – In photo above, a donation of \$1,000 from the Michigan Maritime Trades Port Council is presented to the Greater Detroit Coast Guard Chief Petty Officers Association. The donation went to families who were suffering undue hardship during the government shutdown. Pictured from left are SIU Asst. VP Bryan Powell, Port Council President Jeannette Bradshaw, MKCS Eric Bonneau, OSCS Gabe Settler and SIU Port Agent Todd Brdak (who also services as secretary-treasurer of the port council). The photo below is from a meeting with Kevin Hrit, regional director for U.S. Sen. Gary Peters. The meeting took place at the Detroit Port Authority office. Pictured from left are Brdak, Hrit, Bradshaw and Powell.





SIU VP MEETS WITH CIVMARS – SIU VP Government Services Kate Hunt (standing at right) confers with members of the SIU Government Services Division in Norfolk, Virginia.

At Sea and Ashore With the SIU



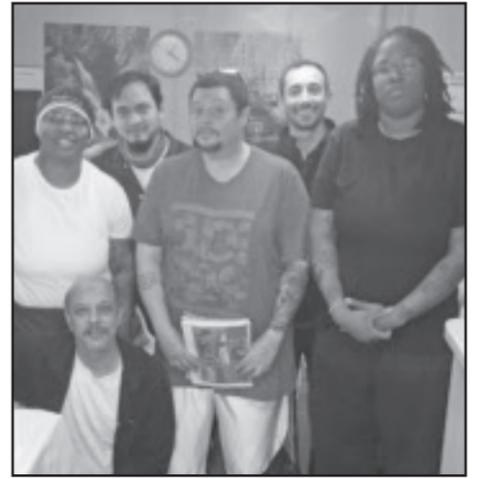
SUPPORTING TEACHERS – Oakland, California-area Seafarers demonstrated with striking Teachers in late February and early March. The educators returned to work March 4, following a highly successful, seven-day job action. Among the SIU members pictured at the rallies are Recertified Bosun Artis Williams, Bosun Antjuan Webb, ACU Saleh Sewileh, Recertified Steward Joseph Gallo and FOWT Francisco Valle. SIU West Coast VP Nick Marrone and Port Agent Nick Marrone II also are pictured.



At Sea and Ashore With the SIU



SEABULK BOATMEN BACK SPAD – A number of inland Seafarers from Seabulk Towing recently signed up to participate in SPAD, the union’s voluntary political action fund. These photos were taken in Port Arthur, Texas. Among those pictured (photo at right, from left) are Mate Justin Briggs, AB Theron Brittain, SIU Asst. VP Mike Russo, Chief Engineer Richard Johnson and Capt. Jamie Norsworthy.



ABOARD SAGAMORE – Pictured aboard the Sealift Inc. vessel in Concord, California, are (photo at left, from left) AB Mark Louie Manalansan and Port Agent Nick Marrone II, and (photo at right, standing) Chief Cook Rhonda Williams, AB Pedro Ambe, Bosun Neftali Erasquin, Patrolman Adrian Fraccolli, SA Eugenia Porter and (front) Steward/Baker Mohamed Nour.



ABOARD ALLIANCE FAIRFAX – SIU members and MM&P members are pictured aboard the Maersk Line, Limited vessel. Photo includes Capt. Nicholas Anthony Marcantonio, AB Adbul Saleh, SA Monassar Saleh, Bosun Victor Eligio, Electrician Paul Pagano, Steward/Baker Robert Seim, Chief Cook Elida Miguel, AB Boyce Wilson, Second Mate Erik Gustafson and Third Mate Earl Nelson.



ABOARD EVERGREEN STATE – Pictured from left aboard the Crowley-operated vessel in Selby, California, are AB Paul Longley, SIU Oakland Port Agent Nick Marrone II, SA Tyrone Hall, Chief Steward Francisco Madsen, Chief Cook Ashley Nguyen, QEP Kyle Miller, AB Joseph Stea, AB Brian McCarty and AB Reginald MacOn.



SUPPORTING FURLOUGHED FEDERAL WORKERS – These snapshots (above, at top right and immediately below) were taken at a second food drive (Jan. 29) for federal workers, hosted at the SIU hall in Honolulu. SIU Port Agent Hazel Galbiso reports that for this drive, there were 47 volunteers from the following organizations:



SIU, AFGE, MM&P, MEBA, MFOW, HGEA, ILWU, Hawaii Masons & Plasterers, State AFL-CIO, Hawaii Port Council, Marimied, China Town Lyon’s Club, Salvation Army, and Congresswoman Gabbard’s staff.



NEW DECORATION IN SAN JUAN – As Port Agent Amancio Crespo (right) described it, this illuminated SIU logo is “a gift to remember.” It was given to the union by Crespo’s friend Raymon Vargas (left) for display at the new hiring hall.



FULL BOOKS IN JACKSONVILLE – Receiving their full books (photo at left, from left) are SIU members Clarence Miller, Darius Edwards and Marcus Foster, and (remaining photo) Seafarers Lomarro West and Bernard Mainor. Port Agent Ashley Nelson administers the union oath in both photos.



WELCOME ASHORE IN MOBILE – Recertified Bosun Calvin Miles (left) picks up his first pension check at the hiring hall in Mobile, Alabama. Miles began sailing with the SIU in 1975. He's pictured with Port Agent Jimmy White.

At Sea and Ashore With the SIU



ABOARD EL COQUI – Pictured aboard the Crowley ship in Puerto Rico (photo above at left, from left) are Chief Cook Kevin Valentin, SIU Administrative Assistant Maria Gomez and Recertified Steward Juan Vallejo. From left in other photo are SIU Port Agent Amancio Crespo, AB Kemer Rojas, Recertified Bosun Abel Vazquez, AB Victor Cortes and Vallejo.



ABOARD HORIZON ANCHORAGE – Pictured aboard the Matson ship in the Pacific Northwest is Steward/Baker Ingrá Maddox.



MSC COMMANDER'S SURPRISE VISIT TO USS – The commanding officer of the U.S. Military Sealift Command (MSC) recently stopped at the United Seamen's Service (USS) center in Yokohama, Japan, to help present a plaque of appreciation. Rear Adm. Dee Mewbourne (left) and Michael Morris (right), MSC director of total force management, gave the commendation to Jack Spiwak (center) of the USS.



A-BOOK IN HONOLULU – Bosun Maximo Aguiran (left) receives his A-seniority book at the hiring hall. Congratulating him is Shureen Yatchmenoff, administrative assistant.



A-BOOK IN PHILLY – ACU Ragab Ayed (right) receives his A-seniority book from Port Agent Joe Baselice at the hiring hall.



ABOARD MAERSK DENVER – Recertified Bosun James Walker (rear) and AB Roque Lambert appear unfazed by the snowy weather in Port Elizabeth, New Jersey.



A-BOOK IN JERSEY – QMED William Harrison (right) picks up his A-seniority book at the hall in Jersey City, New Jersey. Congratulating him is Patrolman Ray Henderson.



APPRENTICE ON MAERSK IDAHO – Daniel Wood does his part to keep the vessel running smoothly. He's an apprentice from the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.



GUARANTEED TO BRING A SMILE – Pictured above is Avery Bucalo, daughter of SIU Patrolman Adam Bucalo. The clothing was a gift from Avery's birthday. At four months (and three days), she has now grown into it.

MTD President Cites Labor's Resurgence

Sacco Urges Affiliates to Remain Vigilant in Ongoing Jones Act Fight

When he opened the winter meeting of the Maritime Trades Department (MTD) executive board, Michael Sacco emphasized two ongoing struggles of paramount importance to working families.

Sacco is president of both the SIU and the MTD – the latter a constitutional department of the AFL-CIO. The MTD is composed of 21 international unions and 21 port maritime councils in the United States and Canada representing nearly 5 million working men and women. The board met Feb. 21-22 in Orlando, Florida.

“One of the most positive stories for the MTD and the entire labor movement, I believe, is how we’ve responded to last summer’s Supreme Court ruling in *Janus vs. AFSCME*,” Sacco said to the board members and guests. “This was supposed to be the beginning of the end for unions. But as one national columnist recently put it: ‘So much for the labor movement’s funeral.’”

He pointed out that large unions including the American Federation of Teachers and the American Federation of State, County and Municipal Employees

have gained members since the ruling, which allows for free riders.

“The *Janus* ruling is still a farce, and nobody is pretending it’s good news for labor,” Sacco continued. “But you know what? I think it shook us out of the doldrums in a lot of ways. It made us re-educate people about why unions are so important. It made us ramp up our engagement, and the results have been very positive.... I think we’re headed in the right direction.”

He then focused on a relatively new, well-funded campaign aimed at repealing the Jones Act – a law that’s vital to U.S. national, economic and homeland security. The misguided attacks are “nothing new, even though they will be on a larger scale. We’re fighting this battle every day,” he said.

Sacco wrapped up his opening remarks with a quick reflection on the recent government shutdown. “During that time, our affiliates and port councils really stepped up to support the people who were out of work and those who were forced to work without a paycheck,” he recalled. “We collected gift cards and food donations coast to



SIU President Michael Sacco, who also serves as president of the Maritime Trades Department (MTD) addresses those in attendance at the Feb. 21-22 MTD executive board meeting in Orlando, Florida.

coast and in Hawaii. We rallied in the streets and we marched at airports and elsewhere to stand up for the rank-and-file worker, no matter if they were union members or not.

“There is no doubt that our collective actions and those of the affected workers themselves ended the shutdown,” he

continued. “We showed our strength, but we also showed solidarity and compassion for our fellow man. That’s what the labor movement is all about. That’s what the MTD is all about. And that’s why I know we’ll always have a bright future as long as we’re willing to stand together and work for it.”

AFL-CIO Secretary-Treasurer Focuses on Future of Work

One of the top officials from the AFL-CIO encouraged the MTD executive board to examine key aspects of evolving workplace technology while not losing sight of the power of solidarity.

AFL-CIO Secretary-Treasurer Liz Shuler opened her speech Feb. 21 by thanking MTD President Michael Sacco for his leadership. She then spoke about the important tasks that the MTD and its affiliates handle, referencing the session’s prior speakers.

Shuler said, “The work that you do

is truly leading our labor movement, as I watch the presentations and the slide shows and all of the cataloguing of the work that goes on in this country. You make this country run. I think it’s a little-known secret, and sometimes we don’t get to recognize and appreciate the work that you do enough.”

She then spoke on the future of work, and preparing for the future of labor in America: “Work is changing ... and we need to think about how our unions are going to change with it. How

are we going to modernize? How are we going to grow?”

Shuler detailed several steps the federation is taking to incorporate cutting-edge technology for the betterment of workers. She said the labor movement supports efficiency and advancement, but also stands up for the roles of working families moving forward.

The secretary-treasurer then described recent worker actions by teachers and hotel workers, respectively. The successful strikes serve as reminders that collective action is effective.

“Even though there’s this narrative in our country around rugged individualism and people pulling themselves up by the bootstraps, yes, that is part of our culture as Americans,” she continued. “But we also know that we are stronger together. And no one knows this better than the labor movement. It’s what we stand for, especially the maritime trades unions.”

She also credited the MTD and its affiliates and port councils for their hurricane relief efforts that began in 2017. “When Hurricanes Irma, Harvey and Maria hit, you sprang into action,” Shuler recalled. “And it can’t be said enough, the contribution that you made, because even before the storms hit Puerto Rico and the Virgin Islands, your members were loading and unloading U.S.-flagged and -crewed ships and barges to help the islands prepare for the storms. That was before they hit. And then after the storms, you came through again, working with Jones Act, union-contracted companies to deliver and offload more than 40,000 containers full of equipment to help restore the

islands’ power and water and infrastructure and public services, not to mention life-saving supplies. Thank you.

