

SEAFARERS



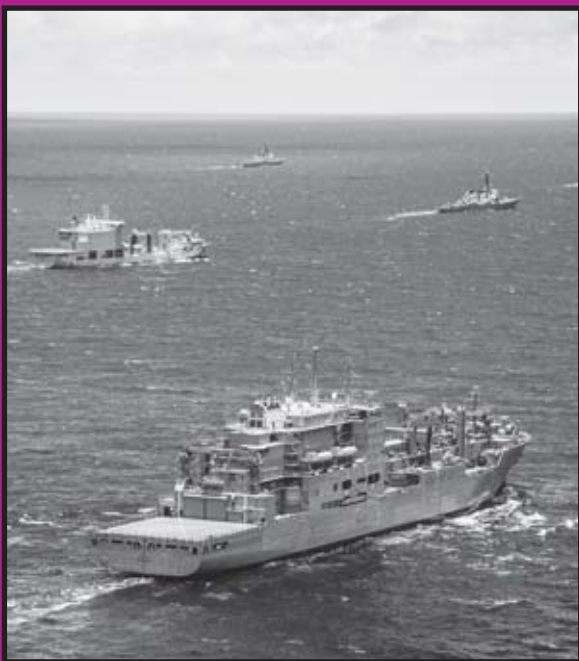
LOG

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

New Jones Act ConRo El Coqui Boosts Jobs, Puerto Rico Service



The LNG-powered *El Coqui* (above) has joined the SIU-crewed Jones Act fleet, following its delivery to Crowley Maritime in July. The vessel, a combination container/roll-on roll-off ship, has started a regular run between Jacksonville, Florida, and San Juan, Puerto Rico. *Page 3.* (Photo courtesy Crowley Maritime)



SIU-Crewed Vessels Help Ensure Success Of Multinational Drill

Eight SIU-crewed ships recently supported the multinational exercise Rim of the Pacific 2018 (RIMPAC), which took place from June 27 to August 2. In the photo above, the Seafarers-crewed *USNS Carl Brashear* participates in a group sail during the exercise off the coast of Hawaii, July 26. *Page 24.* (U.S. Navy photo by Mass Communication Specialist 1st Class Arthurgwain L. Marquez)

Seafarers Commend Union, School

Recertified Bosuns Share Insights During Graduation

The SIU's newest class of recertified bosuns on Aug. 6 gave a rousing series of graduation speeches that offered keen insights into the union and its affiliated school in Piney Point, Maryland (where the photo below was taken). The 11 members completed the top deck department curriculum available at the Paul Hall Center for Maritime Training and Education. *Pages 12-14.*



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President's Report

Big Win – And More Work Ahead

The labor movement's victory last month in Missouri against the state's right-to-work (for less) law is a triumph for all working families, not just for unions. We dive into the details elsewhere in this edition, but the most important takeaway is that American workers still have a voice, and we still have clout when we join together.

Leading up to the statewide vote on August 7, union members, officials and staff (including Seafarers) led a grassroots effort to educate fellow citizens about the ugly truth behind so-called right-to-work (RTW) provisions. For starters, the name is intentionally misleading. No one, after all, could possibly be opposed to the literal right to work.

But we know that's not even remotely what RTW is about. It's actually about driving down wages, weakening workplace protections, and giving an unhealthy amount of power to management. It's about trying to divide working women and men who've come together to form or join a union.

Fortunately, the people of Missouri saw through the big lie of RTW and overturned it in a landslide. This didn't happen by accident – our movement worked for the win.

We've got no shortage of other battles ahead, but our decisive victory in the Show Me State demonstrates that reports of labor's demise have indeed been greatly exaggerated.

Heartwarming Speeches

Be sure to read this month's article about the SIU's newest class of recertified bosuns. And, if you know someone who's considering joining our union, or just wants to know what we're all about, give them a copy of that article or send them the link.

The Seafarers who complete recertification aren't the only members who know us extremely well, but they're among the most familiar with how we operate. I am always energized when I hear class after class describe how the SIU and our affiliated school gave them a career opportunity, enabled them to make a good living and perhaps raise a family, and do a job they enjoy. Many members have talked about how they were able to put kids through college thanks to their maritime career, which is no small financial feat nowadays.

Not every individual story is identical, of course, but there are usually common threads. In many cases, including with the new class of bosuns, those stories involve multi-generation SIU families. There's no greater compliment to our organization and our way of life than for a parent to encourage a son or daughter to join up. And you have my word that we will continue doing everything possible to earn that confidence and trust.

Register and Vote

As mentioned above, when working families join together for grassroots activism, we get things done. And on that note, you know it's an election year when I'm constantly tossing out reminders to make sure you're registered, and to either head to the polls on November 6 or vote absentee if you'll be on a ship at that time.

Brothers and sisters, I cannot over-emphasize that our union does not care about political party! We care about the maritime industry and about workers' rights. And we will work with anyone who supports the U.S. Merchant Marine and the American labor movement, regardless of whether they're a Republican, a Democrat or an Independent.

Check with your port agent if you're not sure where the union stands on a particular candidate or issue. But meanwhile, the first step is to make sure you're registered. It's really easy to do online – visit vote.org or usa.gov/register-to-vote to get started.

Our industry's survival depends on political support. The best way forward – so that American-flag shipping doesn't merely survive, but grows – is to elect people at every level of government who agree that the U.S. Merchant Marine is vital to national, economic and homeland security.

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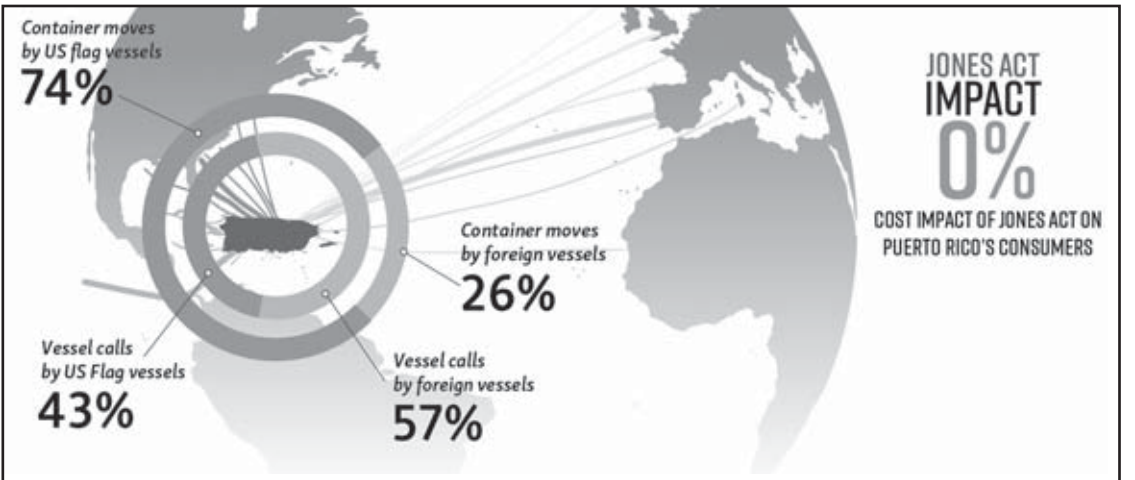
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Jones Act Has No Effect on Prices in Puerto Rico

New Report Thoroughly Examines Cabotage Law, U.S. Territory

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.

In the first comprehensive report on the impact of the Jones Act in Puerto Rico following Hurricane Maria, the authors analyzed the economic impact of the Jones Act – a critical economic and national security law that ensures goods transported from U.S. port to U.S. port be carried on vessels that are American-crewed, American-built, American-owned and American-flagged. The report analyzed the impact on consumers by evaluating the competitiveness of freight rates in the United States/Puerto Rico market, the qual-

ity of service provided by the Jones Act carriers, and the impact of the carriers' freight rates on the prices of goods shipped between the United States mainland and Puerto Rico.

"There has been much debate about the impact of the Jones Act on Puerto Rico, particularly following Hurricane Maria," said John Reeve, the principal in Reeve & Associates and the lead economist on the study. "The findings of our analysis show that reliable, efficient, and regular Jones Act services benefit consumers and businesses on the island, and no evidence suggests that exempting Puerto Rico from the Jones Act would reduce consumer prices in Puerto Rico. On the contrary, such an action may well increase prices."

"The results were overwhelmingly conclusive regarding the economic contributions of the Jones Act to Puerto Rico. Their detailed, fact-based analysis found that Puerto Rico received very similar or lower shipping freight rates when compared to neighboring islands and that the transportation costs have no impact on retail prices on the island," said Matt Woodruff, chairman of the American Maritime Partner-

ship, a coalition to which the SIU is affiliated. "Moreover, the study found that prior claims and press reports that questioned the value of the Jones Act to Puerto Rico were erroneous and their validity completely undermined when compared to the economic facts at hand."

In summary, the findings include:

- The Jones Act has no impact on either retail prices or the cost of living in Puerto Rico. The report found that shipping costs between the mainland and Puerto Rico make up only a small percentage of the retail price. For example, ocean shipping accounts for just three cents (or two percent) in the retail price of \$1.58 for a can of chicken soup in San Juan. It found that, "[e]ssentially, transportation costs for Puerto Rico are not materially different than those on the mainland."

- A market basket analysis of an assortment of consumer goods at Walmart Stores in San Juan, Puerto Rico, and Jacksonville, Florida, found there was "no significant difference in the prices of either grocery items or durable goods between

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Members of Congress, Economists, U.S. Maritime Industry Leaders Underscore Importance of Jones Act

The U.S. House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation conducted a roundtable discussion July 26 titled "The Impact of the Jones Act on Consumer Prices in Puerto Rico." The bipartisan group of congressional members, economists and maritime leaders – including SIU Executive Vice President Augie Tellez – discussed the findings of a new fact-based, comprehensive study on the economic importance of the nation's freight cabotage law to Puerto Rico and highlighted its significant economic and national security contributions to the island

and nation.

In addition to Tellez, other guest panelists included John Reeve, economist and principal, Reeve & Associates; Michael G. Roberts, senior vice president, general counsel and corporate secretary for Crowley Maritime; and Jonathan Kaskin, national vice president for legislative affairs, Navy League of the United States.

In the newly released report, "The Impact of the U.S. Jones Act on Puerto Rico," economists from Boston-based Reeve & Associates and San Juan-based Estudios Técnicos, Inc., concluded that the Jones Act has no impact on either retail

prices or the cost of living in Puerto Rico (see related story, this page).

In his opening remarks, U.S. Rep. Duncan Hunter (R-California), chairman of the Subcommittee on Coast Guard and Marine Transportation, reminded attendees about the importance of the Jones Act to the nation and the need to explain the facts about the law.

"The bottom line is that the Jones Act was designed to maintain domestic U.S. shipbuilding capacity and to create employment opportunities for American mariners – American jobs, serving American commerce," Hunter said. "These shipyards, welders, and mariners are the same individuals we would rely on to provide our country the maritime capacity required in times of conflict. There have been a lot

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SIU Exec. VP Augie Tellez (third from right at table in foreground) and other panelists discuss the Jones Act with members of Congress.

El Coqui, a ConRo, Joins SIU-Crewed Fleet

SIU members are sailing aboard a new addition to the Seafarers-contracted fleet.

Crowley Maritime in late July took delivery of the *El Coqui*, one of the world's first combination container/roll-on roll-off (ConRo) ships powered by liquefied natural gas (LNG). Less than two weeks later, an SIU crew helped complete the vessel's successful maiden voyage as the ship delivered cargo from Jacksonville, Florida, to Crowley's modernized Isla Grande Terminal in San Juan, Puerto Rico.

"The SIU is excited about this brand-new ship, which will sail in the Jones Act trade," stated SIU Vice President Contracts George Tricker. "I'm confident that the SIU crew will continue to demonstrate their usual outstanding professionalism. It's also worth pointing out that new ships like the *El Coqui* help boost America's national, economic and homeland security."

Among the Seafarers comprising the *El Coqui's* first crew were Recertified Bosun **Abel Vazquez Torres**, ABs **Victor Cortes Maldonado**, **Julio Perez**, **Kemer Rojas**, **Richard Scales**, **John Telles** and **Manuel Rodriguez Maldonado**, Electrician **Rodney Passapera-Barbosa**, QMEDs **Hector Ginel** and **Christian Rosado**, Oiler **Edwin Velez**, Recertified Steward **Kimberly Strate**, Chief Cook **Bryan Alvarez**, and SA **La'sonia Randolph**.

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

logistics services between Jacksonville and San Juan. Construction of sister ship *Taino* is well underway at VT Halter Marine's facility in Pascagoula, Mississippi; that vessel is scheduled to enter service later this year.

The new vessels are 720 feet in length, 26,500 deadweight tons (DWT), and will be able to transport up to 2,400 twenty-foot-equivalent container units (TEUs) at a cruising speed of 22 knots. According to Crowley, "A wide range of container sizes and types will be accommodated, including 53-foot by 102-inch-wide, high-capacity containers, up to 300 refrigerated containers, and a mix of about 400 cars and larger vehicles in the enclosed, ventilated and weather-tight Ro/Ro decks. This type of shipboard garage is offered exclusively by Crowley in the trade."

Following the acquisition of the *El Coqui* (named for the popular indigenous frog in Puerto Rico), Crowley Maritime Chairman and CEO Tom Crowley stated, "This delivery represents another milestone in our unwavering commitment to Puerto Rico and the Jones Act. We have dedicated significant time, effort and more than \$550 million, which includes these new ships, to transform our Puerto Rico shipping and logistics services to world-class standards. We thank the men and women at Crowley, VT Halter Marine and other partners, who have dedicated themselves to bringing this magnificent new ship to life."

Matthew Paxton, president of the Shipbuild-

ers Council of America, added, "This is a thrilling time for the U.S. shipbuilding industry, as evolutions in LNG technology are providing a historic opportunity for American yards and the supporting industrial base to design, build and outfit some of the most technically advanced and environmentally friendly vessels that are the envy of the world. American skill and ingenuity, as well as critical laws like the Jones Act, serve as the backbone of our industry and embolden innovation and investment in domestic shipbuilding. *El Coqui* is a shining example of the work being done each day in our industry, and we are proud to support her, her crew and those who built her..."

The Jones Act is a federal law that regulates maritime commerce in the United States. The Jones Act requires goods shipped between U.S. ports to be transported on vessels that are crewed, built, owned and operated by United States citizens or permanent residents. Also known as the Merchant Marine Act of 1920, the law is vitally important to maintaining a strong U.S. maritime capability.

Besides full loads of dry containers, the *El Coqui's* inaugural cargo also included various equipment and automobiles, trucks and SUVs, as well as refrigerated containers for produce.

"We have eagerly anticipated this initial port call for some time now, and very much look forward to the added speed and efficiency that this

high-performing ship will add to our customers' supply chains," said Frank Larkin, Crowley's senior vice president and general manager, logistics and commercial services. "The ship's reduced transit time complements major investments in technology and other infrastructure upgrades to our terminals that make it easier and quicker for our trucking partners to access our terminals for cargo moves. We've also evolved our warehouse operations to bring greater efficiencies all the way through to final mile deliveries. We've created greater speed to market all the way around."

"This momentous occasion marks yet another milestone in our historic Commitment Class project, which ultimately offers shippers faster and more efficient logistics services that will match the needs of consumers and businesses in Puerto Rico," said Jose "Pache" Ayala, vice president, Crowley Puerto Rico services, in San Juan.

The company reported that fueling the ships with LNG "will reduce emissions significantly, including a 100-percent reduction in sulphur oxide (SOx) and particulate matter (PM); a 92-percent reduction in nitrogen oxide (NOx); and a reduction of carbon dioxide (CO2) of more than 35 percent per container, compared with current fossil fuels. Working with Eagle LNG Partners, the ships will be bunkered from a shore-side fuel depot at JAXPORT."



These snapshots, courtesy of Crowley, show the *El Coqui* during its maiden voyage. The ship made its first delivery July 30 in San Juan, Puerto Rico.



OSG Orders Two Tankers, One Barge

Seafarers-contracted Overseas Shipholding Group (OSG) made two big announcements in July, and the results will mean more jobs for SIU members.

On July 16, OSG reported that it has signed contracts with a Korean shipyard to build two product chemical tankers

that will sail under the Stars and Stripes.

Two weeks later, on July 31, OSG announced an agreement for construction of a 204,000-barrel oil and chemical tank barge for dual-mode integrated tug-barge (ITB) service.

The two tankers, slated for delivery during the second half of 2019, will be built at Hyundai Mipo Dockyard Company's Ulsan, Korea, facilities. In a news release, OSG said the vessels "will be built to comply with MARPOL Annex VI Regulation 13 Tier III standards regarding nitrogen oxide emissions within emission control areas. In addition, each vessel will have installed exhaust gas cleaning systems, often referred to as scrubbers, to meet the standards of MAR-

POL Annex VI Regulation 14 standards regarding sulphur oxide emissions."

Sam Norton, president and CEO of OSG, stated, "OSG is committed to maintaining a leading presence in the U.S.-flag petroleum transportation sector. Our initiative to pursue construction of modern, efficient and environmentally responsible vessels sends a strong signal to our customers, our stockholders and our employees that we are confident in achieving our commitment and that we have the resources and unique skill sets to enable us to do so. We look forward to the contribution that these vessels will make to our long-term success once delivered."

Meanwhile, the 581-foot barge will be built by Gunderson Marine, a subsid-

iary of The Greenbrier Companies. It's scheduled for delivery during the second quarter of 2020; the agreement includes an option to build a second barge, which would have a slated delivery date during the fourth-quarter of 2020.

OSG plans to pair the barge with existing tugs from its SIU-crewed fleet. It will be utilized in the Jones Act trade.

"The Gunderson Marine contract for construction of a new barge is an exciting development for OSG," said Norton. "This transaction represents the first significant new capital investment into our Jones Act businesses in nearly a decade and is an affirmation of our commitment to operate ATBs, as well as tankers, within this market."

Missouri Defeats Right-to-Work (for less) Law

Missouri voters on Aug. 7 provided the state's working families – and the labor movement nationwide – with a tremendous victory by rejecting the state's so-called right-to-work law.