“But you didn’t stop there,” she added. “Of course, U.S.-flag ships with Seafarer crews worked with our friends at the AFT to provide more than 100,000 water filters to the people of Puerto Rico. That was well after the storm, and of course you delivered more than 15,000 books to the schoolchildren in the Virgin Islands, all while fending off attacks on the Jones Act. We all know, during disasters, that’s when they come attacking bedrock labor protections. We’ve seen it before, and I’m sure we’ll see it again.”

Shuler pointed out that public opinion of unions is at a 20-year high, with 62 percent of Americans saying they back organized labor, according to a recent Gallup poll.

Additionally, she provided data on union training, and used the SIU-affiliated Paul Hall Center for Maritime Training and Education as an example, saying, “The labor movement is the second-largest provider of training in this country, behind the U.S. military.... We’re the ones training and upgrading people’s skills to get them into better jobs. And every time I go to the Paul Hall Center out in Piney Point, Maryland, I am reminded of this. And I marvel at the technology you use and the programs you have. More than 70 U.S. Coast Guard-approved courses, more than 17,000 apprentices trained, more than 135,000 skills upgrades and more than 2,000 high school diplomas. That deserves a round of applause!”

She concluded, “Our role in creating the highly skilled, best-trained workforce in this country is the key to the future of the labor movement. I say that because we have our apprenticeship programs, we have our job training programs. When those programs grow, and we get more workers in, the labor movement grows with it, and employers are supplied with the highest-caliber workers that labor can offer.”



AFL-CIO Secretary-Treasurer Liz Shuler



U.S. Congressman Bennie Thompson (D-Mississippi)



U.S. Congressman Brian Mast (R-Florida)

Congressmen Back Jones Act, Emphasize Crucial Need for Grassroots Political Action

U.S. Congressmen Bennie Thompson (D-Mississippi) and Brian Mast (R-Florida) have different public-speaking styles, but they offered similarly passionate messages when addressing the MTD executive board last month.

Both of them expressed strong support for the Jones Act and the U.S. Merchant Marine. They also stressed the importance of grassroots political action.

Thompson, chair of the House Homeland Security Committee, spoke Feb. 21 in his typically engaging, folksy style. He said the nation's freight cabotage law "is fine (in terms of congressional support), but you have to be vigilant."

He then cited the misinformation campaign that happened after Hurricane Maria.

"The moment it hit, the first consideration was to relax the Jones Act, because 'we can't get enough goods to help the good Americans who live in Puerto Rico'. Now, if you believe that comment, I've

got some beachfront property I want to sell you in Oklahoma," Thompson stated. "I went to Puerto Rico three days after Hurricane Maria, and I saw stuff on the docks delivered by Jones Act vessels. The question wasn't how you get it there. The question was, once it gets there, what are you going to do with it? [People] blamed the Jones Act for a problem that had nothing to do with it."

Thompson also discussed his long-standing, positive working relationship with organized labor and mentioned his 100 percent labor voting record.

"It's important for you to invest in people who will tell you the truth," he said. "A lot of us wouldn't be in Congress without labor's support.... Not only do you dance with the ones who bring you, you stay with them. It's in your best interest to help send good people to Washington – good people who don't forget how they got there and who sent them."

Thompson mentioned an upcoming trip he's making to Puerto Rico and stated that, there and elsewhere in his travels, he always wants organized labor at the table.

"That's why it's so important for you to convince your members that they should invest in your PACs," he explained. "Because if you don't invest in leadership, the enemy will defeat you. When I'm in the meeting and I hear the company line, I turn to my friends in labor and say, 'Is that right, what he's saying?' That's a powerful statement, but that's also somebody not forgetting how they got where they are."

"It's important for you to convince your members that they have to support the political action committee, because that's really part of your voice, and because if you cede that territory to the opposition, you're going to have real problems," he added.

Thompson concluded by noting that

despite technological changes in the maritime industry, "Those folks who work on the docks and on the ships help keep America safe.... You are the eyes and ears that technology can never replace."

Similarly, Mast – brimming with enthusiasm and patriotism – said of the members of MTD unions, "Without your efforts to move bulk, to push barges, to ship cargo, to move containers like the Post Office moves letters around the country ... moving autos, fuel ... our economy and our way of life would grind to a halt."

He talked about trade policies and their complexities, adding, "I want equality for our country. We want free trade – we want reciprocal trade."

Turning his attention to the Jones Act, Mast said, "Our defense and support of the Jones Act is very important to me."

Mast, a U.S. Army veteran who earned medals including The Bronze Star Medal, The Army Commendation Medal for Valor, The Purple Heart Medal, and The Defense Meritorious Service Medal, said that when he served overseas, and for all veterans, "everything that we need to do that job – from World War II, Korea, Vietnam, the Gulf War, Iraq, Afghanistan and all points in between – has been delivered by the trades that you all represent, the men and women you represent. If we get rid of the Jones Act, the next bit of policy, the next bit of work that you will see in the United States of America will be the United States of America's ambassador to the UN going into the UN with his thumb in the air the next time that we're in a conflict, saying, 'Can I hitch a ride?' That is not the policy we need in this country, and that is one of the most important reasons the Jones Act has to stay in place. To make sure that we are doing everything to defend our maritime industry from being destroyed."

Like Thompson, Mast urged the MTD to "elect people who are going to listen to what you have to say."

Mast added that policies have long-reaching effects and take time to implement. He said there's nothing wrong with honest debate and disagreement, but people should still be cordial.

He concluded, "Keep doing what you're doing. Keep up the fight."

Senator Sends Pro-Maritime Message



U.S. Sen. Kamala Harris (D-California) sent a video greeting to the MTD executive board. She reiterated her strong support for the American maritime industry and workers' rights. Above, board members and guests observe the senator's video.

‘Vital to our National and Economic Security’

Maritime Administrator Buzby Optimistic About Industry’s Future

The head of the U.S. Maritime Administration (MARAD) thoroughly understands the challenges facing America’s maritime industry, but remains optimistic about its future.

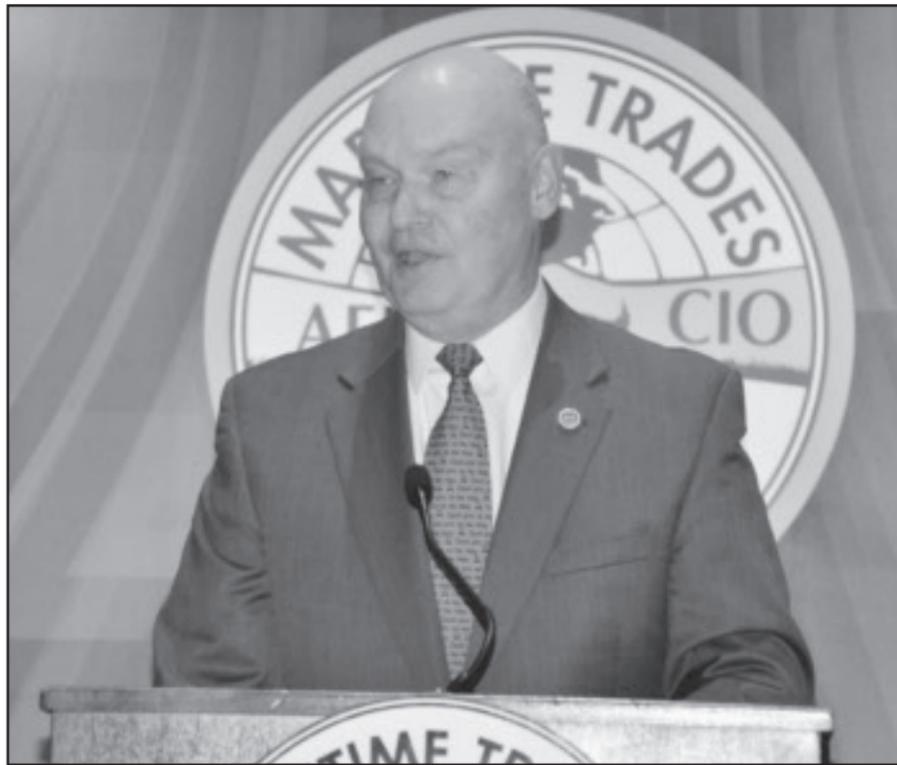
Maritime Administrator Mark Buzby delivered that message Feb. 21 as the first guest speaker to address the MTD executive board this year.

The setting was nothing new for the retired U.S. Navy rear admiral, who formerly served as commanding officer of the U.S. Military Sealift Command. As Buzby appreciatively pointed out, he has been attending MTD meetings for a decade.

“I’m very sincere when I say how much I’ve enjoyed working with and getting to know the leadership of the MTD over the years,” he said. “We have a level of trust that allows for some very frank discussions, and I think that’s for the benefit of all of us. Your executive committee provides an incalculable service to the maritime industry ashore and to the merchant marine afloat, promoting not only a comprehensive legislative agenda but, perhaps more importantly, educating the congress, the administration, the international community and the American public about a vitally important industry.”

He reiterated the unwavering support of his boss, U.S. Secretary of Transportation Elaine L. Chao, another longtime friend of the SIU.

Buzby detailed many of the obstacles the industry is dealing with, including a manpower shortage and an urgent need to recapitalize the Ready Reserve Force (RRF) vessels and other sealift ships. Nevertheless, he stated, “I really am optimistic. We’re making some real headway in getting our merchant marine strengthened. All of my energy and focus and that of my staff is to ensure that the U.S. Merchant Marine continues to move forward – that our story is told forcefully and truthfully. I can also promise that we’ll continue to work shoulder to shoulder with all of you for the benefit of our



Rear Adm. Mark Buzby, (USN, Ret.)
U.S. Maritime Administrator

mariners, because it’s our mariners who often are taken for granted and are the key to our nation’s sealift.”

He pointed out that the industry “did pretty well” in the recent appropriations bill, which included full funding for the Maritime Security Program and a boost for the RRF, among other positive outcomes.

“I attribute our success this year to the great working relationships we have with labor and with all the facets of the maritime industry, and certainly key members of Congress who understand the importance of a strong maritime sector,” Buzby said, adding that the industry enjoys bipartisan backing.

Specifically discussing the ages of

various U.S.-flag military support ships, Buzby described the RRF as “a key part of TRANSCOM’s ability to execute its wartime mission of deploying and sustaining our nation’s combat forces. The Navy’s plan to recapitalize that force of 46 ships plus 15 sealift ships that MSC runs is gaining some headway. Congress gets it; they’re pushing hard. They want it to happen faster. We’ve had several members of Congress down on the ships to talk to our mariners and hear firsthand the challenges they have with maintaining these 44-and-a-half-year-old average-age ships. These are the ships we are going to depend on to move our armed forces overseas in a crisis or national emergency, and we have to be able

to depend on them.”

He also said RRF ships, most with SIU crews, in the last three years have been activated and used more than during any other peacetime stretch.