Senate Bill 19, which appeared on the ballot as Proposition A during the state primary, afforded voters the opportunity to strike down a measure the state legislature passed in early 2017. If allowed to stand, Prop A would prohibit employees from being required to join a union (even though a majority of employees would have voted for representation) or to otherwise pay “fair share” fees to a given workplace's union.

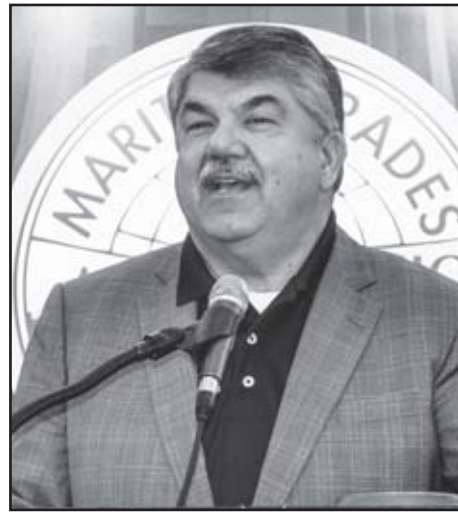
In dramatic fashion, the electorate made its feelings crystal clear: There would be no right-to-work (for less) during their watch. By better than a 2 to 1 ratio (67 percent to 33 percent), voters in the Show Me State smashed the measure.

AFL-CIO President Richard Trumka, in a prepared statement released in the wake of the primary's result, said, “Missouri is the latest sign of a true groundswell, and working people are just getting started. The defeat of this poisonous anti-worker legislation is a victory for all workers across the country. The message sent by every single person who worked to defeat Prop A is clear: When we see an

opportunity to use our political voice to give workers a more level playing field, we will seize it with overwhelming passion and determination. Tonight is the latest act of working people changing a rigged system that for decades has been favoring corporations, the mega-wealthy and the privileged few.

“The victory in Missouri follows a national wave of inspiring activism that is leading to life-changing collective bargaining agreements and electoral triumphs that remind America the path to power runs through the labor movement,” he continued. “From statehouses and city councils to the halls of Congress, working people are fighting back, and this November, we will elect our allies and retire our enemies. Working people across Missouri made this transformational moment possible, and we are following their lead to changing the world.”

Mike Louis, president of the Missouri AFL-CIO, was equally pleased with the primary's outcome, offering “Working people made our voices heard at the ballot box today and overturned ‘right to work.’ It's a truly historic moment. Thousands of hard-working men and women in Missouri talked to their neighbors, friends and co-workers. We owe them this victory.”



Richard Trumka (left) and Mike Louis were among the guest speakers who addressed delegates and guests during the Maritime Trades Department's October 19-20, 2017 Convention in St. Louis. Trumka is president of the AFL-CIO and Louis is president of the Missouri AFL-CIO.

“Together, we knocked on more than 800,000 doors, made more than 1 million phone calls and talked to working people on more than 1,000 different job sites across the state,” Louis added. “Tonight, we celebrate, but tomorrow we're getting back to work. We're going to take this energy and momentum and build more power for working people in Missouri.”

The Missouri vote marked a major victory for unions during an era saturated with anti-worker attacks at different levels of government and from extremists. For instance, as reported earlier in the *Seafarers LOG*, the U.S. Supreme Court on June 27 issued its opinion in the much-anticipated *Janus v. AFSCME Council 31* case, which overturned 40 years of public-sector collective bargaining policy. The 5-4 decision bars states from requiring non-members from paying what are known as agency or fair-share fees to unions who collectively bargain on behalf of an entire unit in a public-sector workplace.

The Supreme Court held in 1977 that unions could charge non-members fees for benefits they received from certain representational activities. But the late-June decision overturned that ruling on First Amendment grounds, and it is expected to weaken workers' rights.

A little more than a month earlier on May 25 in the late afternoon right before the start of Memorial Day weekend, the administration issued three executive orders (numbered 13836, 13837 and 13839) that aggressively restricted collective bargaining in federal organizations and constrained the ability of labor leaders to represent not just their members but all employees in a bargaining unit, regardless of whether they pay dues.

The foregoing setbacks and others notwithstanding, the Missouri vote came on the heels of a string of successful red-state protests about teachers' wages. Teachers strikes and demonstrations in West Virginia, Oklahoma, Kentucky and Arizona were successful as educators rallied and demanded fair wages and improved working conditions for the betterment of students.

As a result, many union members around the country now are viewing the win in Missouri as a watershed moment and a sign of victories to come. If polls offer any indications as to where organized labor stands, then union members' optimism could be well-founded. According to Gallup, Americans' views on unions hit a 14-year high last year, reaching 61 percent approval, just above its historical average in recent decades.

Promoting Maritime in Virginia



SIU Port Agent Georg Kenny (right in both photos) delivered a pro-maritime message last month at the Virginia AFL-CIO Convention in Williamsburg. He's pictured Aug. 9 with (respectively) U.S. Sen. Tim Kaine (D) (photo above) and U.S. Rep. Bobby Scott (D) – both longtime backers of the U.S. Merchant Marine. Kenny was unanimously re-elected for a third five-year term on the state AFL-CIO's executive board, where he represents the Eastern Virginia Labor Federation.



Right-to-Work Laws Hurt Everyone

By many measures, quality of life is worse in states with right-to-work laws. Wages are lower, people are less likely to have health insurance and the necessary resources for a quality education, poverty levels are higher, and so are workplace fatality rates.

States with Right-to-Work Laws Have Lower Wages and Incomes

On average, workers in states with right-to-work laws make \$6,109 a year (12.1%) less annually than workers in other states (\$44,401, compared with \$50,511).

Median household income in states with these laws is \$8,174 (13.9%) less than in other states (\$50,712 vs. \$58,886).

29.6 percent of jobs in right-to-work states were in low-wage occupations, compared with 22.8% of jobs in other states.

States with Right-to-Work Laws Have Lower Rates of Health Insurance Coverage

People under the age of 65 in states with right-to-work laws are more likely to be uninsured (13.0%, compared with 9.4% in free-bargaining states).

Only 47% of private-sector employers in states with these laws offer insurance coverage to their employees, compared

with 52.2% in other states. That difference is even more pronounced among employers with fewer than 50 workers: only 30.1% offer health insurance compared with 38.1% of small employers in other states.

Workers in right-to-work states also pay a larger share of their health insurance premiums, on average, than those in free-bargaining states (28.5% of the premium compared with 25.4% in free-bargaining states).

States with Right-to-Work Laws Have Higher Poverty and Infant Mortality Rates

Poverty rates are higher in states with right-to-work laws (15.3% overall and 21.4% for children), compared with poverty rates of 12.8% overall and 18.0% for children in states without these laws.

The infant mortality rate is 12.4% higher in states with right to work laws.

States with Right-to-Work Laws Invest Less in Education

States with right-to-work laws spend 32.5% less per pupil on elementary and secondary education than other states.

States with Right-to-Work Laws Have Higher Workplace Fatality Rates

The rate of workplace deaths is 49% higher in states with right-to-work laws, according to data from the Bureau of Labor Statistics.

Lyons Takes Helm at Transportation Command

U.S. Army Lt. Gen. Stephen R. Lyons is the new commander of the U.S. Transportation Command (USTRANSCOM) at Scott AFB, Illinois.

Lyons, who was confirmed for the post August 1 by the U.S. Senate, replaced U.S. Air Force Gen. Darren McDew. McDew, who had been at the command's helm since August 2015, retired August 24 following a change of command ceremony.

"Lt. Gen. Lyons is a rare soldier, officer, and leader," said McDew of his successor. "He will be the command's first Army commander, as well as the Army's first Logistician Combatant Commander.

"As our joint warfighting enterprise continues to evolve in today's unique environment, Lyons' expertise will surely enable the continued advancement of our command," he continued. "Having commanded at every level from company to major subordinate command, and previously serving as USTRANSCOM's deputy commander, he is up to the crucial task of leading the 144,000-strong USTRANSCOM team. Everyone across the command and the joint deployment and distribution enterprise will benefit from his direction and leadership."

A strong supporter of the U.S. Merchant Marine, the American maritime industry and key programs that help keep the industry alive – including the Jones Act, Maritime Security Program (MSP) and cargo preference – Lyons is keenly aware of the crucial role that each plays in U.S. national security and continued economic prosperity.

In testimony before the U.S. House of Representatives in May 2016 wherein the size of the country's maritime security fleet was at issue, Lyons joined a host of congressmen and senior maritime transportation officials who defended and stood behind a strong and robust American-flag capability. He testified that "the case for a U.S.-flag fleet is compelling" and that several mobility capability studies done by Transportation Command have repeatedly reaffirmed the need for at least a 60-ship MSP fleet.

Lyons again spoke out for maritime in June 2017 dur-

ing a naming ceremony for the SIU-crewed *MV Liberty*, an American Roll-On Roll-Off Carrier (ARC)-owned vessel that earlier in the year reflagged under the Stars and Stripes and entered the U.S. registry.

"ARC plays a significant role in our nation's commitment to the security of our nation and our NATO allies," Lyons said to attendees at the ceremony in Charleston, South Carolina. "We can't underestimate the strategic impact of global images depicting the arrival of an armored brigade combat team on ARC's *Resolve*, *Endurance*, and *Freedom*, or the arrival of a combat air brigade on *Endurance* and *Honor*. And now we are happy to welcome *Liberty* to the fleet."

A native of Rensselaer, New York, the general graduated from the Rochester Institute of Technology and was commissioned in 1983. He received a master's degree in logistics management from the Naval Postgraduate School in 1993, and national resource strategy master's degree from the Industrial College of the Armed Forces in 2005.

Lyons previously served as the USTRANSCOM deputy commander. He also served as commanding general of the 8th Theater Sustainment Command in Fort Shafter, Hawaii. Prior to serving as commanding general he served as the director for logistics, operations, readiness, force integration, and strategy, office the deputy chief of staff of the Army, in Washington, D.C.

The general has also served in a variety of assignments providing him with extensive logistics and management expertise. He began his career in Germany during the Cold War and subsequently held a wide range of operational assignments to include command at company, battalion, brigade, and major command levels. Since 2003, Lyons has spent more than 40 months deployed to the U.S. Central Command area of responsibility in support of Operation Enduring Freedom and Operation Iraqi Freedom.

USTRANSCOM is a global combatant command and the transportation provider for the Department of Defense.



Lt. Gen. Stephen R. Lyons
Commander, USTRANSCOM

Maritime Administrator Cites Importance of RRF

Buzby Credits Mariners, Says Ships are 'Critical Assets to National Defense'

In a recent blog post, U.S. Maritime Administrator Mark "Buzz" Buzby confirmed what many SIU members already knew from experience: 2017 was a busy year for mariners sailing on vessels in the Ready Reserve Force.

"Merchant mariner numbers may be at a low in the U.S., but the men and women of the Ready Reserve Force (RRF) have increased their operating days by 245 percent from Fiscal Year (FY) 2016 to FY 2017," Buzby wrote. He briefly described some of the various missions these vessels participated in, before continu-

ing, "To sum up – in FY 2017 there were about 345 operating days (days away from layberth) for RRF vessels on cargo missions, exercises, and FEMA mission assignments. In 2016 there were around 100 operating days for RRF vessels on missions and exercises. 2018 is on track to match, if not surpass, 2017."

He then provided some historical context for those numbers: "From 2002 to June of 2008, 118 ship activations were called for in support of Operations Enduring Freedom and Iraqi Freedom. In that period, there were 13,575 ship operating days with a reliability rate of 99 percent. Almost 25 percent of the initial equipment needed to support the U.S. Armed Forces operations in Iraq was moved by the RRF. By comparison, Military Sealift Command's combined sealift fleet of Large, Medium-Speed Roll-on/Roll-off (RO/RO) and Fast Sealift Ships carried 29 percent of the cargo required for the invasion."

The administrator continued, citing more examples of the value and utility of the RRF fleet. "The RRF provides significant cost savings to the Department of Defense by maintaining shipping capacity in a reduced operating status until needed," he pointed out. "These vessels also provide maximum flexibility to an already thinly stretched Navy. In 2014, the RRF vessel *Cape Ray* was converted into a floating incinerator for the safe destruction of the most dangerous chemical warfare materials in Syria's declared chemical weapons arsenal. The historic mission supported the Defense Threat Reduction Agency (DTRA) in neutralizing almost 600 tons of declared chemical weapons, and that same vessel is still active today, carrying military cargo and supporting a U.S. Army Logistics-Over-the-Shore (LOTS) exercise overseas. In the same year as *Cape Ray*'s DTRA mission, the *Cape Rise* and *Cape Wrath*

were deployed to support the global effort to end the Ebola virus disease outbreak in West Africa."

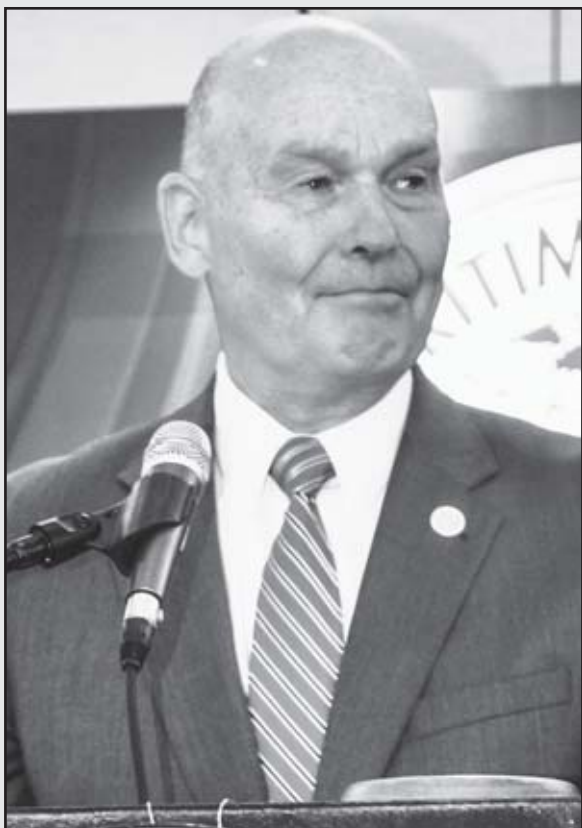
In his own words, Buzby succinctly explained the RRF: "The RRF program was initiated in 1976 as a subset of the Maritime Administration's (MARAD) National Defense Reserve Fleet (NDRF) to support the rapid worldwide deployment of U.S. military forces. The NDRF consists primarily of RO/RO vessels with

some tankers and military auxiliaries set aside for national defense and national emergencies. Of the nearly 100 vessels in the NDRF, 46 ships are assigned to the RRF and kept in an increased readiness state with a small crew to be activated in short order."

He went on to characterize the vessels operating within the RRF, saying,

"Generally, RRF ships must be ready to load military cargo for transport to areas of operation within five days of activation. Operated under contract by commercial U.S. ship managers, these vessels form three-quarters of the Government's surge sealift capacity, and are crewed by volunteer, contract, U.S. mariners. The majority of the RRF ships are RO/RO vessels that are uniquely built for the movement of vehicles, tanks and rolling stock. The RRF also boasts six auxiliary craneships, and two aviation repair vessels. These ocean-going ships provide the initial surge of military capability that rapidly delivers military equipment and supplies during major contingencies."

Looking towards the future of the RRF, he concluded, "While our crews work hard to keep the RRF fleet ready, that task is becoming increasingly challenging and costly for ships with an average age of 43 years – well past the prime for most commercial vessels. MARAD is working closely with the Navy, U.S. Transportation Command, and Congress to recapitalize and replace these critical assets to our national defense."



Mark Buzby
U.S. Maritime Administrator

TWIC Cards Get New Look

The Transportation Worker Identification Credential (TWIC) has been redesigned for the first time in more than a decade. On July 10, the Transportation Security Administration (TSA) began issuing TWIC cards sporting the new look, for both new applicants and renewals, officially dubbed TWIC NexGen.

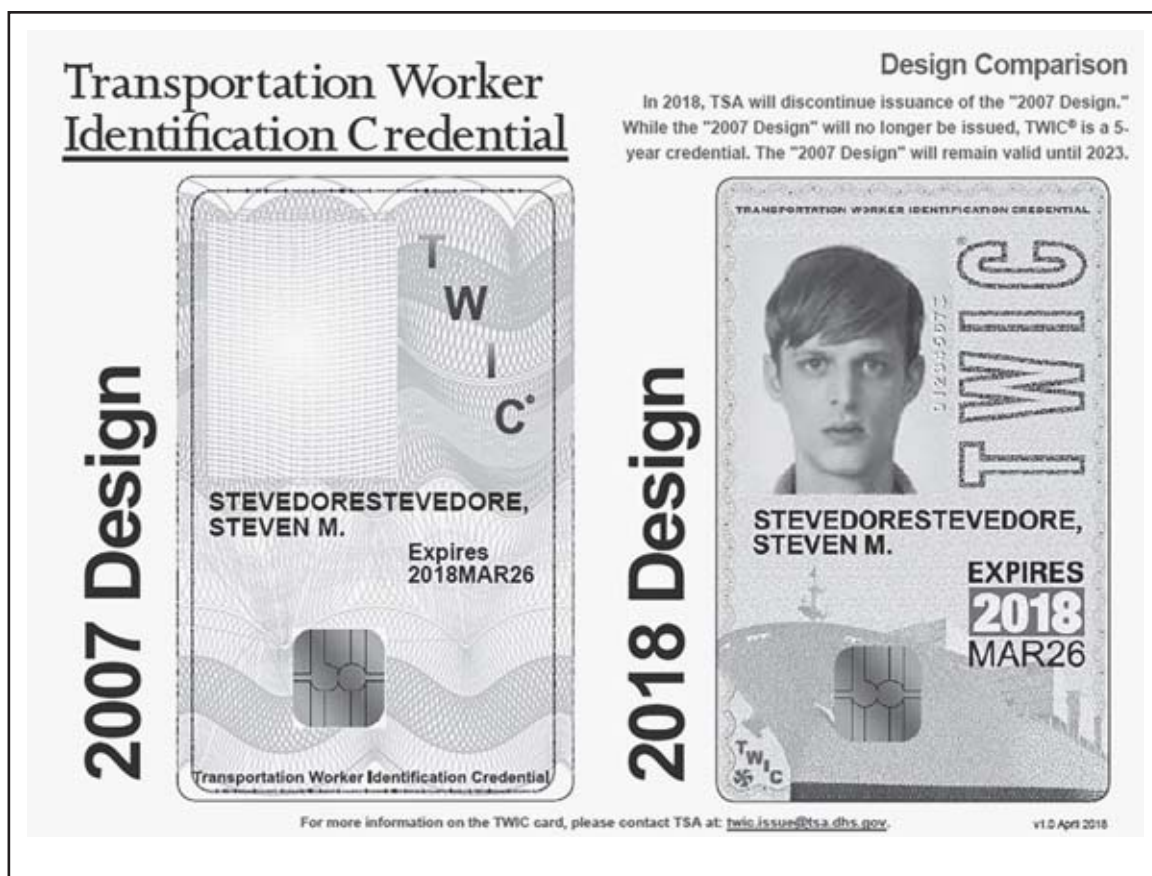
TWICs issued before July 10 remain valid until their respective expiration dates.

As outlined in documents released by the TSA, "The NexGen effort is focused on enhanced card functionality, new physical security features, and changes to the Technology Infrastructure Modernization system to realize a NexGen card. Where TWIC is used often as a

'flash pass' physical updates to deter counterfeiting were a priority of TSA."

The updated design includes, according to the TSA: enhanced card substrates; covert, overt and forensic features; color-coded expiration field; and optically variable devices. In addition, the laminate itself has been enhanced with a variety of security and tactile features.

This redesign is part of a larger series of policy changes and enhanced security measures the TSA has been introducing in recent years. The previous design of the TWIC will remain valid until 2023. For additional information, contact the TSA at twic.issue@tsa.dhs.gov or visit www.tsa.gov/twic.



The TSA issued this image of a sample card showing the new TWIC design.

Federal Laws Still Regard CBD Oil as Controlled Substance

Regardless of the specific laws concerning cannabidiol (CBD) in a mariner's home state, there's no ambiguity in the eyes of the government: CBD is a Schedule I controlled substance, and illegal under federal law.

As explained in a recent article by *Consumer Reports*, "Cannabidiol, commonly called CBD, holds the promise of relieving a long list of ailments, from pain to epilepsy to multiple sclerosis. While this chemical compound comes from marijuana or its close relative hemp, CBD does

not get users high, unlike another compound from the marijuana plant, tetrahydrocannabinol, or THC."

While it's true that some CBD oils are made with hemp instead of marijuana, and therefore contain a much lower level of THC, the vast majority of CBD products are not regulated by the Food and Drug Administration, and the aforementioned claims have not been verified. As CBD is still illegal at the federal level, any positive test for either THC or CBD would cause a mariner to fail that drug screening.

Additionally, even if a mariner legally purchased a product that contains CBD in their home state, they would not be allowed to possess it while aboard a vessel.

According to the Substance Abuse and Mental Health Services Administration (SAMHSA), "CBD is chemically distinguishable from THC and will not cause a positive drug test result under the current drug testing panel but is a Schedule I drug. However, CBD products may contain other cannabinoids such as THC,

therefore, use of CBD oils and marijuana-derived products may result in a positive urine drug test for THCA.... There have been no changes to the drug testing panel regarding marijuana, under the federal Drug-Free Workplace Program (DFWP). The DFWP (as established under Executive Order 12564, Public Law 100-71 and the Mandatory Guidelines) will continue to operate in accordance with federal law, which identifies marijuana and marijuana extracts (e.g. CBD) as a Schedule I controlled substance."

With Seafarers Aboard Tanker California

Earlier this year, Seafarers-contracted Crowley acquired three tankers from SeaRiver Maritime, signaling new jobs for SIU members. Recertified Bosun John Cedenno submitted these photos from one of those vessels, the *California*. He reports smooth sailing with the SIU crew and AMO officers.



Notice/Reminder

Reduced Operating Status, Vacation Pay

It has come to the attention of union officials that some members may be unaware they can file for vacation benefits for reduced operating status (ROS) time.

All time filed must still meet the usual requirements for Seafarers Vacation Plan benefits.

Per the current contracts, the following vessels are eligible for ROS vacation pay through the Seafarers Vacation Plan:

- Sgt. Matej Kocak
- Stephen W. Pless
- Eugene A. Obregon
- Dewayne T. Williams

- John Paul Bobo
- William R. Button
- Baldomero Lopez
- Jack Lummus
- USNS Bob Hope
- USNS Brittin
- USNS Fisher
- USNS Pililaau
- USNS Mendonca
- USNS Benavidez
- USNS Gilliland
- USNS Gordon
- USNS Seay
- USNS Yano
- Shughart



The USNS Bob Hope (T-AKR-300) prepares to load an improved Navy lighterage system during exercise Brilliant Tern. Brilliant Tern was conducted by Military Sealift Command ships using real world scenarios. (U.S. Navy photo by MCSA Jasmine Sheard)

Member Portal Offers Scheduling Clinic Exams Option

SIU members are reminded that they have an online option for placing orders for clinic exam services in addition to services offered at the hiring halls.

As previously reported, those services may be ordered through the members-only portal on the union's website, www.seafarers.org. The members-only area itself has been available since June 2011 and is free of charge. It can be directly accessed at <https://members.seafarers.org/>

Seafarers Health and Benefits Plans (SHBP) Administrator Maggie Bowen stated, "You can order exams within 60 days of your current expiration dates, so don't wait until the last minute. This site also allows ineligible participants to order exams and pay using PayPal."

She added, "If you do not see the exam that you are trying to order, please email shbpmedical@seafarers.org and if you have any other questions please email map@seafarers.org or call 1-800-252-4674."

The SHBP started using a new health clinic system, Comprehensive Health Services (CHSi), in early 2013. CHSi features more than 2,000 participating facilities in the contiguous United States, which has made it much easier for Seafarers to find clinics that are closer to home, whether they're taking annual exams, functional capacity evaluations or interval exams.

Using the member portal allows mariners to order the exams they need as follows:

Automated Exams

■ **Annual/MSC Physical Examination** – Required no more than once annually, no sooner than 60 days prior to the expiration date of the previous exam.

prior to registration.

■ **U.S. Coast Guard Exam** – Required once every two years unless the mariner is upgrading.

■ **Interval Exam** – Needed once every

ception expires.

■ **Benzene Clearance** – Mandatory (for mariners sailing on tankers) no more than once annually, no sooner than 60 days prior to the expiration date of previous clearance.

■ **Food Handler Certification** – Required no more than once annually, no sooner than 60 days prior to the expiration date of the mariner's certification.

■ **Unlicensed Apprentice Physical Exam** – This exam is required for those participating in the UA program. Once the admissions department notifies you of acceptance into the UA program, you must work with a local port office.

■ **TB Screening only** – Required no more than once annually, no sooner than 60 days prior to expiration of existing clearance. The TB screening is included in every Annual/MSC exam, UA exam and New Member exam.

■ **MSC Shots only** – Required by job order and approved as necessary by the SHBP Medical Department.

■ **Commercial Non-MSC Shots only** – Approved as necessary by the SHBP Medical Department.

Approval Required Exams

■ **Return to Duty Exam** – (repatriation, interval illness or injury, etc.) Required upon demand by SHBP Medical Department.

■ **ARC Exam** – Approval required by Addictions Rehabilitation Center (ARC) and SHBP Medical Department.

Ready to Ship Out?

Make sure your documents and paperwork are current:

Merchant mariner credential (MMC) with security endorsements (maritime security awareness and/or vessel personnel with designated security duties, abbreviated as VPDS, vessel security officer/VSO for officers)

MMC indicating completion of Basic Training (formerly BST) (VI/1 and related verbiage)

Transportation Worker Identification Credential (TWIC)

Passport

ServSafe Management (chief cook and higher)

ServSafe Food Handler (entry level)

Medical certificate (acquired by passing U.S. Coast Guard physical once every two years and submitting to local REC)

Annual physical exam and interval exam (required once every six months)

Drug test (every six months unless continuously sailing)

If you take prescription drugs, make sure your medications will last longer than the duration of your voyage. If you need early or extended refills, contact the claims department for assistance. Dial 1-800-252-4674 and follow the prompt for prescriptions.

■ **Functional Capacity Evaluation** – Required no more than once annually, no sooner than 60 days prior to expiration date of previous annual exam.

■ **New Member Physical Exam** – This is a one-time requirement and is necessary

six months for deep sea members and under several inland contracts.

■ **DOT/U.S. Coast Guard Drug Test (Pre-Employment or Periodic)** – Required when renewing documents, returning to work, or when random ex-

Report Says Jones Act Has No Impact On Product Retail Prices in Puerto Rico

Continued from Page 2

the two locations." In fact, retail prices of goods in Puerto Rico are essentially the same as on the mainland.

■ Foreign vessels can deliver directly to Puerto Rico from foreign countries. Finding that 57 percent of San Juan's port traffic in 2016 was carried on foreign vessels, the report noted that there is "nothing in the Jones Act that precludes foreign-flag vessels from serving Puerto Rico directly from foreign countries." It concluded that there was strong competition between carriers serving the island, stating that "if cargo owners in Puerto Rico believed that the Jones Act shipping services were adding costs that negatively impacted their business, you would expect to see [an increase in foreign flag shipping]."

■ There is no Jones Act freight rate premium for ocean transport. The report found that freight rates for shipments between the mainland and Puerto Rico are very similar to or lower than rates for shipping between the mainland and neighboring islands, including the U.S. Virgin Islands, Haiti, and the Dominican Republic.

■ The report flatly refuted assertions in other studies that the negative impact of the Jones Act is \$850 million per year, noting that total annual gross revenues for Jones Act shipping services "was substantially below" that level. In other words, "[t]he Jones Act carriers could have provided shipping services for free and ... there still would have been a negative economic impact," according to these studies – which defies logic.

Moreover, the report found that since 2000, the carriers' ocean freight rates in real terms have not increased.

■ Southbound service is vital to Puerto Rico consumers, while the northbound service is a key contributor to economic development on the island. As highlighted in the report, the fact that the vessels operating in the Puerto Rico trade are dedicated to that route "gives shippers very fast transit times directly between the mainland and Puerto Rico without stops in intermediate ports as typically occurs in international shipping markets."

■ The Puerto Rico-continental U.S. trade operates in a "closed-loop" route. Goods vital for the welfare of the people are delivered promptly from the mainland, while high-value goods are shipped directly to the mainland from Puerto Rico, providing a high-speed and very economical supply chain to Puerto Rican exporters.

■ The dedicated Jones Act vessels' cargo ca-

capacity is highly underutilized in the northbound service. As a result, producers in Puerto Rico obtain shipping services at a very attractive rate.

■ Carriers provide highly effective logistics systems, including economical and environmentally friendly vessels, that ensure a high level of supply chain efficiency.

■ According to the report, "The fact that the Jones Act carriers operate dedicated services for Puerto Rico with vessels and intermodal equipment that are uniquely designed to closely integrate the commonwealth with the advanced logistics systems of the mainland provides cargo owners with major economic and service advantages."

■ The report noted that the "size of equipment has a major impact on the cost of moving cargo 'intermodally' in containers." For example, a 53-foot container that is widely used in Puerto Rican service has 43 percent more cubic capacity than the standard international 40-foot unit – this differential provides an estimated \$92 million of cost savings annually through greater efficiency.

■ The report highlighted that the carriers in Puerto Rico offer shippers options that are "designed to meet the requirements of the range of cargoes moving in the trade," including fleets of thousands of containers and trailers capable of carrying either dry or refrigerated cargoes, as well as vessels and barges designed to carry vehicles in roll-on/roll-off mode and carry break-bulk cargo that is too large to be accommodated in a standard container. Some carriers have also invested in state-of-the-art containerhips powered by liquefied natural gas (LNG), which is significantly more economical and environmentally friendly than standard bunker fuels used by virtually all other similar vessels.

In announcing the results of the study, the American Maritime Partnership noted, "After Hurricane Maria struck Puerto Rico with devastating force on September 20, 2017, a number of news reports claimed that the Jones Act had severely damaged the Puerto Rican economy both over time and in the immediate aftermath of the storm. Following a comprehensive analysis of the facts, this new report sets the record straight on the important role of the Jones Act shipping industry before the hurricane, in the immediate aftermath, and in the months that followed. The Jones Act fleet delivers a dedicated and reliable flow of essential goods to the people of Puerto Rico and provides significant economic benefits for the island."

House Members Express Support for Cabotage Law

Continued from Page 2

of unsubstantiated claims regarding the Jones Act, including the claim that the law negatively impacts Puerto Rico.... We are here to discuss a report from a new team of economists to provide actual data on real consumer prices to determine the Jones Act's impact in Puerto Rico."

U.S. Rep. John Garamendi (D-California), ranking member of the subcommittee, reinforced that the Jones Act does not drive up the cost of consumer goods in Puerto Rico.

"This study is extremely important," he said. "By all accounts and by my reading of it, it is accurate, and it covers the issues that needed to be covered.... The comparative market analysis of consumer prices for common household goods found that there is virtually no difference at all between what you would pay at the Walmart in Jacksonville, Florida, and what you pay in San Juan, Puerto Rico."

Speaking specifically to the cost of automobiles in Puerto Rico compared to the United States, Tellez highlighted a Puerto Rico-specific tax, rather than the Jones Act, as the dominant contributing cause of the higher cost of vehicles in Puerto Rico.

"There is a tremendous difference in the cost of cars in the Puerto Rico as compared to the United States," he explained. "The difference in price comes from the hacienda. They tack on a figure on every car, from 16 to 35 percent. It does not matter whether that car is coming from the mainland or from a foreign country. It is not because of the Jones Act; it is this arbitrary tax imposed by the government."

Reeve stated, "Freight rates between the U.S. mainland and Puerto Rico are very comparable to those between the U.S. and Puerto Rico's neighbors such as the Dominican Republic, Haiti and the U.S. Virgin Islands... If you apply a freight rate to ship a can of chicken noodle soup, three cents of that \$1.58 soup can would be the actual price of port-to-port shipping. That is just two percent.... Therefore, there is essentially no cost."

Roberts discussed the benefits of customized shipping and logistics services and the investments made by American

carriers in Puerto Rico.

"Direct freight service instead of one-stop or two-stop freight service gives Puerto Rico's suppliers and consumers an extremely efficient and reliable supply chain," he said. "It also gives Puerto Rico's producers reliable and inexpensive access to their customers on the mainland.... The carriers in the market have invested around \$1 billion in ships, infrastructure and equipment to renew their fleets and enhance their services in the Puerto Rico market."

Kaskin highlighted the underlying importance of the Jones Act to maintaining fully qualified, active, certified U.S. mariners for national security.

"Now that this report shows that the Jones Act is not responsible for retail prices in Puerto Rico, Congress should be even more committed to this legislation, since any reduction to the Jones Act fleet would be detrimental to our national security," he said.

In later remarks, Hunter reinforced the important role of the Jones Act in ensuring national security, specifically the necessity to have a readied force and shipbuilding capacity in times of crisis: "We need every single commercial yard that we can (have) involved in American trade, so that when the stuff hits the fan, we have the people and the ships and the ability to make more ships quickly if we needed to have it.... In the end, it's national security."

Garamendi also highlighted how the Jones Act helps maintain state-of-the-art shipbuilding capabilities, which are essential in times of conflict: "Not only does the Jones Act provide tens of thousands of jobs with all kinds of vessels being made in about every place there is water, but it has created advanced shipbuilding in the United States.... Because of the Jones Act, American shipbuilding can and is leading in [the use of LNG] technology."

Reinforcing comments by his colleagues, U.S. Rep. Peter A. DeFazio (D-Oregon) added to the discussion his view on the indispensable nature of the law.

"The Jones Act is not a relic," he said. "The Jones Act is vibrant and the Jones Act is absolutely essential for the economic and the maritime security of this country."

In Case You Missed it In Last Month's Edition

Hiring Halls Closing on Saturdays

Change takes Effect September 1, 2018

As previously reported, during the July membership meetings the union announced

that – effective September 1, 2018 – the hiring halls no longer will be open on Saturdays. The corresponding Seafarers Appeals Board action is printed below. The only amendment is the removal of a sentence indicating Saturday hours for the halls.

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

Seafarers Appeals Board Action 478

Effective: September 1, 2018

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

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

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

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

EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER !

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

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

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

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

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



Enrollment Information

Please contact Seafarers Harry Lundeberg School Academic Coordinator Dale Rausch
(301) 994-0010 Ext. 5411 -or-
drausch@seafarers.org

Resident courses at Piney Point begin

October 15, 2018

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

The following classes will convene at SHLSS:

October 15, 2018 through November 7, 2018

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

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



Spotlight on Mariner Health

Give Foot Problems the Boot

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

A significant number of people suffer from foot problems. Most, however, do not pay attention to their feet until something is wrong.

A common occurrence is soreness. Sore feet often are symptomatic of underlying conditions or disorders. Depending on the cause of the discomfort, those affected should closely monitor the following indicators that may occur in their feet: redness, tenderness to the touch, inflammation, aching and/or dull pain. Difficulty walking, problems wearing shoes, sores or ulcers, and swelling/edema also should be scrutinized.

Soreness in the feet can be caused by various culprits including: the use of improper or ill-fitting shoes, age, obesity, pregnancy, muscle strain, sports injuries, flat feet/arches, poor circulation, diabetes, heel spurs, plantar fasciitis, arch problems, bunions and callouses.

Some who suffer from foot pain may need to visit a pediatricist to pinpoint the causes of their problems. Others may require over-the-coun-

ter medications to treat the pain or use orthotic devices such as inserts and additional padding to increase arch support. Massage, stretching exercises, weight loss, icing, wearing compressions devices (such as ace wraps), support hose, cortisone injections and multivitamin supplements are alternatives that also may be taken.