Buzby has spent lots of time visiting vessels in the past year. Reflecting on those trips and interactions, he said. “A real bright spot in all this work that’s being done to maintain these ships is our mariners. They are doing a tremendous job. They totally understand the role they play in national security. They know that when they go out there and tear a pump apart or chip rust on deck to make sure that ship is ready to go, they are actually making a vital contribution to our nation’s security, should the call come – and it will come at some point.... They work their butts off. Their spirit is good, and there are smiles on their faces, and they understand the importance of what it is they do, and are happy to be doing it. I don’t think that’s something that’s unique to the RRF crews. Talk to our MSP mariners, talk to our Jones Act mariners, they get it, too. They understand how it’s all part of the web that is our maritime industry that is so vital both to our national and economic security.”

The maritime administrator also said that the industry must continue defending the Jones Act, which faces a “recent heightened level of organized attacks.... We’re fighting at MARAD, and Secretary Chao has been tenacious in defending the Jones Act. There is no wavering in her at all.... The Jones Act is a bedrock, foundational piece of legislation for our industry.”

He added, “I think Congress, by and large, is behind us. Everyone that I’ve spoken with is for it and understands it. There are a few voices out there that are crying in the wilderness, but we really can’t take that for granted. Clearly, we have to continue to drive home the criticality of the Jones Act, because the Jones Act is jobs. The Jones Act and national security go hand in hand.”

AFT Reiterates Jones Act Support



Jessica Smith (above), chief of staff for the American Federation of Teachers (AFT), addressed the MTD board Feb. 22. A former SIU communications director and special assistant to SIU President Michael Sacco, Smith praised Sacco for his outstanding leadership, tenacity and compassion. She conveyed the solid support of AFT President Randi Weingarten for the Jones Act. Smith also reported that MTD affiliates, along with SIU-contracted TOTE, helped deliver more than 100,000 water purifiers to Puerto Rico as part of the project named Operation Agua. Additionally, she noted, Seafarers, members of the SIU-affiliated United Industrial Workers, and SIU-contracted Crowley have helped provide meals and school supplies for teachers in the U.S. Virgin Islands. She also thanked the MTD for backing several recent teacher strikes.

Dredging Contractors Express Solidarity



William Doyle (above), CEO and Executive Director of the Dredging Contractors of America, addressed those in attendance at the MTD executive board winter meeting on Feb. 21. A marine engineer by trade, Doyle sailed as a U.S. Merchant Marine officer before earning his law degree. He also served in three different administrations as a Federal Maritime Commissioner where he led several trade delegations. He spoke on the importance of his current role, promoting a greater understanding of the benefits of taking care of our ports and waterways, as well as making sure the Jones Act stays protected. He also indicated that his organization, including its union employees, fully supports the important work of the American Maritime Partnership (AMP).

Coast Guard Rear Adm. Nadeau Thanks Industry, Reaffirms Agency's Full Commitment to Safety

A high-ranking U.S. Coast Guard (USCG) officer credited maritime labor for its all-around work and also described how the agency is constantly working to help ensure safety at sea.

USCG Assistant Commandant for Prevention Policy, Rear Adm. John Nadeau, spoke on the second day of the MTD winter meetings, and began by acknowledging the maritime industry for its service and support.

"Let me start by thanking you," said Nadeau. "Thanking you for what you do for us, for what you do for all the veterans, for speaking out, taking care of us when we need it, taking care of those who have served, looking out and making sure we have the strong maritime community in this country which so dearly needs it. So, thank you."

He then turned to a topic those assembled were all too familiar with: the tragic loss of the *El Faro*. "Many of you know about the *El Faro*. It was a 40-year-old U.S.-flag steamship that sank on October 1, 2015," he said. "And I know that there were 17 members of the SIU on board that were lost tragically. The vessel had no outstanding deficiencies, and it was inspected by the Coast Guard just six months before it got underway. ABS (American Bureau of Shipping), who we rely on for many surveys, had been on only three weeks before to do some boiler inspections."

After briefly describing the sinking, Nadeau focused on the Coast Guard's



Rear Adm. John Nadeau
U.S. Coast Guard Assistant Commandant for Prevention Policy

plans for averting a similar tragedy in the future. He said, "We want to learn from this, and we did. We learned a lot. The Marine Board [issued] 36 recommendations, a lot of which have to do with regulations, some of them policy...

One of the biggest things you'll see is (eventual elimination of) open lifeboats. Unfortunately, this vessel still had open lifeboats. They're still allowed, it was within regulation, but if you look back to the *Marine Electric*, back to the mid-

80's, it also had open lifeboats. We had tried to get rid of open lifeboats, we were not successful, as we could not – believe it or not – justify the cost of outfitting all ships with open lifeboats with closed ones."

He also discussed some of the additional testing done by the Coast Guard on board U.S.-flag vessels that had already passed their inspections.

"We're committed to continuing this work," Nadeau stated. "The industry has been extremely receptive to us, and we are working in partnership with everyone to raise the level of safety."

Changing subjects, he closed by saying, "This nation has a gift. And that gift consists of 95,000 miles of coastline, 25,000 miles of inland waterways, 50,000 aids to navigation markings, 360 ports throughout that allows thousands of vessels to move safely every single minute of every single day. And because we're able to do that safely in this country – which most countries don't have that gift – they generate \$4.6 trillion in economic activity for this country every year. This system supports 23 million U.S. jobs. That is a tremendous gift, most people in this country don't realize that, and we celebrate that and are proud to be a part of the team that stands up to protect this gift. To make sure it's there in perpetuity, so that we have that gift.... This gift is crucial, not only to the economic prosperity of this country, but to our national defense."

Company Exec. Stresses Partnerships, Safety

The top executive at a major U.S.-flag shipping company told the MTD executive board he is confident that all components of the industry are working cooperatively to promote American mariners and vessels.

Sam Norton, president and CEO of SIU-contracted Overseas Shipholding Group (OSG), addressed the board Feb. 21. Besides commending the collaborative efforts of labor, management and government, he described his company's

strong emphasis on safety. Norton also stated that OSG is committed to helping expand the U.S. tanker fleet as well as providing long-term job opportunities for American crews.

"The main message that I want to share with you is, although I'm mindful that in history, it has not always been the case that labor and management have been seeing eye-to-eye, and there are definitely times when we each have our own respective positions that we have

to mind. Nonetheless, my experience at OSG has left with me a very strong feeling that our partnership with labor today is as strong as it's ever been," Norton said.

He mentioned working on several issues together with labor, including SIU Executive Vice President Augie Tellez, and finding success.

Next, Norton explained that OSG maintains more than 450 billets that support more than 1,100 union jobs. The company is an owner/operator of tankers and ATBs, 19 of which sail in the Jones Act trade. "We're very proud to be a very large employer and a supporter of the unions," he noted.

He then described safety as "our biggest job: making sure that our ships are well-managed, safe working environments and that everyone who participates in those environments understands the significance of keeping an eye out for all of the people that work around them and maintaining a high level of situational awareness of all times."

Norton said that communications are "where I think our interests are indeed most closely aligned. Recognizing the things that are very important to the Jones Act, the U.S. flag, national security, making sure that we work together to communicate our priorities and communicate the things that make our organizations work well together."

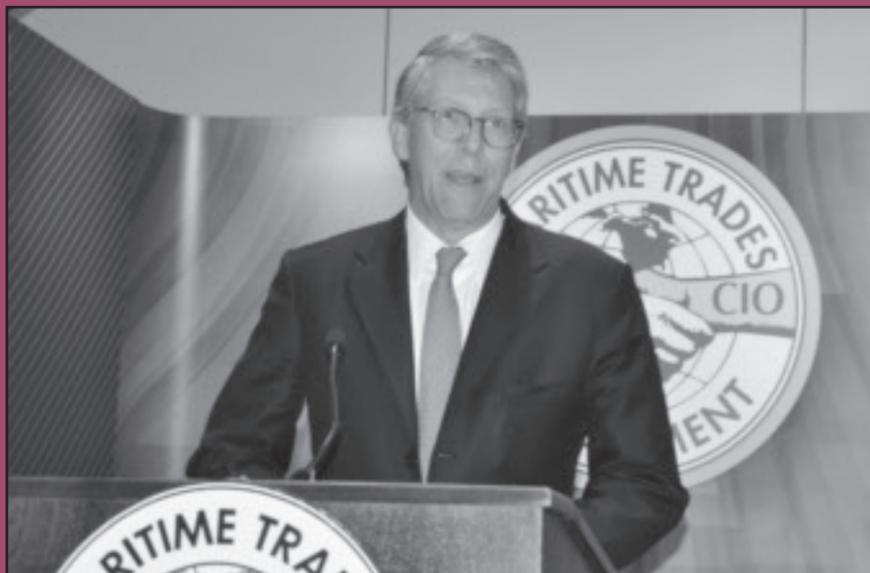
Describing OSG's future, Norton reported they are building two new vessels in Korea that will be flagged American; building two new, large barges in the U.S.; and also working to expand possibilities for U.S. vessels outside of the Jones Act fleet. He said the industry as a whole must address what is "a recognized significant shortfall of tanker capacity to support readiness and sealift requirements."

Expanding U.S. tanker fleet is "an area where I see a confluence of our primary objectives – yours and ours – together with MARAD's," Norton said.

He added, "It is our very strong contention that the single greatest resource that needs to be developed in anticipation of meeting the needs of the Defense Department and national security in the future is developing experienced and qualified manpower to be able to man the equipment that would be needed in a time of crisis."

"It has not always been the case that labor and management have been seeing eye-to-eye, and there are definitely times when we each have our own respective positions that we have to mind. Nonetheless, my experience at OSG has left with me a very strong feeling that our partnership with labor today is as strong as it's ever been." - Sam Norton, president and CEO of Overseas Shipholding Group

Just as Maritime Administrator Mark Buzby discussed earlier the same day, Norton touched on the need to recapitalize the sealift fleet. He also stressed "the importance of being able to provide credible employment opportunities.... This is something that is really critical to all of our futures and something that we as an organization are committed to.... We want to work in partnership with MARAD and with you to be able to provide the means and the ongoing commercial ability to operate those ships so that we can build those jobs."



Sam Norton
President and CEO, Overseas Shipholding Group (OSG)

2019 Maritime Trades Department, AFL-CIO Executive Board Meeting, February 21-22, Orlando, Florida



Robert Scardelletti
President
TCU



Paul Doell
President
AMO



James Conigliaro
General Vice President
Machinists



Jim Given
President
SIU of Canada



Gunnar Lundeberg
President Emeritus
SUP



Anthony Poplawski
President
MFW



James Hart
President
Metal Trades



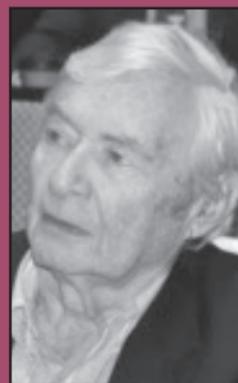
Levi Allen
Secretary-Treasurer
Mine Workers



Jack Hayn
Asst. to the President
Painters



Brett McCoy
UA
Director of Metal Trades



Bernie Hostein
Asst. to the President
Steelworkers



Joseph Condo
Vice President
TCU



Steve Bertelli
Secretary-Treasurer
Bakery Workers



Lisa Bolton
VP Telecommunications
CWA



Scott Reeves
Port Maritime Council
Philadelphia



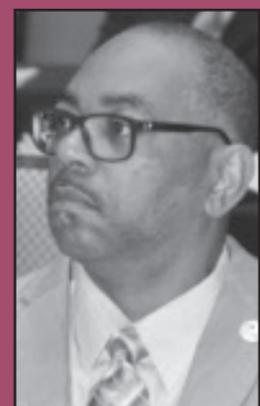
Jeannette Bradshaw
Port Maritime Council
Michigan



MTD President Michael Sacco (right) welcomes U.S. Congressman Brian Mast (R-Florida) to the podium. Looking on at left is MTD VP Jerry Abell.