To help prevent the foregoing conditions from occurring, people are encouraged to:

- Wear quality footwear that will support your feet and provide comfort even if they are worn all day.

- Keep feet clean and dry. Wear breathable socks. Wash them daily and use powder if you sweat excessively.

- Use antifungal ointment/creams if you have athlete's foot. Also, apply lotion to the feet often and change socks frequently.

- For avid runners or walkers, be aware of any stress fractures, plantar fasciitis, or pain in the heel and leg areas. If insoles are used in shoes, make sure that they are of high quality.

- Elevate feet as often as possible, keep toenails trimmed and visit the pediatricist when needed.

- Be sure to properly break in your shoes or boots by wearing them a few hours each day.

Healthful Recipe

Chicken Piccata

25 Servings

Ingredients

10 pounds chicken breast half without skin, defrosted
½ cup garlic, chopped fine
1/3 cup lemon juice
1 tablespoon granulated garlic
1 ½ tablespoons kosher salt
1 tablespoon garlic pepper
2 tablespoons olive oil
2 ¾ tablespoons olive oil, to drizzle on chicken
½ cup white wine
½ cup capers
1/3 lemon juice
Lemon, twists
¼ cup fresh parsley, chopped

Preparation

- In a large container add the chicken, garlic, lemon juice, olive oil, and seasonings. Marinate for 2 hrs.

- Grill the chicken over med-high heat until half way done. Place in 2" hotel pans.

- Drizzle olive oil and white wine over the top of the chicken to keep moist. Add the capers to the pans evenly. Bake the chicken uncovered in a 325 degree F oven for 15-20 min until internal temp of 165 is reached and browned on top.

- Place one cut lemon on each piece of chicken, drizzle lemon juice over the chicken. Cover and serve. Garnish with fresh chopped parsley.

Nutrition Information: Per serving (excluding unknown items): 193 calories; 4g fat (21.7% calories from fat); 34g protein, 2g carbohydrate; trace dietary fiber; 84mg cholesterol; 459 mg sodium. Exchanges: 0 grain (starch); 4 ½ lean meat; 0 vegetable; 0 fruit; ½ fat; 0 other carbohydrates.

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





Maritime Administrator Mark Buzby (left) visits the ship and takes a snapshot with Recertified Steward Mike Ingram.



ACU Julio Ciliezar, Chief Cook Derrick Williams, ACU Pauline Crespo



Former astronaut Michael Fossum (left), who now serves as chief operating officer of Texas A&M University at Galveston, is pictured with Recertified Steward Mike Ingram.

SIU Galley Gang Rises to Special Occasion

When a unique assignment recently popped up for a dozen steward-department Seafarers, they handled it with smooth, enthusiastic professionalism.

That's the description provided by Recertified Steward **Mike Ingram**, who teamed up with his fellow SIU members for a two-month voyage aboard the training vessel *Kennedy*. The ship belongs to the Massachusetts Maritime Academy and was chartered by the Texas A&M Maritime Academy.

Seafarers worked with a similar number of employees from a separately contracted food-service provider to make the mission successful.

"It was unique because it was more like restaurant service," Ingram said. "We spent two months on the ship; the cadet training requires two months at sea. We started May 24 in Massachusetts, went to Cape Canaveral (Florida), then New Orleans, Corpus Christi, Tampa and Massachusetts again. We spent three or four days in each port."

Ingram said the vessel master initially admitted he didn't know what to expect from the combined, larger-than-usual steward department. "But he said it went seamlessly," Ingram recalled. "My staff was very professional and we are used to being self-



Seafarers helped ensure fellow mariners were well-fed aboard the *Kennedy*.

Photo by Glenn L. Fontaine

motivated. We don't need to talk about our job; we just do it.

"We learned a lot from each other and [the non-SIU personnel] said they wouldn't mind working with us in the future," Ingram added.

The trip included a visit from U.S. Mari-

time Administrator Mark Buzby, a longtime friend of the SIU and tireless advocate for the U.S. Merchant Marine.

Ingram concluded, "Everybody did their jobs. Sometimes you have to think outside the box. We made it work."

SIU members aboard the *Kennedy*

included Ingram, Steward/Baker **John Stephens**, Chief Cook **Derrick Williams**, ACUs **Ines Castillo Flores**, **Julio Ciliezar**, **Pauline Crespo**, **David Simon** and **Annie Walker**, and SAs **Valentin Arzu**, **Nahun Bernardez**, **Fernando Castillo** and **Ariel Lopez**.



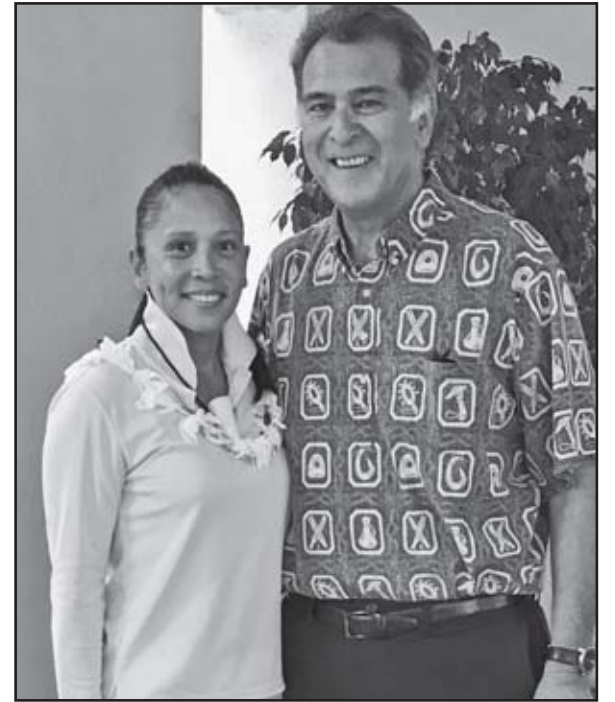
SIU members gather near the vessel.



TALKING MARITIME WITH CONGRESSMAN – SIU Patrolman Ray Henderson (right) meets with U.S. Rep. Donald Payne (D-New Jersey) during a job fair for military veterans – an event hosted by the congressman.



PORT COUNCIL EVENT – SIU Port Agent Hazel Galbiso recently helped host a Hawaii Ports Maritime Council gathering. She is the executive secretary-treasurer for the port council, which is part of the Maritime Trades Department, AFL-CIO. Pictured from left in photo directly above are Port Council President Randy Swindell, U.S. Rep. Tulsi Gabbard (D-Hawaii) and Galbiso. In the photo at right, the port agent is standing with Hawaii State Sen. Brickwood Galuteria (D).



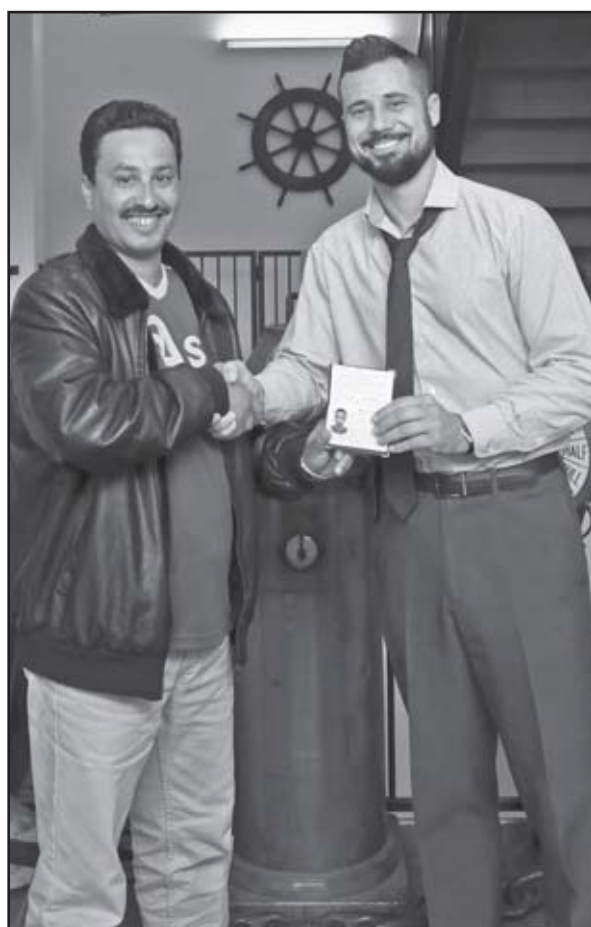
At Sea and Ashore with the SIU



WELCOME ASHORE (TIMES 2) IN PHILLY – Two longtime Seafarers recently picked up their first respective pension checks. Recertified Steward Hazel Johnson is at left in photo at left, with his wife, Doretha (center) and Port Agent Joe Baselice. Member John Chapin is at right in the other photo, with Safety Director Andre MacCray. Chapin worked for Crowley at Petty's Island.



WELCOME ASHORE IN LAUDERDALE – Recertified Bosun Joe Caruso (left) displays his first pension check at the hall in Fort Lauderdale, Florida. At right is SIU Asst. VP Kris Hopkins.



A-BOOK IN OAKLAND – AB Walid Nasser (left) receives his A-seniority union book at the hall in Oakland, California. Congratulating him is Port Agent Nick Marone II.



WELCOME ASHORE IN JAX – Recertified Bosun Thomas Grosskurth (right) receives his first pension check, at the hall in Jacksonville, Florida. Congratulating him is Safety Director Joseph Koncul.



B-BOOK IN BALTIMORE – QMED Vernon Humbles (left) receives his full B-book from Patrolman DeCarlo Harris at the hiring hall.



B-BOOK IN HAWAII – OMU Ferdinand Cabanlit obtains his full B-book at the hall in Honolulu, Hawaii. Congratulating him is Shureen Yatchmenoff, administrative assistant.



ACTIVE IN LABOR MOVEMENT – SIU Patrolman Adrian Fraccarolli (center) is sworn in as a delegate of the Alameda Labor Council, AFL-CIO.

At Sea and Ashore with the SIU



ABOARD SHIPS IN GUAM – Port Agent Fred Sanchez Jr. submitted these snapshots from the Matson-operated *Maunalei* (photo at left) and the Crowley-operated *Lummus* (directly above). Pictured from left to right on the *Maunalei* are ACU Walter Harris, Sanchez, Chief Steward Steven Bowmer and Chief Cook Mario Ferrer. Pictured from left on the *Lummus* are SA Patrick Lara, SA Chester Catunao, Chief Cook Christopher Lanier, SA Musa Quraish, Chief Steward Richard Gray and Sanchez.



FUTURE SEAFARER – Jaxon Snow, son of Seafarer Curtis Snow, is all smiles at the hiring hall in Mobile, Alabama. (Editor's note: This photo was a hit on our Facebook page, @SeafarersInternational. Check out the Aug. 1 post, which drew many fun comments.)



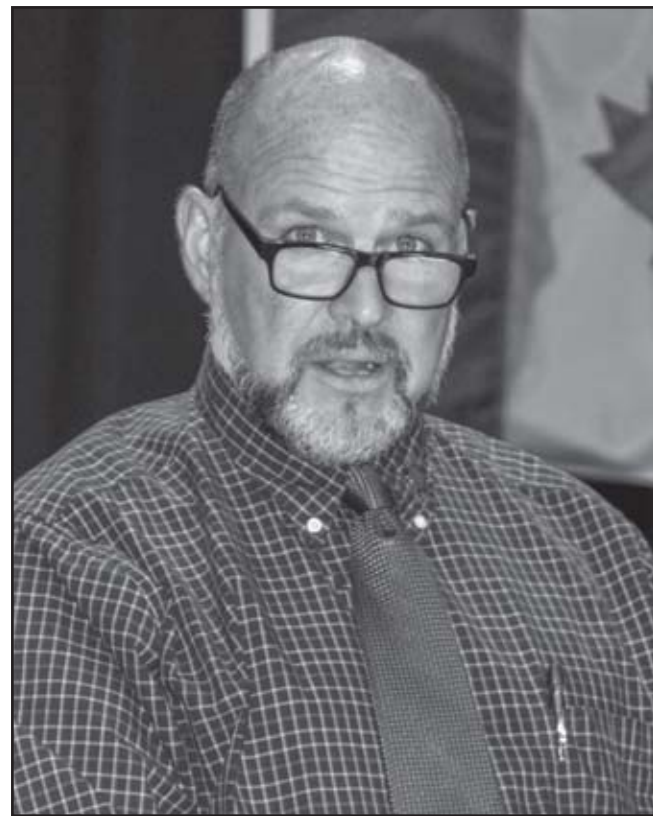
WITH STARLIGHT MARINE BOATMEN – SIU Asst. VP Nick Celona (third from right) meets with Seafarers on the West Coast.



ABOARD USNS BOB HOPE – These photos were submitted by AB George Owen, and depict the newly upgraded guard shack aboard the U.S. Marine Management-operated vessel. The shack was redecorated by AB Christopher Jensen, and features tributes to the vessel's namesake, legendary comedian Bob Hope – who was an ardent supporter of the U.S. Merchant Marine. (Check out a transcript of Hope's 1944 broadcast to mariners online at <http://www.usmm.org/hope.html>)



Bosuns Utilize Union, School to Chart Successful Career Paths



Thomas Moore
Recertified Bosun
Port of Baltimore

The union's newest class of recertified bosuns has plenty of positive experiences to share, as described in their respective graduation speeches Aug. 6 in Piney Point, Maryland.

Completing the top deck department curriculum available at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) were **Adel Ahmed, John D. Cedeno Jr., Thomas Moore, Victor R. Nunez, Eugene Perez Jr., Amin Quraish, Modesto Y. Rabena Jr., Nicholas Smithling, Sanyboy Whiting, Artis Williams and Josephus Willis.**

The two-week class includes a mix of refresher and practical training, classroom work, meetings with representatives from different union offices, gatherings with personnel from the Seafarers Plans, a day trip to AFL-CIO headquarters (also home to the Maritime Trades Department), and more.

The following are highlights from the graduation speeches (delivered during the monthly membership meeting), supplemented by written statements submitted by the Seafarers.

Thomas Moore

Moore took to the stage first. He joined the union in 1989, and sails from the port of Baltimore.

He spoke about his personal journey to becoming a Seafarer: "Before I joined the SIU in August of 1989, I worked for three years in a paper mill, and lived in a school bus. I was searching for a better way, and I told my father I would like to join the U.S. Merchant Marine. A few days later, he gave me a phone number to call, and said, 'It's the SIU.' Soon after, I was here at Piney Point."

He continued, describing his first job aboard a research vessel in Singapore, saying, "It was a good job. I learned to complete jobs, earn my transportation home, and ship back out. I also learned what it meant to me when an SIU bosun said, 'You can make another trip.' I never had a bad job; they have all been good."

He concluded, "Since I have been an SIU member, I have seen nothing but improvement, both at the school and in my life. Thanks to President Michael Sacco and our other union leaders for all you do to keep the SIU great. I thank my SIU brothers for a class I will never forget."

Sanyboy Whiting

Whiting, who sails from the port of Honolulu, took the podium next.

"I have been a part of the SIU since I was 28 years old, and I have been sailing for 28 years," he began. "I have sailed around the world, and now I work on AT&T and Tyco cable ships, a job that takes me all over the world."

He reflected on the personal significance of the SIU: "The union has been important in my life, because it taught me the value of life, respect, dignity, pride and the importance of absorbing all the experiences of life. Those are the things I treasure the most about my time in the union."

After thanking the union leadership, he turned to another topic that would become a theme of the day's speeches: the importance of the Seafarers Political Activities Donation (SPAD). "The union leadership needs our help to protect our industry and jobs," he said. "We need to always do our best on the job, and we need to upgrade our skills, but we need to donate to SPAD so that the union officials have the resources they need to go to work for us on Capitol Hill. And, of course, we need to always vote in elections."

Nicholas Smithling

Sailing from the Port of Houston, Smithling offered a look

into his reasons for graduating from the class, saying, "I have enjoyed continuing my grandfather's legacy as a recertified bosun. I hope in death that he looks upon me and can see what I've done to preserve what he and the union have fought so hard for. I came in at the age of 18, and was given every opportunity to persevere in my maritime career. I received a Maryland State diploma (via the certified program at the Paul Hall Center), after taking a vast array of educational courses. I had dropped out of school as a kid, so that means a lot to me."

He continued, "This industry has afforded me many experiences. I am truly proud of where I have arrived in life. I feel I've come a long way from my beginning as a small-town hardhead. And I've picked up knowledge from all four corners of the Earth along the way."

Smithling also thanked the staff and instructors at the PHC: "I truly admire your hard work and dedication to the school. I furthermore would like to recognize the union leadership for the daunting tasks of keeping this union and the U.S.-flag fleet so very strong. But it cannot be done without our SPAD contributions."

Modesto Y. Rabena Jr.

Rabena was next to receive his diploma. He sails from the Port of Tacoma, Washington.

"I'm so blessed, fortunate and lucky enough to be here today," he said. "I joined the SIU back in 2000 at age 37, and I've been sailing for the past 18 years.... This union has been important in my life because it allows me to support the needs of myself and my family."

A frequent upgrader, Rabena said the school continues to improve.

"I'm truly in love with the school," he stated. "I've enjoyed my latest stay, and I'm amazed how beautiful and wonderful it is. My overall experience at Piney Point is very precious to me, and I will remember fondly my time here. The training here has challenged me to become who I am today, and has given me a sense of power to be my best self. I will take the methods that I have learned here - with the finest crewmates in the entire SIU - and apply them on whichever ship I sail on next."

He finished his graduation speech by saying, "I would like to thank our teachers and the staff at the school for all that they do, and I'd like to thank the union leadership for all their hard work protecting our jobs. During my visit to headquarters and the Maritime Trades Department, I saw firsthand the kind of work they have to do to protect our jobs and keep our union strong, for this generation and the next."

Josephus O. Willis

Willis, a member for 18 years who sails from the Port of Norfolk, Virginia, summarized his thoughts on his most recent experience at the PHC in a single word: "Professional."