Daniel Duncan
Secretary-Treasurer
MTD



Dr. Everette Kelley
Secretary-Treasurer
AFGE



Glenn Middleton
Vice President
AFSCME



Larry Holbert
International Rep.
SMART



Karen Horton-Gennette
National Director
UIW



Hazel Galbiso
Port Maritime Council
Hawaii



James Henry
Chairman & President
Transportation Institute



Patrice Caron
Executive VP
SIU of Canada



Augie Tellez
Executive VP
SIU



David Heindel
Secretary-Treasurer
SIU



Nick Marrone
VP West Coast
SIU



Dean Corgey
VP Gulf Coast
SIU



Tommy Orzechowski
VP Great Lakes
SIU



Joseph Soresi
VP Atlantic Coast
SIU



Geoge Tricker
VP Contracts
SIU



Kate Hunt
VP Government Services
SIU

Union Veterans Council Leader: 'Being in a Union Means Dignity'

Will Attig, the executive director of the Union Veterans Council, AFL-CIO (to which the SIU is affiliated), used his time at the Maritime Trades Department winter meeting to discuss the importance of supporting and enabling veteran workers through union membership and grassroots movements.

A combat veteran, Attig began by thanking those assembled for unanimously voting to adopt a resolution which supported troops and veterans. He then said, "Labor has a strong history that runs hand in hand with our veterans community. We trace our original unions in America to Civil War veterans coming home to major cities after fighting together to preserve this nation, and banding together for another fight, and that was workers' rights."

He continued, "It's no surprise that in 2019, in 15 states, veteran union density is over 18 percent. That's something to be proud of.... And the highest number of veterans in unions, the industry that represents the most, is the transportation industry, and I think you all need a round of applause for that."

Next, he offered up a question to the assembled crowd: "What's the most important thing that a union gives to you? Or, if you're an industry person who's here to support our workers, what does having a stable job with good benefits mean to you?" He then played

a video featuring union veterans describing their union experiences.

"Right now, there are 1.2 million active working veterans inside of labor," said Attig. "And they've reaped the benefits of what we do in rooms like this every single day, by being able to provide a stable, gainful life to their families, and achieve the American Dream they went and fought for."

"When I sum up what being in a union means to me, it's dignity," he continued. "It's the ability to live out my life, enjoy it, work hard for my country that I fought for, and be stable." He then described his life and career, both in the military and after he left and entered the civilian workforce.

Unions make a difference for veterans in many ways, he said, not the least of which is fighting for and securing good pay. "Our unions are leading the way," Attig stated. "On average, if you're a veteran that has a union card in your pocket, you make \$12,000 more a year (compared to unrepresented veteran workers). That's because of all the fighting that we do."

Attig wrapped up his presentation by highlighting the various ways the Union Veterans Council is working to protect working veterans, and emphasized the need to identify those workers who are already union: "Go back and tell your veterans about the Union Veterans Council. Get them to sign up.... Because if we give our veterans just a little push, it means a lot."

MTD President Michael Sacco, a U.S. Air Force veteran, also spoke about two examples of the SIU taking care of veterans and active-duty military families: "For the last seven years, my union – the SIU – has sponsored an annual fishing tournament in Maryland called the Seafarers Waterfront Classic. This event generates money for a group named the American Military Veterans, whose members were wounded in the line of duty. During that time, we have raised more than \$400,000 for the veterans. They've used the money to help provide different forms of therapy for their members. They've used some of it to grow from a small office to



Will Attig
Executive Director, Union Veterans Council, AFL-CIO

a 3,000-square-foot facility in Cape Coral, Florida. And they've used some of it to host feeding programs and other outreach for those less fortunate in the veterans community."

Sacco continued, "The SIU's Tacoma operation participates in a program called Santa's Castle. This is a toy drive for military families, mostly lower-enlisted ranks. We've been part of it for 12 straight years, and during that time, our members and officials and our companies have collectively donated around \$100,000 worth of Christmas presents for military children."

The MTD is a charter member of the Union Veterans Council.

*For More MTD
Coverage, See Page 28*

The logo for the Union Veterans Council, AFL-CIO. It features the text "@UNIONVETS" at the top, followed by "UNION VETERANS COUNCIL" in large, bold letters with stars. Below that is "WHO'S NEXT?" and "AFL-CIO".

To join the Union Veterans Council, visit www.UnionVeterans.org

Port Councils Ramping Up



MTD Executive Secretary-Treasurer Daniel Duncan (above) tells the executive board that the department is increasing grassroots efforts in the U.S. and Canada, primarily through its port councils. The MTD has 18 such councils in the U.S. and three in Canada. Duncan reported that long-dormant port councils have restarted or are already in the process of doing so in Baltimore; Norfolk, Virginia; Jacksonville, Florida; and San Juan, Puerto Rico. The MTD also is starting a new council in Nova Scotia. "While labor cannot compete financially with big-money donors, we have manpower," Duncan said. "As more and more money gets involved in campaigns, it's going to take more and more manpower to counter it. We are the manpower to counter it."

Allen Addresses Pension Crisis



United Mine Workers of America (UMWA) Secretary-Treasurer Levi Allen (above) spoke Feb. 22 and largely focused on the pensions of the UMWA members, specifically describing an ongoing court case with Mission Coal Company. He briefly mentioned the UMWA's fight with the Pension Benefits Guaranty Corporation (PBGC), and the greater importance of that looming insolvency: "You know what an undertow is. You know when a big ship goes down, it'll drag you down with it. If the UMWA 1974 Pension Fund becomes insolvent in 2022, it's going to drag the PBGC down with it. What that will do is cause \$5.8 billion annually in benefits that come out of the PBGC to be in jeopardy of not being paid out anymore.... You didn't cause this. None of the unions in this room caused this. There are scams out there that have allowed people to get out of the debts that they owe to American workers, and we're fighting against that."

With Seafarers on the Great Lakes

The photos on this page were submitted by SIU Algonac Port Agent Todd Brdak, and were taken during servicing visits to the SIU-crewed *H. Lee White* and *Joyce VanEnkevort*. The *H. Lee White* is operated by American Steamship Company and the *Joyce VanEnkevort* is operated by VanEnkevort Tug & Barge.

H. Lee White



AB Mohamed Ali (left) poses for a photo with Port Agent Todd Brdak.



AB Wheelsman Norman Rodriguez



Chief Cook Najeeb Ginah



Crew members climb aboard the *H. Lee White*.

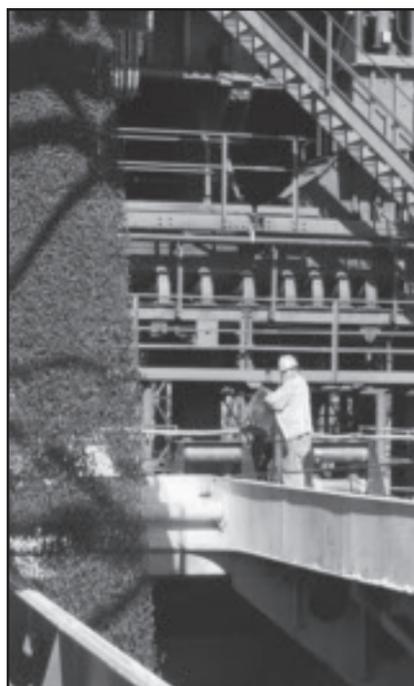


SA Hussein Al-Qari displays a fruit tray.

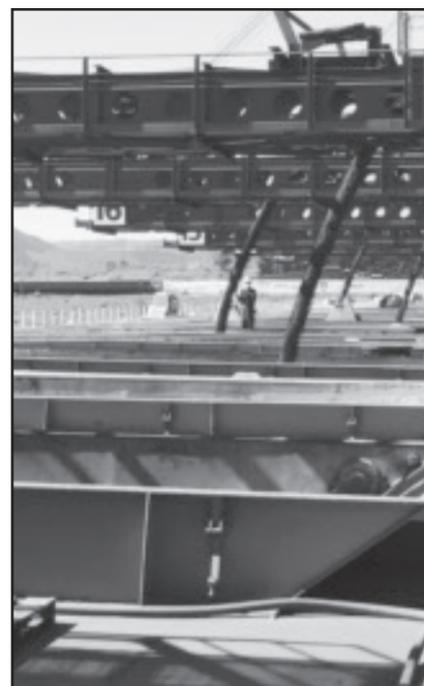
Joyce VanEnkevort



SIU Asst. VP Bryan Powell (left) chats with AB Pete VanEnkevort.



Deckhand Brian Murray loads iron ore taconite pellets.



The *Joyce VanEnkevort* takes on a cargo of ore in Two Harbors, Michigan.



The *Joyce VanEnkevort*

U.S. Coast Guard Issues Shutdown Update #4

Editor's note: The following news release was issued by the United States Coast Guard on March 1. The text of the "attached letter" is included. Both of these items are posted on the SIU website (under the NEWS tab) and on the National Maritime Center website.

Update 4 – Mitigation Efforts Due to Lapse in Fiscal Year 2019 Appropriations and Partial Government Shutdown

To mitigate the impact caused by the lapse in appropriations and shutdown of National Maritime Center (NMC) operations, the following updated actions are being taken:

Merchant Mariner Credentials (MMC) and Medical Certifications (National Endorsements only) that expire in December 2018, January 2019, February 2019, March 2019, or April 2019 are extended as valid until May 31, 2019. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of the attached letter.

The following items that expire in December 2018, January 2019, or February 2019 are extended to April 30, 2019: Additional Information (AI) letters, Qualified Assessor (QA) letters, Designated Examiner (DE) letters, Proctor approval letters, Approval to Test (ATT) letters, and mariner training course certificates.

For mariners whose 90-day testing cycles were interrupted by Regional Exam Center (REC) closures (starting on December 26, 2018), the days the RECs were closed will not count against the 90-day period.

If you have questions, visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Dear U.S. Mariner,

Due to the federal government's partial lapse in appropriations for fiscal year 2019, the Coast Guard is unable to process mariner credentials in a timely manner. To provide relief to impacted mariners and under the authority of 46 United States Code § 7507 and § 7508, the Coast Guard is granting extensions effective immediately to National Endorsements and Medical Certificates until May 31, 2019, for mariners whose credentials expire in December 2018, January 2019, February 2019, March 2019, or April 2019.

All mariners sailing under the authority of their National Endorsement(s) should print and retain a copy of this letter with their Merchant Mariner Credential (MMC) and Medical Certificate to produce it upon request by the U.S. Coast Guard, other agencies or officials. The National Maritime Center (NMC) does not intend to issue any separate or new MMCs to correspond to this extension for mariners sailing domestically. This extension does not apply to Standards of Training, Certification and Watchkeeping for Seafarers (STCW) endorsements.

Applications submitted before or during the partial government shutdown will be processed as soon as possible once the NMC is reopened and is legally authorized to begin operations.