He expanded on that thought during his graduation speech, saying, "I would like to thank President Sacco, Mr. (Augie) Tellez (the union's executive vice president) and all the SIU instructors and staff for a job well done. They've showed professionalism at its best. On our trips to Camp Springs and Washington D.C., I saw firsthand their hard work negotiating contracts - and it's not an easy job. Thank you for what you do for us, and for the whole SIU."

He also outlined some of the specific knowledge he gained from the recertification course, including leadership responsibilities, information on the Seafarers Pension Plan and Sea-

farers Health and Benefits Plan, the contracts process and the importance of SPAD. Being armed with this information, he said, "helps me be a better leader for my shipmates, and give them advice on problems or questions they have to the best of my ability."

Adel Ahmed

Ahmed, a proud member of 2001's Class 619, took the stage next. He sails out of the Port of Tacoma.

"It's good to be here. It took me 17 years of hard work and dedication to stand in front of you all today," he began. "It all started back in 2001 when I was 20 years old. That's when I decided to follow in my dad's footsteps. I was travelling from state to state, searching for work that I'd enjoy doing, as my father had spent the past two years trying to convince me to join the SIU. Dad, I'm sorry for not following your advice earlier."

He then reflected on a few memories: "I remember the day I arrived at Piney Point for my first phase. I remember losing my long, silky hair in the barbershop chair - the same chair that is still used today. I remember hearing third-phase students laughing and making jokes about how ugly my head looked without hair.... I remember waking up at 4 a.m. to make my bed and start a long day, from working in the galley to marching to class. I remember asking myself, 'Why am I here?' But that answer became clear during my time as a union member.... All the sacrifices we endure, the sleepless nights we go through, it all pays off in the end."

He then thanked the union officials, as well as his father and wife, before specifically thanking some staff members at the PHC. "Special thanks to the academic department, the transportation department and the color guard who raise our flags during morning colors," Ahmed stated. "I also want to thank to the Port of Tacoma reps: Joe, Ben, Warren and Brenda" (Pat Agent Joe Vincenzo, Safety Director Ben Anderson, Patrolman Warren Asp and Administrative Assistant Brenda Flesner).

Artis Williams

Hailing from the Port of Oakland, California, Williams kept his speech short and direct. He first sailed with the SIU from 1980 to 1986, taking some time off before returning to the union in 1993.

"I come from a union family. My dad was a local union president," he said. "The union has been important to me because it keeps me working, and helps me sustain my way of life."

He later spoke on how the union influenced him. "Everything I have today comes from this job," Williams said. "Being a mariner will show you things that will help you in other parts of your life. I have learned that if I take care of the SIU and take care in my job, then the union will take care of me."

He also recounted his experiences in and out of the classroom, specifically mentioning his trip to the union's headquarters, saying the trip "helped me get a better understanding of the political side of the SIU, and gave me more insight into the inner workings of contracts and union leadership as a whole."

Eugene Perez Jr.

Perez, an SIU mariner since 1984, joined the union at the New York hall, which has since moved to New Jersey. He currently sails out of Jacksonville, Florida.

"As a kid coming from the Red Hook projects in Brooklyn, to this beautiful school here in Piney Point, I knew my life was going to change for the better," he said. "This union has helped me provide very well for my family. I am so proud to be a member of the SIU."

Perez also took a moment to acknowledge the SIU executives, saying, "I would like to thank the leadership for all the hard work they do protecting our jobs. I cannot stress how important it is to donate to SPAD, as those funds give the leadership the resources to help protect the Jones Act and our jobs."

"It has been an awesome experience, one that I will never forget," he concluded about the recertification class.

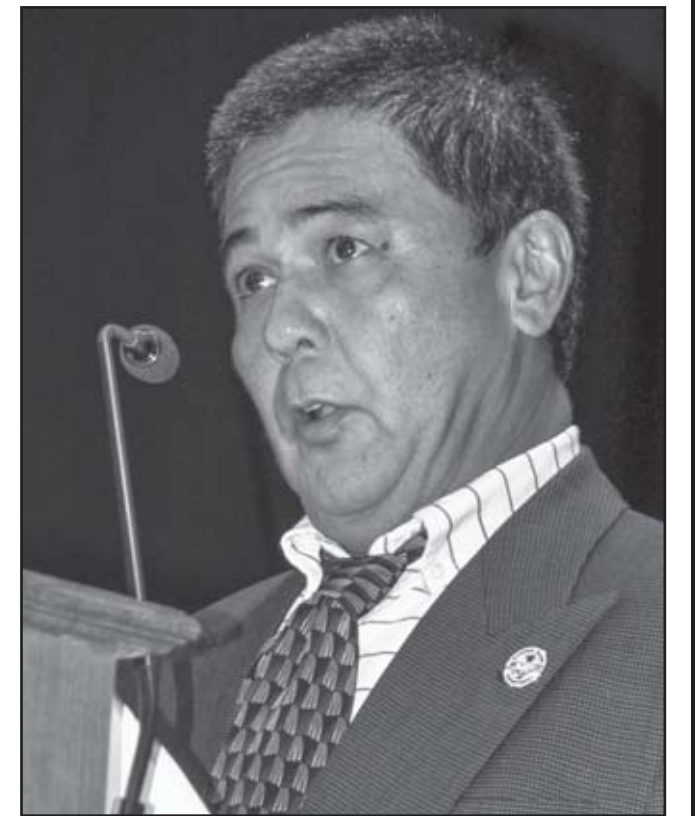
Amin Quraish

Quraish, a member since 2001, offered up his story next. He sails from the Port of Algonac, Michigan.

"I started back in 2001 on the Great Lakes. I worked my way up the ladder, working hard every day, and sacrificed a lot of time away from my family to provide for them," he said. "It's an honor for me to be here, to celebrate this special day in my life."

"I would like to thank our union leaders, instructors and union reps for getting me to where I am today," he continued. "I would also like to thank our leaders for standing up for us, and what they've accomplished behind the scenes to protect and fight for our jobs. An easier way to say it is, they are not just here at Piney Point, brothers and sisters, they are our

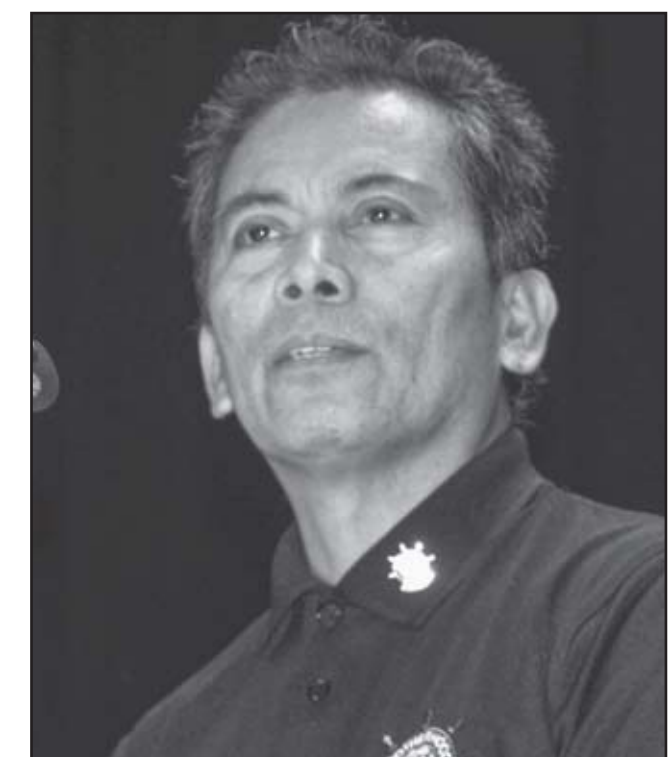
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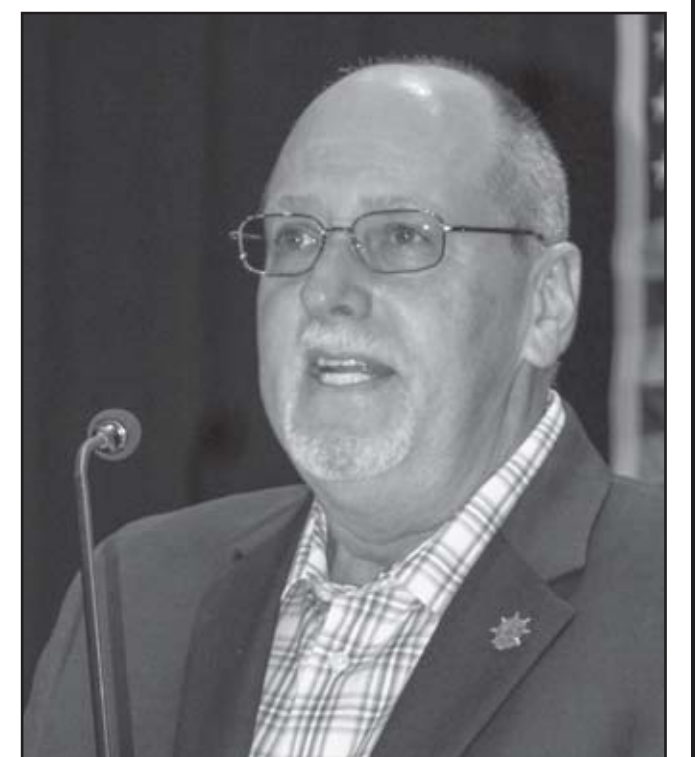
Sanyboy Saramosing Whiting
Recertified Bosun
Port of Honolulu



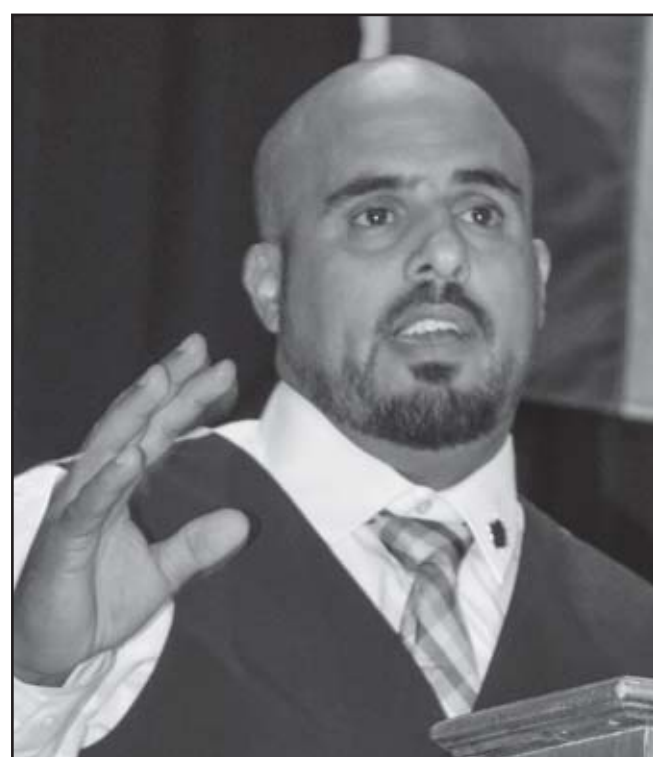
Nicholas Smithling
Recertified Bosun
Port of Houston



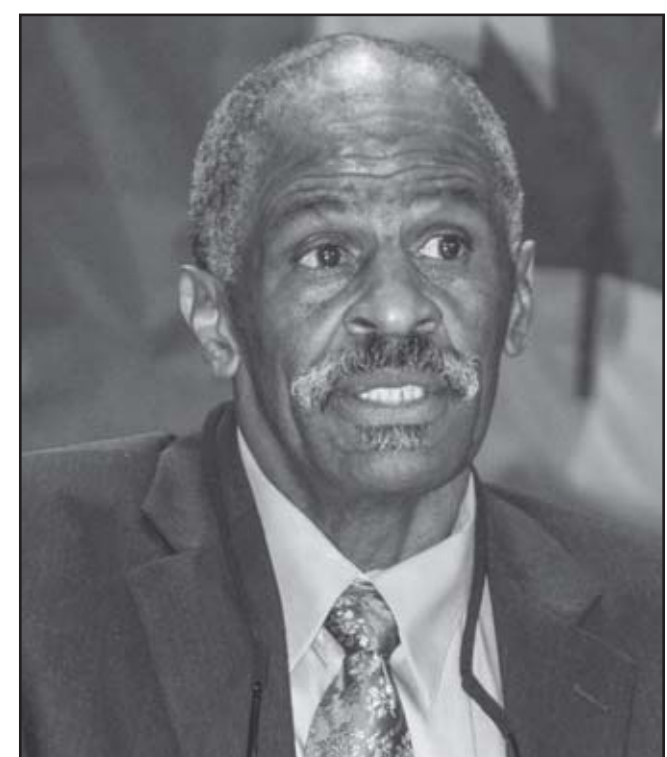
Modesto Yepes Rabena Jr.
Recertified Bosun
Port of Tacoma



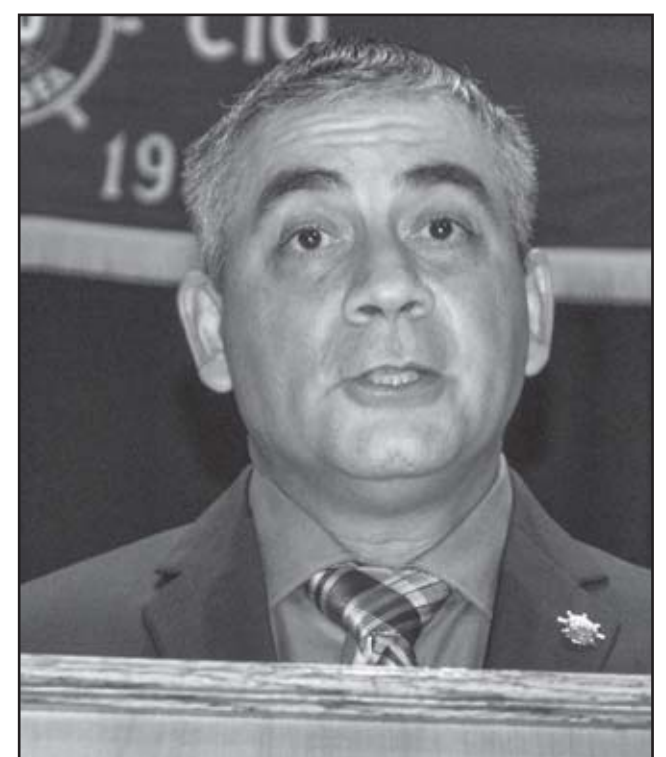
Josephus Willis
Recertified Bosun
Port of Norfolk



Adel Saleh Ahmed
Recertified Bosun
Port of Tacoma



Artis Williams
Recertified Bosun
Port of Oakland



Eugene Perez Jr.
Recertified Bosun
Port of Jacksonville



Amin Ali Quraish
Recertified Bosun
Port of Algonac



John Cedeno Jr.
Recertified Bosun
Port of Jacksonville



Victor Nunez
Recertified Bosun
Port of Baltimore



At the conclusion of the union's August membership meeting in Piney Point, Maryland, SIU President Michael Sacco (wearing white and black shirt in front row) and other union officials joined the eleven recertified bosuns and two family members for this photo.

Deck Department Members Realize Career Aspirations

Continued from Page 13

backbone that makes us thrive forward."

He had previously talked about his experience at the PHC, saying, "My experience in Piney Point has been very educational. I was very impressed by our instructors; they were very knowledgeable about our jobs.... During the course, I improved my leadership skills, how to coach new members, and learned in greater detail all of my responsibilities as a bosun, and how to keep a professional workplace."

John D. Cedeno, Jr.

Sailing from Jacksonville, Cedeno reflected on his 27-year career with the SIU during his speech.

He said, "As a Seafarer, I've traveled to many countries, like India, Singapore, Panama, Costa Rica, Venezuela ... the list goes on and on. But one thing's for certain, I've created a lot of memories. Good ones, for sure. For 27 years now, the union has been a very important part of my life."

He added, "I'm pleased to have been able to attend many programs and courses to help me further my skills and increase my knowledge of all aspects of my career. I enjoy upgrading, as it gives me a chance to meet more of

my sea brothers and sisters, as well as spending time talking to and mentoring new trainees."

After listing the numerous reasons he's stayed a union mariner, Cedeno offered up his sincere thanks: "I have much gratitude for all the hard work and dedication our union leadership has demonstrated in protecting our jobs. They've also provided us with elite maritime training and education, which leads me into thanking the instructors and staff here at the school. Thank you for all your commitment and hard work. Muchas Gracias!"

He closed by offering some words of encouragement, which he attributed as quotes from Manpower Director Bart Rogers, who also serves as PHC assistant vice president.

Victor R. Nunez

Nunez was the last to speak, and handled the task masterfully. He joined the SIU in 1991 in Puerto Rico, though he now sails out of Baltimore.

He said, "I would like to begin by thanking those that made this opportunity possible, and helped me to stand here today. At the age of 21, I joined the SIU through the trainee program in Class 467 here at Piney Point. In the past 28 years, I've been able to perform in various capacities, from ordinary seaman to AB, as a the port agent in Puerto Rico, to finally sailing as a bosun."

He then spoke briefly about the struggle of growing up in Puerto Rico, before coming to the SIU with literal holes in his shoes: "Joining the SIU changed my life completely. The union not only put shoes on my feet, but made me who I am today: a better man, a better father and a better human being. With the opportunities afforded to me by the union, I was able to raise three beautiful children, and accomplish many of my lifelong dreams and goals."

Nunez continued, "The past two weeks have been a great experience for me, returning here to Piney Point. I couldn't have asked for better classmates. This is the biggest accomplishment in my career. We've made it to the top!"

He then thanked the union officials, saying, "Brothers and sisters, they make the magic happen. They make these jobs that we see on the boards every day, and enable us to be able to provide for our families and enjoy all the benefits we have. But, as they have the responsibility to protect our jobs by fighting the constant political battles, we also have the responsibility to play our role by exercising our right to vote, by getting involved in elections, and continuing to donate to SPAD."

He concluded with an appropriate inspirational quote: "Shoot for the moon, because if you fail, you will land among the stars."

Bosuns Offer Apprentices Advice

During their speeches, the newly recertified bosuns offered words of wisdom to the Paul Hall Center apprentices in attendance at the ceremony. Following are excerpts from the bosuns' respective presentations.

"Brothers and sisters, your SPAD contributions are vitally important for the growth of the SIU and this membership, and for you trainees, if you haven't felt it yet, I believe you will soon know: The SIU is, truly, the Brotherhood of the Sea."
Thomas Moore

"Aloha! Study hard while you're here. Learn from your instructors, and learn to work together with your classmates. When you get out to sea, work hard, carry your load, and never be afraid to ask questions. Be safe and be true to the course in which you are already steering towards."
Sanyboy Whiting

"Trainees, please go back to the fleet with an open mind and a strong back. Remember, you are portraying

an image much larger than your own. This union is your future and you are the future of the union."

Nicholas Smithling

"Study hard while you're here. This is it; you are already in. Learn as much as you can from your teachers. Learn to work together with your classmates, and stay focused. When you get out to sea, challenge yourself, and have faith in yourself. Believe me, if I can do it, I know you can do it as well. Be a good worker, carry your load, never give up, and never be afraid to ask questions."
Modesto Y. Rabena Jr.

"Study hard, learn, work together, and when you get on a ship and go to sea, work hard and climb the ladder. This is a great start for your future."
Josephus O. Willis

"You have made the right choice in choosing this career, and to be a part of this great union. Not everyone gets to build their career from an early age, and earn all the benefits the union provides for us and our families. Work hard and make the right choices, whether you're on a ship or on vacation. You are the future of this union."
Adel Ahmed

"Study hard while you're here. This is your job, and you've got to make it last."
Artis Williams

"An old wise man – well, he wasn't old at the time – once told me, 'Kid, keep your nose clean, do what you're told, stay out of trouble, and you will go far in this business.' For 30 years, I have not forgotten that piece of advice."

Eugene Perez Jr.

"I encourage you to have the will to succeed. Learn from your instructors, and when you get out to sea, never be afraid to ask questions."
Amin Quraish

"Trust me when I say, we are the greatest union ever! You are the future of the SIU, and together we need to help our union leadership protect our industry and our jobs. So, how do we make this happen? Simple: do your part. Upgrade your skills, put in the hard work and help support what we all believe in."
John D. Cedeno Jr.

"You are the future of the SIU. You should feel special for sitting here today, and having this opportunity in your hands. Feel proud, represent the union, and when you get out there, work hard and stand tall. Do what you love, and love what you do, and you will never work."
Victor R. Nunez

TWIC Payment Note

According to a communication from the Transportation Security Administration (TSA), starting September 1, when an individual applies for a Transportation Worker Identification Credential (TWIC), all money orders, company checks, and certified/cashier's checks used during enrollment must be made payable to "IDEMIA." (Personal checks and cash are not accepted.)

Payment must be made during in-person enrollment; credit cards are the preferred method of payment. Enrollment centers accept Visa, MasterCard, American Express, and Discover credit cards. Money orders, company checks, and certified/cashier's checks are accepted if made payable to "IDEMIA" and for the exact transaction amount.

Questions may be emailed to TWIC.Issue@tsa.dhs.gov.

University Services Relocates

University Services, the medical review office utilized by the Seafarers Health and Benefits Plan Medical Department for drug screens, has a new address. As of August 1, 2018, the correct address for University Services is:

2800 Black Lake Place
Suite A
Philadelphia, PA 19154

All other contact information is unchanged, including phone numbers, fax numbers, and email addresses.

September & October 2018 Membership Meetings

Piney Point.....	*Tuesday: September 4, *Tuesday: October 9
Algonac.....	Friday: September 7, October 12
Baltimore.....	Thursday: September 6, October 11
Guam.....	Thursday: September 20, October 25
Honolulu.....	Friday: September 14, October 19
Houston.....	Monday: September 10, October 15
Jacksonville.....	Thursday: September 6, October 11
Joliet.....	Thursday: September 13, October 18
Mobile.....	Wednesday: September 12, October 17
New Orleans.....	Tuesday: September 11, October 16
Jersey City.....	Tuesday: September 4, October 9
Norfolk.....	Thursday: September 6, October 11
Oakland.....	Thursday: September 13, October 18
Philadelphia.....	Wednesday: September 5, October 10
Port Everglades.....	Thursday: September 13, October 18
San Juan.....	Thursday: September 6, October 11
St. Louis.....	Friday: September 14, October 19
Tacoma.....	Friday: September 21, October 26
Wilmington.....	Monday: September 17, October 22

* Piney Point changes due to Labor Day and Columbus Day holiday observances, respectively.

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

ATTENTION SEAFARERS

Another New Ship



SPAD Works For You.

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Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

July 16, 2018 - August 15, 2018

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	15	18	2	16	5	0	5	26	20	3
Anchorage	4	4	1	1	5	0	2	4	2	4
Baltimore	4	2	0	3	0	0	1	5	3	2
Fort Lauderdale	15	18	5	27	11	5	12	31	21	8
Guam	6	0	0	5	1	0	0	4	2	0
Harvey	13	5	6	16	3	1	10	17	4	7
Honolulu	8	6	2	5	4	0	2	14	5	2
Houston	54	15	20	38	12	9	21	113	23	27
Jacksonville	37	22	9	27	14	9	20	63	22	12
Jersey City	48	17	4	33	4	3	18	71	29	5
Joliet	7	1	0	0	2	0	0	8	4	1
Mobile	11	8	4	9	3	4	3	19	7	4
Norfolk	19	6	8	15	11	6	12	33	14	13
Oakland	21	2	1	11	2	2	7	20	2	6
Philadelphia	4	3	0	2	0	0	0	9	5	1
Piney Point	5	5	0	3	1	1	0	6	8	0
Puerto Rico	5	4	0	6	4	2	3	9	17	3
Tacoma	25	16	12	23	5	4	14	55	22	15
St. Louis	5	2	2	2	0	0	0	4	3	3
Wilmington	39	9	7	30	8	6	14	46	16	7
TOTALS	345	163	83	272	95	52	144	557	229	123
Engine Department										
Algonac	1	0	1	6	1	2	3	4	2	1
Anchorage	1	0	0	0	0	0	0	2	0	0
Baltimore	2	2	0	3	1	0	3	3	7	0
Fort Lauderdale	13	5	1	9	5	0	5	18	6	3
Guam	0	1	0	0	1	0	1	2	0	0
Harvey	6	2	2	2	3	0	1	8	2	3
Honolulu	10	2	0	10	3	0	1	12	5	0
Houston	16	10	2	12	6	4	6	32	18	1
Jacksonville	15	17	1	22	10	0	11	28	31	1
Jersey City	12	12	2	13	5	1	8	19	14	2
Joliet	1	3	0	3	2	0	0	3	3	0
Mobile	4	4	1	3	1	1	2	8	7	1
Norfolk	16	8	8	6	5	4	5	21	19	9
Oakland	10	6	0	4	5	1	4	11	6	0
Philadelphia	1	3	0	1	3	0	3	1	3	0
Piney Point	5	6	0	1	2	0	0	4	5	0
Puerto Rico	1	3	0	0	1	0	1	4	7	1
Tacoma	13	4	4	5	4	2	2	27	12	5
St. Louis	1	1	1	0	0	1	0	1	5	1
Wilmington	12	6	2	10	4	5	4	28	11	3
TOTALS	140	95	25	110	62	21	60	236	163	31
Steward Department										
Algonac	7	2	0	5	0	1	1	5	3	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	1	0	0	2	0	0	0	0	0	0
Fort Lauderdale	12	3	0	9	2	0	4	19	11	2
Guam	2	0	0	0	1	0	0	3	0	0
Harvey	4	4	3	6	1	1	1	8	3	2
Honolulu	12	0	0	8	1	0	2	12	0	0
Houston	20	6	1	17	4	2	8	37	11	2
Jacksonville	13	11	2	13	6	3	9	26	13	1
Jersey City	11	3	0	9	2	0	5	18	3	0
Joliet	3	1	1	2	1	1	0	2	1	0
Mobile	3	2	1	2	3	0	1	7	2	1
Norfolk	12	16	0	9	7	0	5	17	14	0
Oakland	16	6	2	9	1	1	3	33	9	1
Philadelphia	6	0	1	6	0	0	1	5	0	1
Piney Point	1	3	0	3	2	1	0	3	2	0
Puerto Rico	4	3	0	1	2	0	0	7	3	0
Tacoma	14	2	0	7	1	0	5	27	3	0
St. Louis	3	1	0	0	0	0	0	5	1	0
Wilmington	20	11	0	13	6	0	9	35	12	0
TOTALS	165	74	11	121	40	10	54	270	91	10
Entry Department										
Algonac	2	9	10	2	9	3	5	0	10	15
Anchorage	0	1	1	0	3	0	1	0	1	4
Baltimore	0	1	6	0	3	3	4	0	0	3
Fort Lauderdale	1	6	7	1	1	2	2	0	12	8
Guam	0	4	1	0	1	2	0	0	3	1
Harvey	0	0	0	1	2	0	0	0	0	2
Honolulu	1	5	5	1	1	3	0	5	6	12
Houston	4	15	14	2	3	6	5	15	24	30
Jacksonville	5	21	37	0	12	22	4	7	27	67
Jersey City	0	12	13	1	6	2	1	2	24	22
Joliet	0	0	0	0	1	1	0	0	3	1
Mobile	0	0	2	0	0	1	0	0	0	3
Norfolk	2	17	35	2	8	19	5	0	26	41
Oakland	0	10	11	1	4	4	2	4	18	23
Philadelphia	0	1	0	0	1	0	0	3	1	3
Piney Point	0	2	1	0	1	0	0	0	4	2
Puerto Rico	1	2	2	0	0	1	0	1	0	1
Tacoma	6	9	5	4	10	3	3	6	17	18
St. Louis	0	1	1	0	1	0	0	0	0	1
Wilmington	3	11	19	1	13	17	3	11	35	44
TOTALS	25	127	170	16	80	89	35	54	211	301
GRAND TOTAL:	675	459	289	519	277	172	293	1,117	694	465

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

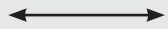
Dean Corgy, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by Seafarers attending classes at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

Question: What are some good things about being in a union?



Mario P. Standberry
QMED

I love the union. It gives me a chance to do a lot of things I'd never be able to do otherwise. The greatest part is that it allows me to take care of my family, and the time off allows me to be home with my family when I need to be. Home is where the heart is, after all.



Darrell Bell
Chief Cook

The union has helped me a lot. I don't think you can get this level of job training anywhere else. I can't wait to use what I've learned here and use that knowledge to get better and better jobs in this industry.



James Rodweller
QMED

The solid pay, great benefits and job security all helped make me financially sound and able to take care of my daughter. Couldn't have done that without the union. As an aside, the quality of training and instruction here at the Paul Hall Center has been really great.



Rodriques Carson
Pumpman

It was a good foundation for me to take care of my family over the years, and it has allowed me to spend a lot of time with my family. The job security has also allowed me to start my own business.



Cole Briggs
Chief Cook

Because of the union, I have a good, steady job, and one that allows me to take vacations when I want. Good benefits, good insurance, and a job that allows me to travel the world while still getting my free time.



Tonya Johnson
Chief Cook

As long as I've been sailing, life in the union has been pretty good. Good insurance, good benefits, and the travelling is hard to get at other jobs. I'd advise any young person to join the SIU, get your training at the Paul Hall Center, and get to work.

Pic From The Past



The original caption from the September 1973 LOG: "The ultra-modern *Delta Sud* hits the waters of the Mississippi for the first time as she is launched from Avondale Shipyards, Inc., Main Yard Division in New Orleans, La." The vessel was the third LASH ship built at Avondale for Delta Steamship Lines.

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

ABDO ASHARIKI

Brother Abdo Ashariki, 65, became a union member in 1991, first sailing aboard the *Harkness*. He sailed in the engine department and upgraded on multiple occasions. Brother Ashariki's last vessel was the *Watson*. He calls Brooklyn, New York, home.



EDWARD AYRES

Brother Edward Ayres, 66, joined the Seafarers in 1998, initially sailing on the *Fidelio*. A member of the deck department, he upgraded his skills at the Piney Point school in 2001. Brother Ayres most recently sailed on the *Freedom* and settled in Somerdale, New Jersey.

JOHN BODDEN

Brother John Bodden, 69, donned the SIU colors in 1996 when he worked for Moran Towing of Texas. An engine department member, he switched to the deep sea division, and upgraded his skills at the Paul Hall Center on multiple occasions. Brother Bodden most recently sailed on the *Seakay Spirit* and resides in New Orleans.

GARY CARTER

Brother Gary Carter, 65, started his career with the Seafarers in 1971, initially sailing on the *Steel Rover*. He was an engine department member and enhanced his skills on multiple occasions at the maritime training center in Piney Point, Maryland. Brother Carter last worked on the *Balboa* and makes his home in Clarksburg, West Virginia.



JOSEPH CARUSO

Brother Joseph Caruso, 60, became a member of the SIU in 1980, first working on the *Del Sol*. A deck department member, he upgraded his skills on multiple occasions at the Piney Point school. Brother Caruso most recently sailed on the *Oregon* before settling in Deerfield Beach, Florida.



DENCIO CAYAN

Brother Dencio Cayan, 65, began his career with the Seafarers in 1992 when he sailed on the *Spirit*. He was an engine department member and last sailed aboard the *USNS John Glenn*. Brother Cayan calls Carson, California, home.

JEREMIAS CEPEDA

Brother Jeremias Cepeda, 65, started his seafaring career in 2004. He initially worked on the *Tonsina* and sailed in the engine department. Brother Cepeda took

advantage of the upgrading opportunities at the union-affiliated Piney Point school on several occasions. He most recently shipped on the *Alaskan Legend* and resides in Buena Park, California.

CHRISTEN CHRISTENSEN

Brother Christen Christensen, 67, signed on with the union in 2004. He first worked aboard the *LNG Virgo* and was a member of the deck department. He upgraded on multiple occasions at the Paul Hall Center before concluding his career aboard the *Horizon Kodiak*.



JAY DILLON

Brother Jay Dillon, 62, joined the SIU in 1979. He first sailed aboard the *Capricorn*. Brother Dillon sailed in the deck department and upgraded his skills often at the Piney Point school. He last worked on the *Horizon Pacific* before settling in Brooksville, Florida.



THOMAS GROSSKURTH

Brother Thomas Grosskurth, 60, joined the SIU in 1990, initially sailing aboard the *Anders*. A deck department member, he upgraded his skills at the Paul Hall Center on multiple occasions. Brother Grosskurth most recently sailed on the *Independence II*. He calls Jacksonville, Florida, home.

MARK HAYES

Brother Mark Hayes, 65, embarked on his career with the Seafarers in 1991, first shipping on the *Paul Buck*. He was a member of the deck department and upgraded on numerous occasions at the Piney Point school. Brother Hayes' last vessel was the *LNG Virgo*. He resides in Bradenton, Florida.



PAUL ISHERWOOD

Brother Paul Isherwood, 65, donned the SIU colors in 2003 as a steward department member aboard the *Maersk Vermont*. He enhanced his skills regularly at the maritime training center located in Piney Point. Brother Isherwood's last vessel was the *Maersk Iowa*. He resides in Westford, Massachusetts.

EARL KENDRICK

Brother Earl Kendrick, 69, became an SIU member in 1999 when he sailed on the *USNS Altair*. The deck department member upgraded on multiple occasions at the Paul Hall Center. Brother Kendrick most recently worked on the *Betty Wood* and calls Picayune, Mississippi, home.

AUSBERTO LASPINAS

Brother Ausberto Laspinas, 68, signed on with the union in 2002, initially sailing on the *Green Mountain State*. A deck department member, he upgraded his skills on multiple occasions at the Piney Point school. Brother Laspinas last sailed aboard the *Midnight Sun* and makes his home in Gladstone, Oregon.

CLIFFORD McCOY

Brother Clifford McCoy, 65, joined the SIU in 1988, initially working aboard the *USNS Wilkes*. He was a member of the engine department and last sailed on the *Global Sentinel*. Brother McCoy settled in Colville, Washington.

CHRISTOPHER MOSLEY

Brother Christopher Mosley, 63, joined the SIU in 1980, first sailing aboard the *El Paso Savannah*. He was a member of the steward department and upgraded his skills often at the union-affiliated Paul Hall Center. Brother Mosley concluded his career on the *Ocean Globe* before settling in Reading, Pennsylvania.

GREGORY SCOTT

Brother Gregory Scott, 66, joined the ranks of the SIU in 1991 when he sailed on the *Gopher State*. A member of the deck department, he enhanced his skills on numerous occasions at the Paul Hall Center. Brother Scott last sailed on the *Jacksonville* and lives in Forestdale, Massachusetts.



MAURICE WHITE

Brother Maurice White, 65, began his career with the union in 1978, initially sailing on the *Mount Explorer*. He was an engine department member and upgraded at the Piney Point school in 1985. Brother White last sailed aboard the *Equality State* and makes his home in Norfolk, Virginia.

GREAT LAKES

CARLTON DORRANCE

Brother Carlton Dorrance, 65, joined the SIU in 1979, first sailing on the *South-down Challenger*. A member of the deck department, he upgraded on numerous occasions at the Piney Point school. Brother Dorrance last sailed on the *John Boland* before settling in Conway, Michigan.



LEO NOLDE

Brother Leo Nolde, 65, started his SIU career in 2005 when he sailed aboard the *Paul H. Townsend*. He worked in the deck department



and last sailed on the *Steel T. Crapo*. Brother Nolde calls Escanaba, Michigan, home.

BILL THOMEN

Brother Bill Thomen, 65, signed on with the SIU in 1972 when he worked on the *JB Ford*. He was a deck department member and most recently sailed aboard the *Alpena*. Brother Thomen resides in Alpena, Michigan.



INLAND

MICHAEL BRADY

Brother Michael Brady, 65, joined the SIU in 2003, initially working aboard the *North-erly Island*. He was an engine department member and upgraded at the Paul Hall Center in 2015. Brother Brady last sailed aboard the *Dodge Island* and calls Rhinelander, Wisconsin, home.