If you have questions, visit the NMC website or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

K.R. Martin, Captain
U.S. Coast Guard Commanding Officer

April & May Membership Meetings

Piney Point.....	Monday: April 8, May 6
Algonac.....	Friday: April 12, May 10
Baltimore.....	Thursday: April 11, May 9
Guam.....	Thursday: April 25, May 23
Honolulu.....	Friday: April 19, May 17
Houston.....	Monday: April 15, May 13
Jacksonville.....	Thursday: April 11, May 9
Joliet.....	Thursday: April 18, May 16
Mobile.....	Wednesday: April 17, May 15
New Orleans.....	Tuesday: April 16, May 14
Jersey City.....	Tuesday: April 9, May 7
Norfolk.....	Thursday: April 11, May 9
Oakland.....	Thursday: April 18, May 16
Philadelphia.....	Wednesday: April 10, May 8
Port Everglades.....	Thursday: April 18, May 16
San Juan.....	Thursday: April 11, May 9
St. Louis.....	Friday: April 19, May 17
Tacoma.....	Friday: April 26, May 24
Wilmington.....	Monday: April 22, May 20

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

Dispatchers' Report for Deep Sea

February 13, 2019 - March 13, 2019

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups	A	B	All Groups	A	B		All Groups	A	B
Deck Department										
Algonac	16	4	0	24	8	0	1	42	20	1
Anchorage	1	3	2	3	3	0	0	3	1	5
Baltimore	0	2	2	3	1	1	3	8	3	1
Fort Lauderdale	19	7	1	15	6	1	13	33	15	6
Guam	3	1	0	5	1	0	0	3	3	1
Harvey	10	5	5	10	5	1	6	16	3	8
Honolulu	9	9	0	7	5	0	2	15	11	0
Houston	50	27	15	25	15	8	18	105	24	27
Jacksonville	23	25	10	20	16	4	16	63	39	11
Jersey City	39	11	4	35	6	3	16	75	21	7
Joliet	3	4	2	3	2	1	0	6	5	1
Mobile	7	4	1	6	4	1	5	16	9	4
Norfolk	18	10	6	9	9	6	7	23	14	13
Oakland	10	5	1	5	4	1	1	21	7	5
Philadelphia	3	2	1	2	2	0	0	6	4	1
Piney Point	2	3	0	1	0	1	1	5	4	0
Puerto Rico	5	1	3	3	5	2	2	10	9	2
Tacoma	15	11	5	19	2	3	8	39	20	10
St. Louis	4	1	0	0	0	0	0	8	2	2
Wilmington	27	9	10	23	2	4	9	50	20	13
TOTALS	264	144	68	218	96	37	108	547	234	118
Engine Department										
Algonac	3	3	0	9	2	0	1	1	4	2
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	2	4	0	1	2	1	1	2	3	0
Fort Lauderdale	7	9	0	6	6	0	3	16	13	2
Guam	1	0	1	1	0	0	0	0	1	1
Harvey	1	4	0	1	4	0	1	5	2	1
Honolulu	2	2	0	11	4	0	2	29	5	3
Houston	11	10	4	4	8	1	5	23	16	6
Jacksonville	16	12	1	12	8	0	8	25	27	1
Jersey City	8	6	2	7	4	1	3	18	10	4
Joliet	3	3	1	4	2	0	0	2	1	2
Mobile	4	4	1	1	2	0	1	10	6	1
Norfolk	6	10	5	9	9	4	4	17	17	13
Oakland	4	2	3	5	2	1	2	6	9	3
Philadelphia	4	1	0	3	2	0	1	4	0	0
Piney Point	4	2	0	1	2	0	1	4	3	0
Puerto Rico	2	4	0	2	1	2	2	4	4	0
Tacoma	17	6	2	11	11	0	8	23	8	3
St. Louis	2	0	0	2	1	0	1	4	3	0
Wilmington	13	3	1	9	5	0	6	25	20	2
TOTAL	110	86	21	99	75	10	50	218	153	44
Steward Department										
Algonac	3	2	0	6	3	0	0	9	1	0
Anchorage	1	0	0	0	1	0	0	1	0	0
Baltimore	1	1	0	0	1	0	1	3	0	0
Fort Lauderdale	8	4	0	6	2	0	6	18	10	1
Guam	1	0	0	0	0	0	0	1	0	0
Harvey	3	2	2	0	0	0	0	6	2	2
Honolulu	9	3	0	7	1	0	2	23	3	0
Houston	19	3	0	16	3	0	5	27	7	3
Jacksonville	17	9	4	12	5	1	5	24	15	5
Jersey City	14	3	1	7	1	0	2	20	5	1
Joliet	0	1	0	0	1	0	0	2	2	0
Mobile	2	4	0	1	2	0	2	3	3	0
Norfolk	15	10	0	16	5	1	6	23	17	0
Oakland	6	6	2	17	2	1	3	24	7	2
Philadelphia	2	0	2	4	0	1	0	1	0	1
Piney Point	2	2	2	0	1	0	1	7	3	1
Puerto Rico	2	5	0	2	2	0	1	3	6	0
Tacoma	14	0	1	12	0	1	4	24	2	2
St. Louis	2	1	0	0	0	0	0	4	1	1
Wilmington	22	9	0	10	6	0	7	35	11	1
TOTALS	143	65	14	116	36	5	45	258	95	20
Entry Department										
Algonac	0	6	7	0	11	6	0	2	14	13
Anchorage	0	1	3	1	2	0	0	0	2	3
Baltimore	0	1	2	0	1	0	1	0	0	4
Fort Lauderdale	0	2	0	0	2	1	4	1	3	5
Guam	0	2	0	0	0	0	0	0	2	1
Harvey	0	1	2	1	3	1	2	1	2	4
Honolulu	1	3	3	0	3	2	1	3	8	5
Houston	3	11	8	3	9	3	3	5	25	19
Jacksonville	2	27	28	3	18	10	4	2	37	63
Jersey City	1	16	9	2	6	3	1	3	33	21
Joliet	0	0	0	0	0	0	0	0	1	1
Mobile	1	2	2	1	0	1	0	0	1	2
Norfolk	1	15	18	1	12	18	2	0	25	34
Oakland	2	6	11	1	7	2	0	2	12	16
Philadelphia	1	0	2	0	1	0	0	0	0	1
Piney Point	0	0	3	0	0	2	0	0	2	1
Puerto Rico	0	0	0	1	0	0	0	1	0	1
Tacoma	3	2	8	5	8	6	1	5	15	20
St. Louis	0	0	1	0	1	0	1	0	1	2
Wilmington	1	11	6	1	12	6	4	1	31	29
TOTALS	16	106	113	20	96	61	24	26	214	245
GRAND TOTAL:	533	401	216	453	303	113	227	1,049	696	427

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgy, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kate Hunt,

Vice President Government Services

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

45353 St. George Ave., Piney Point, MD 20674
(301) 994-0010

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by members in Piney Point, Maryland.

Question: Why did you choose the maritime industry, and what do you enjoy about it?



Chenequa Rodriguez
AB

I joined the SIU after a family member of mine was supposed to come to Piney Point but didn't make it. I got curious, looked into it, and signed up. I graduated in 2009 – Class #706 – and I'm glad I did. I've stayed because I love the travel, meeting new people and experiencing new cultures as part of my job.



Rashawn Arrington
Oiler

I chose the industry because I like to travel. I was looking for a career, found out about the SIU and joined. It was a great choice. Being in the union helps me stay focused on my career and my future. And seafaring is a career, not a job. It's been a great experience so far.



Karleen Grenier
AB

I had wanted a career change, and a family member of mine told me about the union. They said I'd love working in the galley, but after beginning my training as an apprentice, I realized I was torn between being either a deck or engine member. I would definitely say that Piney Point is the place to go for training in this industry, and I'm so glad I joined.



Tresten Porter
Oiler

I chose this industry as a good mix of travel, good pay and job security. Being a Seafarer is a great way to support my family, and gives me a career path I can follow to the top. As a graduate of Class #828, I can say the training here at the Paul Hall Center is a wonderful program, and really gets you in a good, focused state of mind for the work ahead.



Macey Horne
AB

I joined because I have a lot of family in the union, and they all spoke highly of the SIU and the industry. Now that I'm a full AB, I love sailing and working on ships. I love seeing new places and meeting new people. I'm excited to be a mariner.



Erwin Asinas
Chief Cook

For one thing, I like the lifestyle of different ships and different places all the time. Those working on ships need to eat, and being able to help the crew is a great motivation. At the end of the day, the compensation is why you stay with any job, but you have to love what you do, otherwise it'll be a terrible experience.

Pic From The Past



This undated photo from the LOG archives is believed to be from the 1950s. It was taken at a United Seamen's Service (USS) club in Genoa, Italy, where Seafarers Edwin S. Harris (center) and Gottfried Metting Jr. were shopping for gifts. Pictured at left is Ginetta Mafforni, a local USS staff member. The Seafarers were from the Liberty ship *George A. Lawson*, which was launched in February 1945 and sank in 1964.

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

Welcome Ashore

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



DEEP SEA

LINDA BARBER

Sister Linda Barber, 65, became a member of the union in 1997 when she shipped on the *Long Lines*. She primarily sailed in the steward department and upgraded on multiple occasions at the Piney Point school. Sister Barber most recently sailed on the *California*. She resides in Wauna, Washington.

HECTOR BARNES

Brother Hector Barnes, 68, joined the SIU in 1992, first sailing on the *USNS Wilkes*. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Barnes last shipped on the *Horizon Pacific* and lives in San Juan, Puerto Rico.



MATHEW BEVAK

Brother Mathew Bevak, 62, embarked on his SIU career in 1978. He first sailed aboard the *St. Louis* and was a member of the deck department. Brother Bevak upgraded at the union-affiliated Piney Point school on several occasions. He most recently shipped on the *Safmarine Ngami* and resides in Apache Junction, Arizona.

WILLIAM CARNEY

Brother William Carney, 66, became an SIU member in 2004 when he shipped on the *Pride of Aloha*. He worked in the deck department and upgraded on numerous occasions at the Paul Hall Center. Brother Carney most recently shipped on the *Maersk Atlanta*. He lives in Bolton Landing, New York.



ALFONZA DAVIS

Brother Alfonza Davis, 65, signed on with the SIU in 2001 and initially worked on the *Steven L. Bennett*. He upgraded often at the Paul Hall Center and sailed in the engine department. Brother Davis concluded his career aboard the *John Page*. He makes his home in Cocoa, Florida.



DAN DAVISON

Brother Dan Davison, 68, joined the Seafarers during the 2001 SIU/NMU merger. His first vessel was the *Mormac Sun* and he sailed in the deck department.

Brother Davison enhanced his skills in 2001 when he upgraded at the Piney Point school. He last shipped on the *St. Louis Express* before settling in New Orleans.

LEOPOLD DAWSON

Brother Leopold Dawson, 67, began his career with the Seafarers in 2011, first sailing on the *William R. Button*. He shipped as an engine department member and most recently sailed on the *American Liberty*. Brother Dawson resides in Laplace, Louisiana.



JOHNNIE EDWARDS

Brother Johnnie Edwards, 61, donned the SIU colors in 1982 when he sailed on the *LNG Virgo*. A member of the deck department, he upgraded often at the Piney Point school.



Brother Edwards was most recently employed with American Service Technology. He is a Houston resident.

RUBEN GAMBOA

Brother Ruben Gamboa, 70, joined the Seafarers in 1999, initially shipping aboard the *William Baugh*. A deck department member, he upgraded on several occasions at the Paul Hall Center. Brother Gamboa most recently shipped on the *Franklin J. Phillips*. He makes his home in Jersey City, New Jersey.



ROBERTO GONZALEZ

Brother Roberto Gonzalez, 65, signed on with the union during the 2001 NMU/SIU merger. He was a deck department member and first sailed on the *Yorktown Express*. Brother Gonzalez upgraded at the maritime training center located in Piney Point, Maryland. He concluded his career on the *Charleston Express* before settling in Guayanilla, Puerto Rico.

ROBERT GRUBBS

Brother Robert Grubbs, 60, became an SIU member in 1979 when he sailed on the *Sea-Land Boston*. He worked as a deck department member and upgraded often at the union-affiliated Piney Point school. Brother Grubbs last shipped on the *El Morro*. He resides in Jacksonville, Florida.

GEORGE MAZZOLA

Brother George Mazzola, 65, joined the union in 1972, when he worked for InterOcean American Shipping. Primarily sailing in the deck department, he upgraded often at the Piney Point school. Brother Mazzola last sailed on the *USNS Denebola*. He lives in District Heights, Maryland.



WILLIAM MCGEE

Brother William McGee, 64, donned the SIU colors in 1990. He sailed in the steward department and upgraded on multiple occasions at the Paul Hall Center. Brother McGee's first vessel was the *Stephen W. Pless*; his last, the *Sunshine State*. He resides in Monroe, Louisiana.



ROBERT PACHECO

Brother Robert Pacheco, 67, signed on with the SIU in 1972. He primarily worked in the deck department and initially sailed on the *Seattle*. Brother Pacheco upgraded on multiple occasions at the Piney Point school before concluding his career aboard the *Horizon Pacific*. He calls Durango, Colorado, home.



NORA PORTER

Sister Nora Porter, 65, became an SIU member in 2001 when she sailed on the *Baldomero Lopez*. She shipped in both the steward and deck departments and upgraded often at the Paul Hall Center. Sister Porter's final vessel was the *Alliance St. Louis*. She is a resident of Jacksonville, Florida.



SANTA PATURZO STANLEY

Sister Santa Paturzo Stanley, 66, embarked on her SIU career in 1978 when she sailed on the *Santa Mariana*. She was a steward department member and upgraded on numerous occasions at the Paul Hall Center. Sister Paturzo Stanley last sailed aboard the *Great Land* and makes her home in North Bend, Washington.

ALULA TEFERI

Brother Alula Teferi, 65, joined

the union in 1992, first sailing aboard the *Charles L. Brown*. He worked in the deck department and upgraded his skills at the Piney Point school. Brother Teferi last sailed on the *Golden State*. He lives in Houston.



WILLIAM THOMAS

Brother William Thomas, 65, signed on with the SIU in 1996, initially working with Moran Towing of Maryland in the inland division. He upgraded often at the Piney Point school and sailed in both the deck and engine departments. Brother Thomas concluded his career aboard the *Liberty*. He makes his home in Baltimore.



GREAT LAKES

JOSEPH HANCE

Brother Joseph Hance, 62, started shipping with the Seafarers in 1978, aboard the *Adam E. Cornelius*. He sailed in the deck department and frequently upgraded at the Paul Hall Center. He concluded his career on the *American Mariner* and lives in Lorain, Ohio.



BOYD MESSER

Brother Boyd Messer, 65, signed on with the SIU in 1974, initially shipping on the *Adam E. Cornelius*. He primarily sailed in the deck department and upgraded at the Piney Point school in 2008. Brother Messer last sailed on the *American Mariner*. He makes his home in Gulliver, Michigan.

MICHAEL SLAGHT

Brother Michael Slaght, 62, donned the SIU colors in 1974, initially working with H&M Lake Transport. He was a deck department member and concluded his career working for Great Lakes Towing. Brother Slaght resides in Marysville, Michigan.

INLAND

CURTIS ABSHIRE

Brother Curtis Abshire, 57, joined the SIU in 1984. He worked in both the deck and engine departments and was first employed



with HVIDE Marine. Brother Abshire's final vessel was Seabulk Towing's *Buccaneer*. He calls Hemphill, Texas, home.

WILLIAM DAVIS

Brother William Davis, 59, began his career with the Seafarers in 1981, first shipping with Orgulf Transport. He sailed as a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Davis last worked for Key Marine and makes his home in Beaufort, North Carolina.

WHITNEY HARGRAVE

Brother Whitney Hargrave, 62, signed on with the Seafarers in 1987. He sailed in the engine department, and worked for G&H Towing. Brother Hargrave was employed with the same company for the duration of his career. He lives in Santa Fe, Texas.

THOMAS POTTER

Brother Thomas Potter, 68, signed on with the SIU in 1973 when he worked for Maritrans. He was a deck department member and last worked for Mariner Towing. Brother Potter is a resident of Plymouth, North Carolina.



RAYMOND SCHWARTZ

Brother Raymond Schwartz, 64, joined the SIU in 1979. A deck department member, he was employed with Crescent Towing and Salvage for his entire career. Brother Schwartz makes his home in Covington, Louisiana.



JERRY YANCEY

Brother Jerry Yancey, 65, began his career with the Seafarers in 2001 when he sailed on the *Seabulk Power*. He sailed in the deck department and upgraded at the Paul Hall Center in 2013. Brother Yancey most recently sailed on Seabulk Towing's *Athena* and resides in Woodville, Texas.



Final Departures



DEEP SEA

MIGUEL AGUILAR

Pensioner Miguel Aguilar, 90, died February 5. Born in Honduras, he embarked on his SIU career in 1972 when he sailed on the *Platte*. A steward department member, Brother Aguilar last sailed aboard the *Leader*. He went on pension in 1995 and was a resident of Rockingham, North Carolina.



THOMAS COLBERT

Pensioner Thomas Colbert, 78, passed away February 13. He became an SIU member in 1959, initially working with Boston Towing Boat Company. Brother Colbert was a deck department member and most recently sailed on the *Sam Houston*. He retired in 1993 and resided in Bay St. Louis, Mississippi.



GUILLERMO DOMINGUEZ

Pensioner Guillermo Dominguez, 93, died December 30. He started his SIU career in 1968, initially shipping aboard the *Western Hunter*. A steward department member, Brother Dominguez last sailed on the *Patriot*. He began collecting his pension in 1993 and settled in the Philippines.



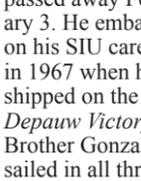
JAMES DRYDEN

Pensioner James Dryden, 77, passed away January 21. He joined the union in 1961, when he shipped aboard the *Yaka*. Brother Dryden sailed in the engine department and also worked on shore gangs. He last sailed on the *Long Beach* and retired in 2002. Brother Dryden called Liberty, Texas, home.



ALFONSA ELIGIO

Pensioner Alfonsa Eligio, 69, died October 31. She donned the SIU colors in 2003, initially sailing aboard the *Maersk Maine*. Sister Eligio sailed in the steward department, most recently aboard the *APL Cyprine*. She retired in 2014 and made her home in Bronx, New York.



CATALINO GONZALEZ

Pensioner Catalino Gonzalez, 94, passed away February 3. He embarked on his SIU career in 1967 when he shipped on the *Depauw Victory*. Brother Gonzalez sailed in all three



departments. He last sailed on the *Humacao* before becoming a pensioner in 1992. Brother Gonzalez was a resident of Carolina, Puerto Rico.

SHELDON GREENBERG

Pensioner Sheldon Greenberg, 66, died February 4. He joined the union in 1978, first sailing aboard the *Bradford Island*. Brother Greenberg shipped in both the deck and engine departments, most recently aboard the *Maersk Michigan*. He began collecting his pension in 2010 and made his home in Orange Park, Florida.



DOMINGO GUEVARA

Pensioner Domingo Guevara, 87, passed away June 12. He donned the SIU colors in 1978 and first sailed aboard Marlin Steamship Company's *Mary*. Brother Guevara sailed in all three departments and last worked on the *Newark Bay*. He retired in 1995 and resided in Tumaco, Columbia.

TONY HILL

Brother Tony Hill, 48, died January 29. He became an SIU member in 1990 and first sailed on the *USNS Pollux*. Brother Hill sailed in both the steward and engine departments and most recently shipped on the *Matej Kocak*. He lived in Virginia Beach, Virginia.



HARLAN HULST

Brother Harlan Hulst, 67, passed away January 5. He joined the union in 1996 when he shipped on the *McDonnell*. Brother Hulst was a deck department member. His last ship was the *Green Bay*, and he lived in San Diego.

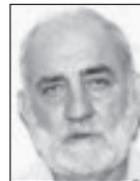
LEON JEKOT

Pensioner Leon Jekot, 77, died February 22. Initially working for Sea Liberties, he became a member of the SIU in 1960. Brother Jekot was a deck department member and concluded his career aboard the *USNS Capella*. He went on pension in 2003 and resided in Jefferson City, Tennessee.



HENRY JONES

Pensioner Henry Jones, 85, passed away February 1. He began sailing with the SIU in 1964 when he worked for G&H Towing. Brother Jones was a deck department member and last shipped on the *OMI Rover*. He became a pensioner



in 1996 and called Richmond, Texas, home.

KENNETH LAWS

Pensioner Kenneth Laws, 78, passed away January 12. Born in Philadelphia, he joined the union in 2002 when he sailed on the Cleveland Tankers ship *Gemini*. Brother Laws was a steward department member. He concluded his career aboard the *Cape Knox* and became a pensioner in 2012. He lived in Old Orchard Beach, Maine.

EARL MACOM

Pensioner Earl Macom, 75, died January 4. He was born in Poplar Bluff, Missouri, and joined the union in 1965. Brother Macom was an engine department member. His first vessel was the *Topa Topa*; his last, the *USNS Chesapeake*. Brother Macom lived in Morrill, Maine.



JAMES SLOAN

Pensioner James Sloan, 73, died February 10. He embarked on his SIU career in 1999, initially sailing on the *Green Dale*. An engine department member, Brother Sloan last sailed aboard the *Marstan*. He went on pension in 2015 and was a resident of Royersford, Pennsylvania.



CARLOS SOLINAP

Pensioner Carlos Solinap, 69, passed away February 15. He became an SIU member during the 2001 SIU/NMU merger. Brother Solinap's first SIU vessel was the *Green Cove*; his last, the *Shughart*. The steward department member retired in 2015 and settled in Las Vegas.



GERALD WESTPHAL

Pensioner Gerald Westphal, 71, died February 5. He joined the union in 1969 when he shipped with H&M Lake Transport. Brother Westphal was a member of the deck department and also worked on shore gangs. He concluded his career on the *Sea-Land Performance*, and retired in 2002. Brother Westphal lived in West Allis, Wisconsin.



RONALD WILLIAMS

Pensioner Ronald Williams, 60, passed away November 19. He became an SIU member in 1978, initially sailing aboard the *Allegiance*.



Brother Williams sailed in the engine department, most recently on the *El Yunque*. He retired in 2014 and called Jacksonville, Florida, home.

GREAT LAKES

WILLIAM AGNELLO

Pensioner William Agnello, 72, died February 7. He started his career with the SIU in 1970 when he shipped on the *Otto Reiss*. Brother Agnello worked in the steward department and last shipped on the *Buffalo*. He retired in 2007 and made his home in Lancaster, New York.



MICHAEL LOCK

Pensioner Michael Lock, 64, died December 21. Born in Port Huron, Michigan, he joined the SIU in 1976 when he worked for H&M Lake Towing. Brother Lock sailed in the deck department, most recently with Great Lakes Towing. He retired in 2017 and resided in Lambertville, Michigan.

INLAND

JOSEPH BABIN

Pensioner Joseph Babin, 91, passed away December 25. Born in Galveston, Texas, he signed on with the SIU in 1962. Brother Babin sailed in the engine department and was employed with G&H Towing for the majority of his career. He became a pensioner in 1984 and called Spring, Texas, home.