EDWARD BURDORF

Brother Edward Burdorf, 62, began his SIU career in 1978 when he worked with Crowley Towing. He was a member of the deck department and upgraded on multiple occasions at the Piney Point school. Brother Burdorf remained with the same company for the duration of his career and resides in Jacksonville, Florida.



ANGEL CHARRIEZ

Brother Angel Charriez, 62, joined the SIU in 1976. He was a deck department member and worked for Crowley Puerto Rico Services. Brother Charriez remained with the same company for his entire career before settling in San Juan, Puerto Rico.

JAMES HEBERT

Brother James Hebert, 54, became a Seafarer in 1985, initially working for Hvide Marine. The deck department member upgraded often at the maritime training center in Piney Point, Maryland. Brother Hebert concluded his career sailing aboard the *Titan* and lives in Brookeland, Texas.

MARK HOWELL

Brother Mark Howell, 62, began his career with the Seafarers in 1979. He was a deck department member and first worked for Inland Tugs. Brother Howell last sailed with OSG Ship Management and calls Atlantic Beach, Florida, home.



EDDIE MOORE

Brother Eddie Moore, 62, signed on with the SIU in 1991 when he worked for Red Circle Transport Company. A deck department member, he concluded his career aboard the *Anders*. Brother Moore resides in Racine, Wisconsin.

DANTE MUNGIOLO

Brother Dante Mungiole, 60, began his career with the union in 1996 when he worked for Crowley. He was a member of the deck department and remained with the same company for his entire career. Brother Mungiole lives in Berlin, New Jersey.



SEAN O'CALLAGHAN

Brother Sean O'Callaghan, 55, joined the SIU in 1990, after working as a member of the Seafarers-affiliated United Industrial Workers. He was employed by Crowley Liner Services, Inc. for the remainder of his SIU career. Brother O'Callaghan settled in Norwood, Pennsylvania.

EDWARD OLIVER

Brother Edward Oliver, 63, became a member of the SIU in 1973, when he worked for Dixie Carriers. He was a deck department member and most recently worked with Moran Towing of Texas. Brother Oliver makes his home in Alpine, Tennessee.

THEODORE SCHENDEL

Brother Theodore Schendel, 62, joined the SIU in 1981. He was a deck department member and worked for Crowley for his entire SIU career. Brother Schendel lives in Portland, Oregon.



BRUCE SWANSON

Brother Bruce Swanson, 64, signed on with the SIU in 1996. He was a member of the deck department and worked for Crowley for the duration of his career. Brother Swanson resides in Sicklerville, New Jersey.

ERNEST WALSH

Brother Ernest Walsh, 64, joined the SIU in 1981, first working for Bulkfleet Marine. A member of the deck department, he upgraded his skills on multiple occasions at the Paul Hall Center. Brother Walsh concluded his career working for Penn Maritime. He calls Forestdale, Massachusetts, home.

NMU

ROBERT MARTIN

Brother Robert Martin, 65, was an NMU member before the 2001 SIU/NMU merger. He worked as a deck department member. Brother Martin resides in Baton Rouge, Louisiana.

Final Departures



DEEP SEA

KLAUS AHMELS

Pensioner Klaus Ahmels, 78, passed away May 22. He joined the union in 1965 when he sailed on the *Maiden Creek*. Brother Ahmels was a deck department member and last worked aboard the *Jacksonville*. He retired in 2006 and was a resident of Neihart, Montana.



FRANK JOHN BIGORNIA

Brother Frank John Bigornia, 30, passed away April 20. He joined the union in 2016 and first sailed on the *Buffalo*. Brother Bigornia was a member of the engine department and last worked aboard the *Charleston Express*. He called Kahului, Hawaii, home.

MIRIAM CHACON

Pensioner Miriam Chacon, 73, died July 23. She joined the SIU in 1995, initially working with Delta Queen Steamboat. Sister Chacon was a steward department member and last sailed aboard the *USNS Bob Hope*. She went on pension in 2012 and made her home in Kenner, Louisiana.



JAMES COLEMAN

Pensioner James Coleman, 68, died July 20. He was born in Honduras and joined the union in 2001 when he sailed on the *Chelsea*. A deck department member, he last worked aboard the *Maersk Chicago*. Brother Coleman retired in 2016 and lived in Brooklyn, New York.



JOSE CONSTANTINO

Pensioner Jose Constantino, 72, passed away May 14. He signed on with the SIU in 1996, initially sailing on the *USNS Capella*. A member of the steward department, Brother Constantino last sailed on the *Intrepid*. He became a pensioner in 2013 and was a resident of Affton, Missouri.



JOSE ESPANOL

Pensioner Jose Espanol, 92, died July 16. He signed on with the union in 1959 and first sailed on the *Sampan Hitch*. Brother Espanol was an engine department member and last sailed on the *San Juan*. He began collecting his pension in 1990 and lived in Man-

chester, Connecticut.

CLARENCE EVANS

Pensioner Clarence Evans, 83, passed away June 8. He joined the union in 1978 and first sailed on the *Overseas Joyce*. Brother Evans was a member of the steward department and last worked aboard the *Guayama*. He retired in 2001 and called Mobile, Alabama, home.



WALTER HANTUSCH

Pensioner Walter Hantusch, 89, died July 11. He joined the SIU in 1951, initially working with Waterman Steamship Corporation. Brother Hantusch was a deck department member and last sailed aboard the *Defender*. He went on pension in 1983 and made his home in Houston.



CLYDE KREISS

Pensioner Clyde Kreiss, 90, died July 23. He joined the union in 1951 when he sailed with Waterman Steamship Corporation. A steward department member, he last worked aboard the *Missouri*. Brother Kreiss retired in 1995 and lived in Houston.



SAMUEL MCKNIGHT

Pensioner Samuel McKnight, 73, passed away March 27. He signed on with the SIU in 1978, initially sailing on the *Westward Venture*. A member of the deck department, Brother McKnight last sailed on the *Lightning*. He became a pensioner in 2009 and was a resident of Bothell, Washington.



TONY MOHAMMED-GONZALEZ

Pensioner Tony Mohammed-Gonzalez, 59, passed away July 17. He joined the union in 1980 and first sailed on the *El Paso Consolidated*. Brother Mohammed-Gonzalez was a member of the engine department and last worked for Horizon Lines of Puerto Rico. He became a pensioner in 2006 and called Gainesville, Florida, home.

ALI MOSAD

Pensioner Ali Mosad, 67, died April 11. He joined the SIU in 1980, initially sailing on the *Thompson Pass*. Brother Mosad was a deck department member



HENRY PETERSON

Pensioner Henry Peterson, 76, died June 29. He joined the union in 1983, first working for Dixie Carriers. A deck department member, he last worked aboard the *Honor*. Brother Peterson retired in 2013 and lived in Little Rock, Arkansas.



ANTHONY PITURA

Pensioner Anthony Pitura, 90, passed away July 17. He signed on with the SIU in 1953, initially sailing with Seatrade Corporation. A member of the engine department, Brother Pitura last sailed with Steamship Services Corp. He became a pensioner in 1984 and was a resident of Joppa, Maryland.



GREAT LAKES

FRANKLIN KOSIBOSKI

Pensioner Franklin Kosiboski, 77, passed away July 20. He became a member of the SIU in 1977 and first worked for Michigan Interstate Railway. A member of the deck department, Brother Kosiboski last sailed aboard the *St. Mary's Challenger*. He became a pensioner in 2011 and called Mount Plymouth, Florida, home.

ALI YEHIA

Pensioner Ali Yehia, 90, died May 10. He signed on with the union in 1969 when he worked for Great Lakes Associates. Sailing in the steward department, he last shipped aboard the *Paul H. Townsend*. He began collecting his pension in 1993 before settling in Dearborn, Michigan.



INLAND

EMETERIO HOOI

Pensioner Emeterio Hooi, 86, died July 29. He embarked on his SIU career in 1981, working for Crowley Puerto Rico. The engine department member sailed with the same company for his entire career. Brother Hooi



retired in 1997 and resided in San Juan, Puerto Rico.

JOHN LACKEY

Pensioner John Lackey, 89, passed away July 15. He signed on with the SIU in 1961 when he worked for Bethlehem Steel Company. Brother Lackey last worked for Dunbar and Sullivan before retiring in 1987. He made his home in Sault Ste. Marie, Michigan.

STEPHEN LATOCHA

Pensioner Stephen Latocha, 78, passed away July 13. He joined the union in 1973 and first worked with Interstate Oil. Brother Latocha sailed in the deck department and worked with the same company for the majority of his SIU career. He became a pensioner in 2002 and was a resident of Felton, Delaware.



LUCIUS LEONARD

Pensioner Lucius Leonard, 74, died July 2. He began his SIU career in 1967 when he worked for Crescent Towing and Salvage. A member of the deck department, Brother Leonard continued to sail with the same company until his retirement in 2006. He was a resident of Luling, Louisiana.

JOSEPH LUQUETTE

Pensioner Joseph Luquette, 76, passed away January 25. He joined the SIU in 1968, working for Dixie Carriers. Brother Luquette sailed in the deck department and remained with the same company for the duration of his career. He began collecting his pension in 2006 and lived in Kaplan, Louisiana.



PATRICK ROGERS

Brother Patrick Rogers, 48, died April 14. A Texas native, he began his career with the SIU in 2003, sailing aboard the *USNS Yano*. Brother Rogers was a steward department member and most recently shipped on the *Resolve*. He was a resident of Houston.

DONALD VANCE

Pensioner Donald Vance, 69, passed away June 27. He signed on with the union in 1966, initially sailing aboard the *Northern Lights*. A deck department member, Brother Vance last worked for Allied Transportation. He retired in 1988 and resided in Poplar Beach, North Carolina.

PATRICK WELSH

Pensioner Patrick Welsh, 62,



sailed with Crowley Towing and Transportation. He went on pension in 2015 and called Danbury, New Hampshire, home.

JOHN WINT

Pensioner John Wint, 72, passed away July 7. He joined the SIU in 1994. Working in the engine department, Brother Wint sailed with Crescent Towing and Salvage for his entire career. He became a pensioner in 2011 and settled in Chickasaw, Alabama.



NMU

ERIC GAYNOR

Pensioner Eric Gaynor, 91, passed away July 14. Brother Gaynor was native to Kingston, Jamaica, and became a pensioner in 1986. He lived in Ft. Lauderdale, Florida.

CHARLES PLEASANT

Pensioner Charles Pleasant, 73, died July 17. An engine department member, Brother Pleasant's last vessel was the *Cape Horn*. He went on pension in 2004 and settled in Bronx, New York.

BERLIN SIMMONS

Pensioner Berlin Simmons, 72, passed away July 11. Brother Simmons was born in South Carolina and became a pensioner in 2002. He continued to reside in his home state in the city of Charleston.

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
Allen, Charles	89	07/09/2018
Bodden, Winston	77	05/28/2018
Burrow, James	81	06/28/2018
Dawson, Allen	89	05/22/2018
Hinson, James	78	08/05/2018
Isaac, Roberto	93	05/03/2018
Johnson, Darol	68	08/07/2018
Johnson, Roosevelt	77	08/04/2018
Goff, Leroy	91	07/06/2018
McCall, Junious	90	08/11/2018
McLaughlin, Carlos	92	07/19/2018
McQuade, Bernard	88	05/11/2018
Moore, Donald	94	06/05/2018
O'Brien, Allan	83	07/10/2018
Prevost, Aaron	79	08/11/2018
Quinones, Robert	94	05/19/2018
Sauvageau, Joseph	91	07/18/2018
Schwerzler, Kenneth	90	07/10/2018
Sosa, Carin	88	05/21/2018
Williams, Christopher	84	07/10/2018
Williams, James	89	07/07/2018

Digest of Shipboard Union Meetings

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

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

MAERSK CHICAGO (Maersk Line, Limited), May 12 – Chairman **Roy Madrio**, Secretary **Gregory Johnson**, Educational Director **Mbarek Nouhairi**, Deck Delegate **Carlton Banks**, Engine Delegate **Gregorio Blanco**, Steward Delegate **Marquisha Simmons**. Members requested installation of Wi-Fi to communicate with loved ones. Crew expressed concern over lack of privacy on SAT phone. Chairman noted smooth voyage and thanked crew for their hard work getting ship in order. He commended steward department for a job well done and advised members to keep medical certifications up to date. Relief members were made aware of new linen and linen bags provided outside their doors. Educational director advised members to upgrade at Paul Hall Center to help achieve better pay. Overtime dispute reported and to be handled at the hall. Crew discussed frequency requirements for physicals and would like an increase in vacation days per trip. Members requested new chairs, mattresses for state rooms, refrigerator in crew lounge, new grill and satellite TV service. Next port: Newark, New Jersey.

MAERSK SELETAR (Maersk Line, Limited), May 16 – Chairman **Cleofe Bernardez-Castro**, Secretary **Steven Dickson**, Educational Director **Steven Miller**, Deck Delegate **Reynaldo Nuqui**, Engine Delegate **Gregorio Clotter**, Steward Delegate **Marilou Toledo**. Chairman announced payoff in Newark. Secretary reminded crew to keep documents updated and renewed. Members were advised to vote for candidates that support the Jones Act. Educational director recommended members upgrade whenever possible and enroll in Seafarers 401K plan. Crew encouraged

to donate to SPAD. No beefs or disputed OT reported. New refrigerator received in dining room along with new TV in crew lounge. SAT phone available for emergencies. Crew discussed pension benefits and requirements. Members were reminded to keep common areas clean for arriving crew and to carefully check pockets of clothing before loading washing machine. Next port: Newark.

SAFMARINE NGAMI (Maersk Line, Limited), May 19 – Chairman **Mathew Bevak**, Secretary **Cleto Lindong**, Educational Director **Allan Bombita**, Deck Delegate **Pablo Rochez**, Engine Delegate **Reynaldo Lacayo**, Steward Delegate **Noel Segovia**. Crew still trying to secure carpet replacement in cabins. Chairman reiterated importance of safety and thanked steward department for great food. He urged members to pay dues on time and support political activities. Chairman commended crew for hard work and professionalism. Secretary gave thanks to members for good housekeeping and reminded them to keep up with their time. Educational director advised crew to take every opportunity possible and upgrade at the Piney Point school. Members requested large dryer for ship linens, new DVD player in crew lounge and water fountain in office.

MAERSK PITTSBURGH (Maersk Line, Limited), May 20 – Chairman **Domingo Leon**, Secretary **Jerome Jordan**, Educational Director **Shawn Pantschyschak**, Engine Delegate **Roger Nesbeth**, Steward Delegate **Angel Corchado**. Chairman thanked crew for safe voyage. Ship in need of commercial carpet cleaning machine for crew rooms. Secretary gave vote of thanks to all departments and reminded members

to leave clean rooms for oncoming crew. Educational director reminded crew to upgrade their skills at Paul Hall Center in Piney Point, Maryland. Members were provided instructions for sea time inquiries and using website. No beefs or disputed OT reported. Members request improvement to Wi-Fi and upgraded computer. Crew desires cost-of-living raises as well as raises in pension and vacation pay. Next port: Newark, New Jersey.

CALIFORNIA (Intrepid Personnel and Provisioning), May 27 – Chairman **John Cedeno**, Secretary **Benjamin Ines**, Educational Director **Mark Canada**, Deck Delegate **Anthony Newbill**, Engine Delegate **Tyesha Boyd**, Steward Delegate **Quentin Hood**. Chairman explained importance of member contributions and SPAD donations. He advised members to keep track of credentials and reiterated importance of safety. Members were reminded to empty all drawers and lockers and leave clean linens for oncoming crew. Secretary instructed members to gather dirty linen in sacks provided in linen locker. Educational director urged members to attend upgrading courses at the Piney Point school. No beefs or disputed OT reported. Chairman asked for safety ideas from members. Crew discussed increase of vacation days and matching 401K. They request flat screen TVs and refrigerators be available in each room. Congrats to Bosun Cedeno for receiving company safety award. Next port: Long Beach, California.

ENDURANCE (TOTE Services), May 27 – Chairman **Yamira Colon**, Secretary **Robert Wright**. Chairman read email from Eric Mark, port engineer, expressing his gratitude for improvements to ship.

Secretary said new linens located in officers' linen room. Educational director reminded members to upgrade. Member reportedly doing trash for three days without extra compensation. Steward assistant due extra hour of OT for washing linen. Captain was notified of issue and agreed to pay. Members discussed new information regarding DOT drug testing. Crew requests new printer for lounge. Vote of thanks given to steward department for great barbeque. Deck department commended for hard work. Next port: Beaumont, Texas.

ALASKAN EXPLORER (Alaska Tanker Company), May 27 – Chairman **Robert Pagan**, Secretary **John Huyett**, Educational Director **Winfred Opore**, Deck Delegate **Francisco Hernandez Davila**, Engine Delegate **Eric Garcia**, Steward Delegate **Roberto Martinez**. Chairman announced upcoming audit at next port and asked members to keep house clean in preparation for inspection. Crowley now operating three new tankers. Members were reminded to put all trash in cage located in trash room. Steward department thanked for good service and great food. Members read new information concerning health coverage for hearing aids, infertility treatments and sterilization. Educational director discussed free college benefit and encouraged members to take opportunity to upgrade at Piney Point. No beefs or disputed OT reported. Crew urged to be sure clothing is fully dried before removing from dryer. Next port: Long Beach, California.

MAERSK IDAHO (Maersk Line, Limited), June 3 – Chairman **Ronald Mena**, Secretary **Zein Achmad**, Educational Director **Fidel Blanco**, Deck Delegate **Kevin Combs**, En-

gine Delegate **Samuel Addo**. Crew revisited requests for TV antennas. Chairman reported zero injuries and thanked everyone for a job well done. He reminded members to shut off TVs after each use and to check paperwork before joining ship. Secretary asked members to return silverware to the galley. Educational director advised crew to take advantage of upgrading opportunities at Piney Point. Members request chairs for bridge and extra heaters in rooms. They discussed interest in increased benefits and vacation time. Next port: Charleston, South Carolina.