MICHAEL FURMAN

Pensioner Michael Furman, 69, passed away February 14. He joined the union in 1967 and first worked for OSG Ship Management. Brother Furman sailed in both the deck and engine departments. He remained with the same company for the majority of his career before retiring in 2013. Brother Furman was a Baltimore resident.



TIMOTHY GEGENHEIMER

Pensioner Timothy Gegenheimer, 67, passed away February 1. He became an SIU member in 1976 when he worked with Crescent



Towing and Salvage. Brother Gegenheimer was a member of the deck department. He continued to work for the same company until becoming a pensioner in 2013. Brother Gegenheimer made his home in New Orleans.

EUGENE HOLDER

Pensioner Eugene Holder, 91, died January 9. He signed on with the union in 1965, first working for Allied Transportation. Brother Holder sailed in the deck department. After concluding his career with Mariner Towing, he retired in 1990. He called Danville, Virginia, home.

ROBERT HURST

Pensioner Robert Hurst, 76, passed away January 13. He joined the SIU in 1977 when he worked for Virginia Pilot Corporation. A deck department member, Brother Hurst was employed with the same company for the duration of his career. He started collecting his pension in 2007 and lived in Cobbs Creek, Virginia.

NMU

RUFINO ARZU

Pensioner Rufino Arzu, 93, passed away August 19. He began his career during World War II in 1943 when he sailed aboard the *Gracioso*. Brother Arzu's last vessel was the *American Kentucky*. After accumulating more than 10,500 days' sea time, he retired in 1986 and lived in Westbury, New York.



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

Name	Age	DOD
Antunez, Joselito	91	12/26/2018
Brooks, Andrew	94	02/21/2019
Brown, Alphonso	98	12/23/2018
Burns, Nehemiah	85	02/14/2019
Figueroa, Pablo	103	02/24/2019
Francis, Albert	98	02/03/2019
Garay, Richard	91	02/11/2019
Hall, Donovan	82	01/26/2019
Linley, Joseph	82	01/04/2019
Medrano, Juan	92	02/15/2019
Michael, Glenn	94	02/23/2019
Nealy, John	92	01/16/2019
Radomski, Frank	93	02/23/2019
Robles, Roman	88	01/23/2019
Shew, Robert	99	01/06/2019
Soper, Michael	69	11/29/2018
Villanueva, Pedro	75	02/05/2019
Watson, Shelton	91	01/12/2019



Digest of Shipboard Union Meetings

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

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

INDEPENDENCE II (TOTE Services), December 2 – Chairman **David Denizac**, Secretary **Christian Borroto Lopez**, Deck Delegate **George Siegel**, Engine Delegate **Donell Criswell**, Steward Delegate **Todd Curry**. Chairman advised all members to read president's report in *Seafarers LOG*. Galley stovetops and ovens in need of repair. Educational director encouraged members to take advantage of upgrading opportunities at Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Crew expressed concern with slop chest merchandise, citing high prices and sale of expired items.

OVERSEAS SANTORINI (Overseas Ship Management), December 9 – Chairman **Paul Altener**, Secretary **Donna Salting**, Educational Director **Kenneth Cabrera**, Deck Delegate **Gwendolyn Garcia**, Steward Delegate **Manes Sainvil**. Chairman thanked deck department for their hard work and positive attitudes. Secretary reminded members to clean their rooms and exchange linen when departing ship. Educational director reminded crew to keep up to date on documents. No beefs or disputed OT reported. Steward department also thanked for excellent work.

GREEN BAY (Central Gulf Lines), December 15 – Chairman **Robinson Crusoe**, Secretary **George Farala**, Educational Director **George Beauflis**, Deck Delegate **Tony Olaya**, Engine Delegate **Kevin Chenault**, Steward Delegate **Gizelle Jones**.

Bosun encouraged crew to continue working safely. Secretary mentioned importance of good leadership as it relates to safe work practices. No beefs or disputed OT reported. Ship in need of a better oven. Members made request pertaining to time off. Next Port: Honolulu.

SEABULK CHALLENGER (Seabulk Tankers), December 30 – Chairman **Charles Hill**, Educational Director **Randolph Scott**, Deck Delegate **Joshua Gonzalez**, Engine Delegate **Roberto Sabio**, Steward Delegate **William White**. Chairman pleased with crew. He urged all members to continue to support SIU. No beefs or OT disputed. Members asked for WiFi availability on crew deck. Crew requested more gym equipment.

GOLDEN STATE (Intrepid Personnel and Provisioning), January 3 – Chairman **Philip McGeoghegan**, Secretary **Wendy Fearing**, Steward Delegate **Robeson Carrier**. Crew discussed requests for new linens and pillows on board. Chairman reported a smooth-running ship – great crew and great food. Educational director reminded members to check expiration dates on documents. No beefs or disputed OT reported. Members reviewed SIU President Michael Sacco's column covering election results. Ship ventilation needs cleaning. Crew motioned for a raise in pension and wages. New microwave requested for mess hall; deck in need of repair in crew quarters. Next port: Port Arthur, Texas.

OVERSEAS CASCADE (Overseas Ship Management), January 10 – Chairman **Jovan Williams**, Secretary **Breon Lucas**, Educational Director/Engine Delegate **Richard Striverson**, Deck Delegate **Brian Gauntt**, Steward Delegate **Ambrose Gabriel Jr.** Members reviewed contract and were reminded to keep documents up to date. Educational director suggested upgrading as often as possible. No beefs or disputed OT reported. Crew discussed desired changes to vacation benefits. Each member requests a refrigerator in their room as well as new mattresses and pillows. Steward department praised for a job well done during the holiday feast.

CALIFORNIA (Intrepid Personnel and Provisioning), January 14 – Chairman **Kenneth Abrahamson**, Secretary **Shawn Fujiwara**, Educational Director **Joshua Zelinsky**. Chairman went over new medical benefits information. He advised members to contact medical department for current information and to always use network-preferred provider in addition to touching base with them before seeking major medical attention. Chairman reminded crew to keep up with housekeeping and discussed crew laundry procedures. He asked members to keep room heaters on low and to consult with 1st engineer when purchasing personal heaters and refrigerators to avoid tripping electrical breakers. Members are encouraged to use union portal for latest updates on individual information. Chief steward thanked everyone for their ef-

forts to keep ship clean. Educational director discussed effect of government shutdown. He urged crew to upgrade their skills at the Piney Point school to obtain better jobs. Educational director also encouraged members to use union portal for latest information including sea time. Members were encouraged to check accuracy of sea time. No beefs or disputed OT reported.

OVERSEAS TAMPA (Overseas Ship Management), January 20 – Chairman **Raymond Johnson**, Secretary **Alphonzo Berry**, Deck Delegate **Falando Williams**, Steward Delegate **Juan Palacios Clother**. Members will soon have access to Wi-Fi and refrigerators in every room. Chairman advised members to keep up on documents and pointed out possible difficulty due to government shutdown. Educational director reminded crew to upgrade at Piney Point. Crew discussed new tonnage and election results. Members requested new washer and dryers.

USNS PATHFINDER (Ocean Shipholdings), January 27 – Chairman **Kelly Doyle**, Secretary **Donnell Lewis**, Deck Delegate **Jonathan Howard**, Steward Delegate **Lonnie Jones**. Chairman reviewed new medical benefits. Educational director urged members to upgrade. No beefs or disputed OT reported. Crew has access to Wi-Fi and additional TV channels.

ISLA BELLA (TOTE Services), January 30 – Chairman **Timothy Fogg**, Secretary **Richard Jones**, Deck Delegate **Gary Boyd**,

Steward Delegate **Adalberto Colon Rosa**. Wi-Fi and cable connection improved. More routers added to ship. Secretary reported good morale on ship. Educational director discussed government shutdown. He encouraged members to upgrade as often as possible. No beefs or disputed OT reported. Steward department was thanked for a job well done. Next Port: Jacksonville, Florida.

TAINO (Crowley), January 30 – Chairman **Wilfredo Velez**, Secretary **Kimberly Strate**, Educational Director **Carlos Parrilla**, Deck Delegate **Arthur Patterson**, Engine Delegate **Sherrod Frazier**, Steward Delegate **Luis Santiago Sotero**. Washing machines repaired. Members noted proper amount for laundry detergent. Drawer latches to be fixed as soon as possible. Educational director advised members to allow ample time for document renewals and certifications. Agencies are behind due to government shutdown. Deck delegate encouraged members to support SPAD and the Jones Act. No beefs or disputed OT reported. Crew requested Wi-Fi and an increase to the pension plan.

NATIONAL GLORY (Crowley), January 31 – Chairman **Robert Natividad**, Secretary **Steve Concepcion**. No beefs or disputed OT reported. Members were reminded that every issue of the *Seafarers LOG* is available online (in addition to the printed version). Dryer is being repaired. Crew gave vote of thanks to galley gang for job well done.

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 8 headquarters membership meeting to review the 2018 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts be-

tween the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

tive board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

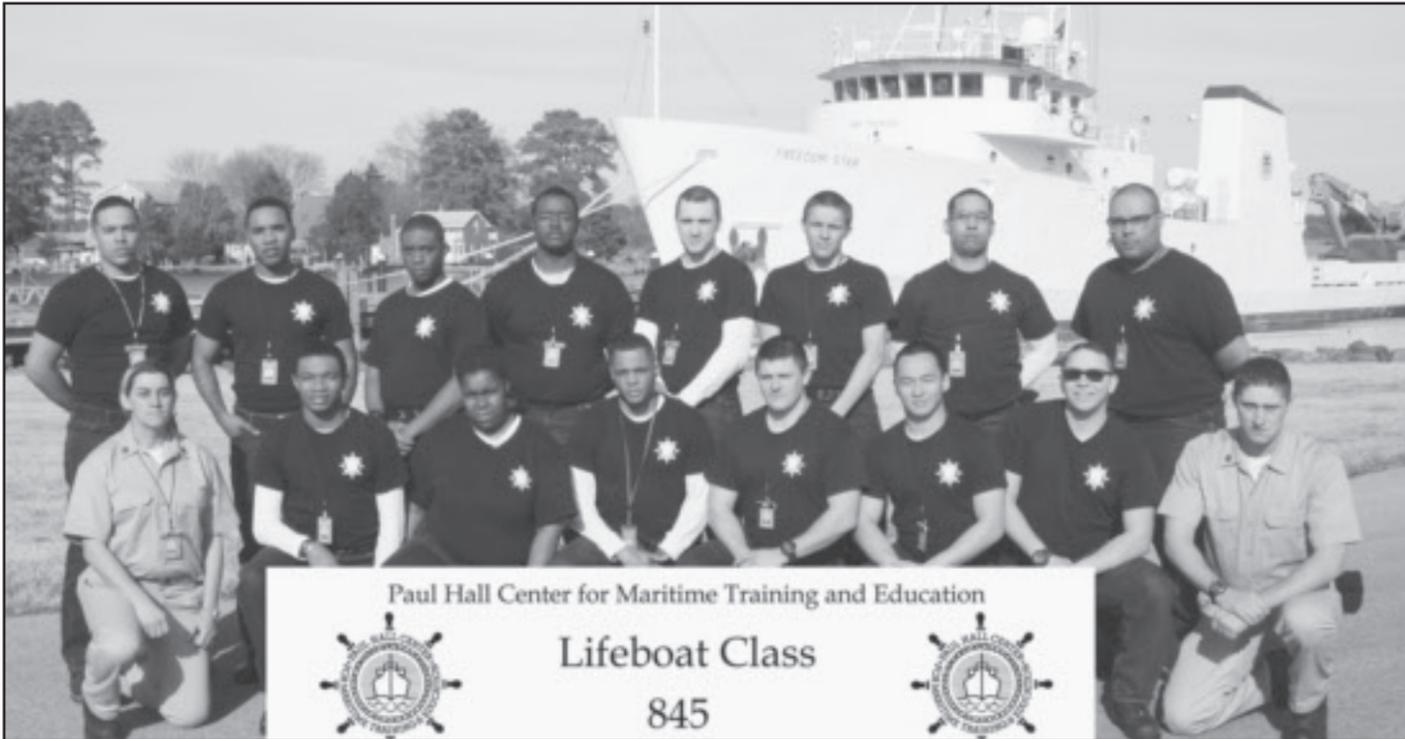
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #845 – Graduated December 28 (photo at left, in alphabetical order): Juan Carlos Chevalier, Arielle Collier, Erl Jan Encina, Liam Flanagan, Solomon Foster Jr., Quandell Freeman, Lee Kinler, Thomas Koncul, Jahcoassy Jahmon Leo, Mark McCarthy, Samuel Ortiz Reyes, Jarek Stephan Ramon Santos, Cody Rawlings, Stewart Sykes Jr., Tara Trillo and Daniel Wood.