LIBERTY PEACE (North Star Shipping), June 10 – Chairman **Nathaniel Sherrill**, Secretary **Gordon Major**, Deck Delegate **Jairo Rochez**, Steward Delegate **Shawn Mitchell**. Chairman reminded members to keep up with documents and recommended the new LNG class. No beefs or disputed OT reported. Crew discussed pension benefits and motioned to reduce days required to retire. Members asked that company stop requesting Anderson Kelly physicals. Concerns with mattresses and overtime wages discussed. Calling card system not working.

LOS ANGELES (Overseas Ship Management), June 17 – Chairman **Teodulfo Alanano**, Secretary **Louis Johnson**, Educational Director **Edgardo Barrios**, Deck Delegate **Charles Herrera**, Engine Delegate **Nestor Montano**, Steward Delegate **Carmelo Dela Cruz**. Chairman thanked crew for job well done and reminded everyone to look out for one another. Educational director recommended upgrading as often as possible. No beefs or disputed OT reported. Members requested that both flavored and regular water be ordered.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
Gap Closing Courses		
Engineer Resource Management	October 6	October 12
Leadership & Managerial Skills	October 13	October 19
Storekeeper Courses		
MSC Storekeeper Basic	September 29	October 19
MSC Supply Configuration Management	October 20	November 16
Deck Department Upgrading Courses		
Able Seafarer Deck	October 20	November 16
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
ARPA	October 20	October 26
100 Ton Master	October 13	November 2
ECDIS	October 20	October 26
Fast Rescue Boat	September 8	September 14
GMDSS	September 22	October 5
Lifeboat	September 22 October 20 November 17 December 15	October 5 November 2 November 30 December 28
Radar Observer	October 6	October 19
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	September 22 November 17	October 19 December 14
Engine Department Upgrading Courses		
Advanced Refer Containers	December 1	December 14
BAPO	September 22 November 17	October 19 December 14
FOWT	October 20	November 16
Junior Engineer	October 27	December 21

Title of Course	Start Date	Date of Completion
Marine Refer Tech	October 6	November 16
Pumpman	September 22	September 28
Welding	September 22 October 27	October 12 November 16
Steward Department Courses		
Advanced Galley Ops	November 10	December 7
Certified Chief Cook	Modules run every other week. The next class will start September 3.	
Chief Steward	September 22	November 9
Orientation/Assessment Chief Cook 2.0	September 29 October 27 December 1	October 5 November 2 December 7
Orientation/Assessment Chief Steward 2.0	September 15 September 22 October 13 October 20 November 3 November 24 December 8	September 21 September 28 October 19 October 26 November 9 November 30 December 14
ServSafe	September 22	September 28
Safety Upgrading Courses		
Basic Training/Basic FF	September 22 October 6 November 3	September 28 October 12 November 9
Basic Training Revalidation	September 28 November 9 November 30 December 7 December 14	September 28 November 9 November 30 December 7 December 14
Basic Training/Adv. FF Revalidation	October 13	October 19
Combined Basic/Advanced Firefighting	September 15	September 21
Government Vessels	September 8 September 28 October 27 November 10 December 1	September 14 October 5 November 2 November 16 December 7
Medical Care Provider	September 8	September 14
Tank Ship Familiarization - DL	October 13	October 19
Tank Ship Familiarization - LG	October 20 December 8	October 26 December 14

UPGRADING APPLICATION

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 Date of Birth _____
 Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # and dates attended _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No

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

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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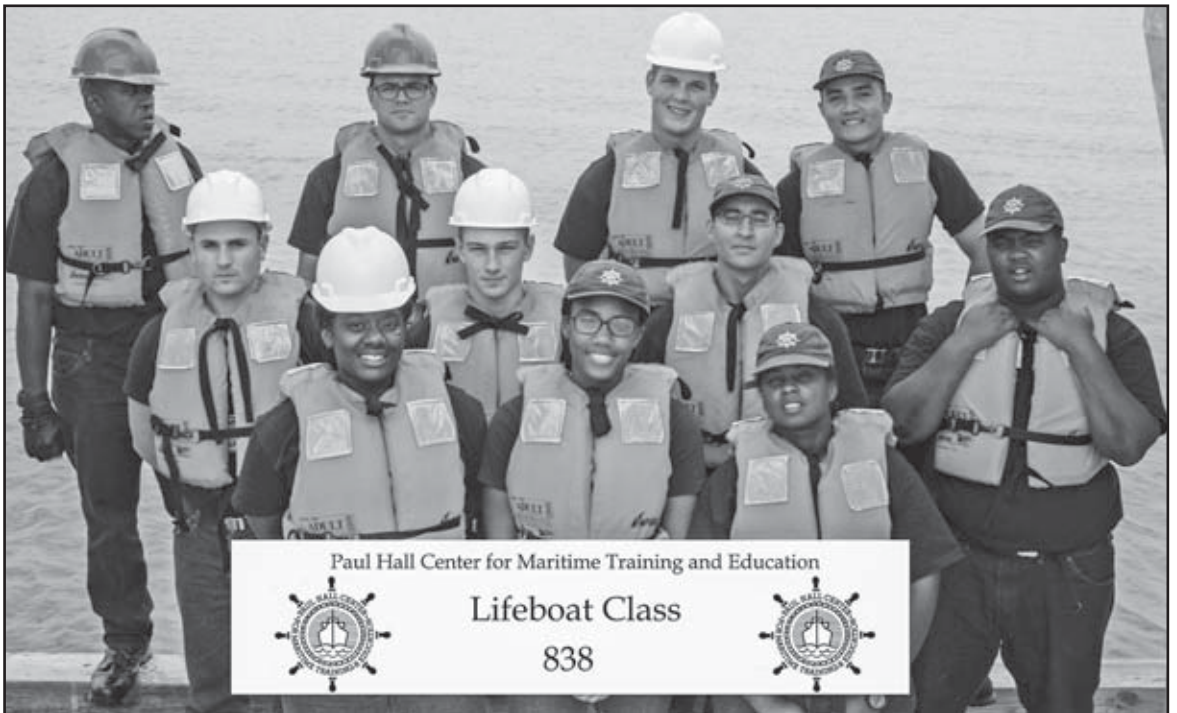
LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

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

Paul Hall Center Classes

Apprentice Water Survival Class # 838 – Graduated June 4 (photo at right, in alphabetical order): Elizabeth Ashworth, Christopher Collins, Michael Day Jr., Jada Gay, Jack Lanier, Johnathan Lebeau, Nakia Miller, Aaliyah Richardson, Samuel Schwimmer, Shayne Searle and Daniel Villarruel. Also graduating were upgraders (photo below, from left) Felsher Beasley Jr., Raymond Fernandez and Shantel Reid.



Fast Rescue Boat – Graduated June 18 (above, in alphabetical order): Annie Bivens, Joshua Gonzales, David Kendrick, Bud Sok Khuth, Nicholas Selle, George Steube III and Dexter Madrona Turija. (Note: Not all are pictured.)

Welding – Graduated June 11 (above, in alphabetical order): John Abernathy, Manolito Gener Garcia, Antonio Griffin, Patrick Spark, Robert Thomas and Bryan Velazquez. Instructor Chris Raley is at the far right.



BAPO (Phase III Apprentices) – Graduated June 4 (photo at left, in alphabetical order): Samuel Ayers, Reco Bennefield, Nicholas Brailsford, Devon David, Eshrak El Sami Dewan, Desmon Graham, Daryl Hicks, Joshua Irvine, Jorge Laboriel Lalin, Kevin Lueddeke, Tresten Porter, Anthony Williams Jr. and Thomas Zamora. Christopher Morgan, their instructor, is at the far left. Upon the completion of their training, each apprentice plans to work in the engine department of SIU-contracted vessels.



Government Vessels – Graduated May 14 (above, in alphabetical order): Leo De Los Reyes Bierneza, Henry Callahan, Oscar Tabarejos Catabay, Laura Davies, Rufinio Sacdalan Gonzales Jr., Kaamil Ibn Salam Gray, Carlos Louis Guzman, Rodante Golimlim Niebres, Mohammed Obad, Frederick Fra'quann Radford, Donte Sawyer, Jacqueline Sivels, Rolando Dejarne Torres, Douglas Vaughn, Edward Echague Villanda, De'vine Washington and Antjuan Webb.

Paul Hall Center Classes

Government Vessels – Graduated May 28 (photo at right, in alphabetical order): Frederic Salazar Agsalud, Arthur Bailey, Ashley Carmichael, Shawn Cox, Paul Diesner, Rocky Dupraw, Aaron Ellis, Michael Elmore Jr., Benito Figueroa, Alonzo Griswell, Srawut Petchsaitip, Alex Reyes, Mario Standberry, James Stimage and Nicholas Turano. (Note: Not all are pictured.)



Government Vessels – Graduated April 30 (photo at left, in alphabetical order): Monasser Mohamed Ali, Warren Armstead Jr., Mark Balcayon, John Brantly, Alvin Cabahit, David Dingman, Emily Glavan, Derrick Martin, Saif Obad, Zarko Vrbjanac and William Young.

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.

Combined Basic/Advanced Firefighting – Graduated June 1 (photo at right, in alphabetical order): Robert Brady, Henry Callahan, Tom Dary, Kelly Krick Jr., Reisa Marie Martinez-Serrano, Mason Con Meland, Malek Mohamed Hassan Muhsen, Charles Ortiz Quinones, John Schmanski, Gavin Scott, Nicholas Selle, Marcus Smith, Glen Williams and Joshua Zelinsky. Class instructor Joe Zienda is at the far right.



Basic Training (Basic Firefighting Upgraders) – Graduated May 25 (above, in alphabetical order): Warren Armstead Jr., Alan Artman, Scott Branson, Jermaine Colon-Mendez, Michael Elmore Jr., Frederick Gathers, Robert Lupton, Rashaad Mangram, Donald Mann Jr., Brian Peralta, Emma Porter, Yuriy Prytchak, James Stimage and Michael Tiderman. Joe Zienda, their instructor, is at the far right.

Paul Hall Center Classes

RFPNW (Phase III Apprentices) – Graduated June 29 (right, in alphabetical order): Erik Andersen, Brandon Caruthers, Jamil Andre Centeno-Rosario, Jeffery Gullett Jr., Thomas Howarth, Da'vonte Junies and Lucas Vasiliades. Upon the completion of their training, each plans to work in the deck department of union-contracted vessels. Upgrader Antony Chapman (photo below) graduated from this course May 4.



Certified Chief Cook (Module 1) – Steward Department Upgrader Van Nessa Curd (above) graduated from this module May 18.

Certified Chief Cook (Module 2) – Graduated June 1 (above, from left): Alexander Marcelino Dominguez, Christina Leboeuf and Michael Musgrave.

Chief Steward 2.0 – Graduated May 25 (above, in alphabetical order): Ruti Demont, Rocky Dupraw, Josue Luis Iglesia Jr., Amanda Fedelina Suncin and Stephen Valencia.



Chief Cook 2.0 – Graduated May 18 (photo above, from left) Gary Loftin and David Dingman.

Chief Steward 2.0 – Graduated May 4 (photo above, from left): John Stephens and William Grow.

Chief Steward 2.0 – Graduated May 11 (above, from left): Robert Mensching and Joseph Gallo Jr.

Galley Ops – Graduated May 18 (right, in alphabetical order): Rowena Melo Daguio, Tomeka Frederick, Hazza Ahmed Hussein, Edilberto Montano Medallo Jr., Dante Moyer, Munasar Ali Abdulla Muthana, Brian Peralta, Nathaniel Paqueo Rana, Tamara Russ, Annie Walker, Michael Wees and Philip Zulueta. Instructor Hillary Dyson is at the far right.



SEAFARERS LOG



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

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In photo above, a U.S. helicopter flies over the Seafarers-crewed *USNS Mercy* July 2 at Joint Base Pearl Harbor-Hickam during the Rim of the Pacific exercise. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jason Isaacs) Sailors assigned to guided-missile destroyer *USS Sterett* (foreground of photo at right) stand by for the firing of the shot line during a replenishment-at-sea with the Seafarers-crewed fleet replenishment oiler *USNS Henry J. Kaiser* during the RIMPAC exercise, July 20. (U.S. Navy photo by Mass Communication Specialist 3rd Class Alexander C. Kubitza)



SIU-Crewed MSC Ships Pitch in During RIMPAC 2018

Seafarers serving aboard eight Military Sealift Command (MSC) vessels participated in the multinational exercise Rim of the Pacific 2018 (RIMPAC), which took place from June 27 to August 2.

According to the U.S. Navy, as the world's largest international maritime exercise, RIMPAC provides a unique training opportunity designed to foster and sustain cooperative relationships that are critical to ensuring the safety and security of the seas. RIMPAC 2018 is the 26th exercise in the series, which began in 1971.

Twenty-five nations, 46 surface ships, five submarines, 18 national land forces, more than 200 aircraft, and 25,000 personnel participated in the biennial RIMPAC exercise. During the operation, SIU Government Services Division members sailed aboard the *USNS Rappahannock*, *USNS Charles Drew*, *USNS Henry J. Kaiser*, *USNS Carl Brashear*, *USNS Sioux*, *USNS Yukon* and *USNS Mercy*. Additionally, cargo for the operation was loaded onto the *Brashear* by the SIU-crewed *USNS Bob Hope* in a skin-to-skin operation just prior to the start of the exercise. (The *Bob Hope* is operated by U.S. Marine Management for MSC.)

This year's exercise included forces from Australia, Brunei, Canada, Chile, Colombia, France, Germany, India, Indone-

sia, Israel, Japan, Malaysia, Mexico, the Netherlands, New Zealand, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Sri Lanka, Thailand, Tonga, the United Kingdom, the United States and Vietnam.

According to the Military Sealift Command Pacific Logistics and Operations departments, over the course of the exercise, MSC delivered more than eight million gallons of diesel ship fuel, four million gallons of JP5 aviation fuel and 1,130 pallets of food and supplies during 101 resupply evolutions at sea.

"By providing underway replenishment at sea, we enable the combatant ship to stay on station at sea longer without having to pull into port for resupply," explained Capt. Stephen Scott, one of two civil service masters who commanded the *Brashear* during RIMPAC. "During our first evolution we provided replenishment services to seven different ships at once. Five of the ships were U.S. Navy ships and two of the ships were international partners. The partner ships leapfrogged into the formation, came alongside *USNS Carl Brashear*, thus demonstrating their ability to maintain the position required to perform underway replenishments at sea."

One of the distinctive aspects of RIMPAC is the number of countries participating, and the interaction between them and the U.S. Navy. MSC ships provided logistics services to for-

eign navy ships 61 times during the exercise.

The logistics aspect of MSC's task during RIMPAC isn't limited to just vessels. On the ground, the MSCPAC Combat Logistic Office (CLO) coordinated the acquisition and movement of all the cargo needs for the entire exercise.

According to the Navy, "Working in concert with directly with Commander Third Fleet and Commander Task Force (CTF) 173, the MSCPAC CLO coordinated not only the delivery of food and stores, but also the pier-side time at the correct pier for the loadouts of cargo to the specific ships scheduled for later RAS. Six MSC ships, as well as MSC reservists from Military Sealift Command Pacific's Headquarters Unit, MSCPAC's Hawaii Detachment, and Expeditionary Port Unit 114, are supporting RIMPAC 2018."

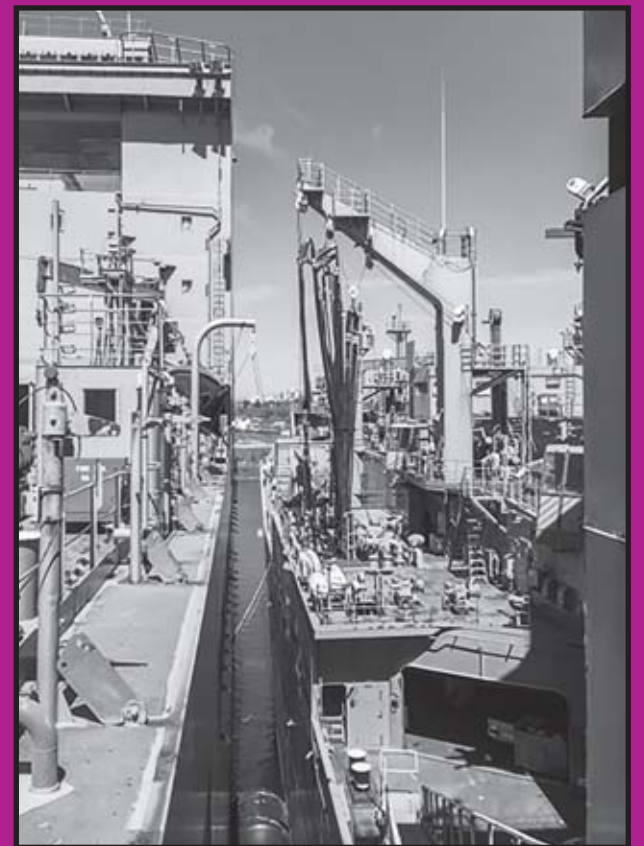
"RIMPAC has continued to grow – more participants, more ships, more evolutions – all requiring logistics support in order to remain at sea and maximize opportunities to train and operate together," said Capt. Brett Hershman, commander, Military Sealift Command Pacific and CTF 173. "Increased exercise tempo means a greater customer demand signal on MSC. Our CTF 173 operations are more complex this year than ever, with over 100 RAS events providing fuel, food, repair parts and ammunition to everyone out there."



The guided missile destroyer *USS Preble* (right) pulls alongside the SIU-crewed dry cargo ammunition ship *USNS Carl Brashear* to conduct an underway replenishment at sea, July 17. (U.S. Navy photo by Bill Mesta)



Sailors assigned to the amphibious dock landing ship *USS Harpers Ferry* (foreground) receive a pallet of stores from the Seafarers-crewed *USNS Yukon* July 14. (U.S. Navy photo by Mass Communication Specialist 3rd Class Logan C. Kellums)



The Seafarers-crewed Military Sealift Command ships *USNS Carl Brashear* (right) and *USNS Bob Hope* moor feet apart while conducting ship-to-ship transfer operations at Naval Base Everett, Washington. (Photo released by Sarah Burford)