Important Notice To All Students

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



Master 100 Ton – Graduated November 2 (above, in alphabetical order): Abdul Aziz, Carmelo Martinez and John O'Dowd.



Leadership & Management Skills – Graduated October 19 (above, in alphabetical order): Norman Argallon Arquillano, Jose Roberto Encarnacion and Michael O'Connell. Instructor Christopher Morgan is at the far right.



MSC Storekeeper Basic – Graduated October 19 (above, in alphabetical order): Annie Bivens, Daniel Bynum, Shardaysha Giles, Antrell Jordan, Michael Maldonado, Jamison McIntyre, Robert Ott and Thomas Caroline. Their instructor, Matthew Rogers, is at the far right.



Engineroom Resource Management – Graduated October 12: Jose Roberto Encarnacion (center) and Norman Argallon Arquillano. Instructor Christopher Morgan is at left.

Government Vessels – Graduated November 16 (photo at right, in alphabetical order): Gery Byrd, Heberth Carvalho Da Cruz, Michael Gary, Olympia Harley, Alan Jacobson, Surait Hussein Kajuna, Abdullah Saleh, Fahd Hassen Saleh, Aleksey Gavrilovich Vigovskiy and Randy Estepa Wurr.



Paul Hall Center Classes



Junior Engineer – Graduated November 23 (above, in alphabetical order): Christian Bryant, Paul Ianni, Paul Klear, Sebastian Krowicki, Nicolae Marinescu, Abdulkhalek Siddiq Mohsen, Mark Richardson, Josepy Ritchey, Isaac Stoutamire, Keon Sumlar and Kyle Williamson. Instructor Christopher Morgan is at the far left.



Marine Refrigeration Tech – Graduated November 16 (above, in alphabetical order): Tousif Ahmed, Abdulaziz Mohamed Nagi Alsinai, Vernon Humbles, Carlos Mohler Vega, Jaquel Nesmith, Justin Nicholson, Michael Souza, Jeffrey Thrash, Kareem Walters and Edward Williams.



FOWT (Basic Steam Plant Operation) – Graduated November 16 (above, in alphabetical order): Rashawn Arrington, Peter Durangparang, Merville Lariosa Gallema and Roy Villanueva. Instructor John Wiegman III is at the far left.



UA to Able Seaman (Deck) – Graduated November 16 (above, in alphabetical order): Jordan Bates, Mason Cook, Benjamin Curran, Kayla Doiron, John Hodges and Alphonso Johnson Jr. Instructor Walton Grooms is at the far right.



Search & Rescue – Graduated November 9 (above, in alphabetical order): Glenn Agustin, Robert Bryson III, Johnathon Gager, Shoal Nervo, Harry Schreffer III and Gavin Scott.



MSC Supply Configuration Management – Graduated November 16 (above, in alphabetical order): Annie Bivens, Daniel Bynum, Shardashya Giles, Antrell Jordan, Michael Maldonado, Jamison McIntyre, Robert Ott and Caroline Thomas. Matthew Thomas, their instructor, is at the far right.



Basic Training (Basic Firefighting) – Graduated October 12 (above, in alphabetical order): Cris Arceno Arsenio, Bradley Bagwell, Sharon Baham, Latiffe Brooks, Rodriques Carson, Carlos Jose Castillo, Glenard Chaney Jr., Daniel Davenport, Darren Elder, Memo Eifeky, Kelvin Johnson, Domenick Longmire, Michael Mahoney and Mykel Potter. Instructors Michael Roberts and Joseph Zienda are at the far right and far left, respectively.



Basic Training (Advanced Firefighting Revalidation) – Graduated October 12 (above, in alphabetical order): Robert Carroll, Kevin Cooper, Douglas Covil, Robert Kieffer, Jamie Norsworthy, Lewis O'Neal, Jonas Robinson, Rebecca Tallman and Michael Wilson. Joseph Zienda, their instructor, is at the far left.

Paul Hall Center Classes



SUA (Galley Operations) – Graduated October 5 (photo at left, in alphabetical order): Alexandra Erickson, Paisami Gay, Daniel Howard, Lamarai Jones, Shadonna Jones, EsStonia Moore, Eugenia Porter, Noah Susumu Santiago-Stephens, Lareesa Warren, Jessica Williams, Kendra Williams and Jarid Wilson.



SUA (Galley Operations) – Graduated November 2 (photo at right, in alphabetical order): Reginald Howard, Billie Mahealani Kawelo, Alize Lassiter, Christian Louis, Gerardo Kaindoy Melano, Wilfredo Ramos Silva, James Scott, Tahn Stuart, Nicholas Tacy, Jalisa Williams and Derek Wilson.



Chief Steward 2.0 – Graduated October 19 (above, in alphabetical order): Tommy Belvin, Karl Meyer, Mark Salvador Scardino and Velicia Williams.



Galley Operations – Graduated October 5 (above, from left): Stevon Taylor, Porcia Johnson and Tuliga Fuega.



Chief Steward – Graduated November 9: (above, from left), Merly Ford, real Coronel and Delia Miral Peters.



Certified Chief Cook (Module 3) – Graduated November 30 (above, from left): John Billington, Alvinmar Remedio Aldana, Dindo Prellagera Reforsado and Norma Painitan Baucan.

SEAFARERS LOG

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

**Paul Hall Center
Class Photos
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MTD: America Needs the Jones Act

Editor's note: The following statement was unanimously adopted by the executive board of the Maritime Trades Department (MTD) during its winter meeting, which took place Feb. 21-22 in Orlando, Florida. See pages 12-17 for complete coverage of the meeting.

Jones Act: More Vital Than Ever

Without question, one of the highlights of last year's MTD Executive Board meeting was the formal announcement by Seafarers' Rights International Executive Director Deirdre Fitzpatrick that her organization had completed a years-long study on cabotage laws around the world.

Fully released last September, the study revealed that 91 countries – representing 80 percent of the world's coastal United Nations maritime states – maintain some form of cabotage law. The report states that these laws are not identical, and describes the Jones Act as the model for others. It also demonstrates that cabotage laws exist across all political, economic and legal systems.

Last summer featured a major study specifically focusing on America's freight cabotage law and Puerto Rico. Economists from Boston-based Reeve & Associates and San Juan-based Estudios Técnicos, Inc. on July 18 released a joint report, "The Impact of the Jones Act on Puerto Rico," that concluded the Jones Act has no impact on either retail prices or the cost of living in Puerto Rico.

In addition, the report found that the state-of-the-art maritime technology, Puerto Rico-focused investments, and dedicated closed-loop service offered by Jones Act carriers provide a significant positive economic impact to the island, at freight rates lower or comparable to similar services to other Caribbean Islands.

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

Nevertheless, attacks on the Jones Act continue, both in the commonwealth and on Capitol Hill. Most visibly, the Cato Institute is waging an open campaign to weaken or repeal the law, one which is vital to America's national, economic and homeland security. In fact, it sponsored a lightly attended forum a few months ago featuring none other than former FMC chairman Rob Quartel, an avowed enemy of the Jones Act.

For years if not decades, the most common attacks on the Jones Act focused on the U.S.-build provision. This has long been seen as the proverbial "camel's nose under the tent," and the MTD has been at the forefront of successfully beating back those misguided efforts.

Today, however, Puerto Rico is front and center. Since our last meeting, we've contended with everything from harmful proposed resolutions to threats of legislation that would exempt Puerto Rico from the Jones Act, either for a few years or permanently.

In a few isolated cases, we've learned that some of the efforts to weaken or kill the Jones Act simply are based on a misunderstanding of the facts. In those instances, our movement and our industry collectively have done solid work in educating people and moving them to the truthful side of this issue.

Far more often, however, the orga-

nizations and individuals behind the attacks are just looking to score political points, and/or harm the U.S. Merchant Marine and American-flag operators while boosting foreign flags. They don't let facts stand in the way.

The facts are that the Jones Act has served the best interests of the United States for almost a century. It helps maintain nearly half-a-million American jobs by requiring that cargo moving between domestic ports is carried aboard vessels that are crewed, built, flagged and owned American.

Fortunately, many supporters recognize the value of this venerable law. To cite just one recent example, here's what the Congressional Black Caucus Institute's 2019 Annual Report has to

say: The Jones Act "keeps well-paying maritime jobs in American hands and serves as a homeland security force multiplier. Mariners on domestic vessels are fully vetted and credentialed U.S. citizens that serve as extra eyes and ears on the water, helping report and deter threats to homeland security. The U.S. Military Sealift Command depends on the country's mariners to provide quick mobilization of sealift capacity in the event of a national emergency, and the Department of Defense has consistently emphasized the military importance of a strong domestic shipbuilding industry. In addition, vessels in the U.S. domestic trade are subject to the full array of U.S. safety, environmental, labor, immigration and tax laws, in contrast to foreign

vessels that may operate under flags of convenience to avoid labor, regulatory and tax obligations."

Meanwhile, we would be remiss in not tipping our cap to the Seafarers International Union of Canada and the leadership of its president, MTD Executive Board Member Jim Given. Brother Given continues to lead a very successful battle to promote and protect cabotage laws north of the border. The results have included more jobs and job security for our brothers and sisters in Canada.

The MTD, its affiliates and its Port Maritime Councils will continue to invest every possible resource in the fight to protect the Jones Act and indeed to defend cabotage laws around the world.

Making Their Respective Marks During MTD Winter Meeting



Although they never took the podium, those pictured in these three photos played significant roles during the Feb. 21-22 MTD executive board winter meeting in Orlando, Florida. Above is the cadre (not all are pictured) of individuals who served as Sergeants at Arms during the event. Included (from left) are Port Agent Jimmy White, Asst. VP Mike Russo, Port Agent Nick Marrone II, Port Agent Chris Westbrook, Port Agent Joe Baselice, Port Agent Mark von Siegel, Port Agent Victor Nunez and Asst. VP Nick Celona, their leader. In photo at left is SIU Executive Secretary Brittanie Potter, who captivated the crowd with her singing of the national anthem. The photo below shows members of the audience. Throughout the two-day event, they were attentive and courteous, giving each speaker and presenter their undivided attention. And, as the photo shows, they were not bashful when it came to showing their approval of the proceedings.



For more coverage of the 2019 MTD meeting in Orlando, Florida, see Pages 12-17