

SEAFARERS LOG

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

Tragedy At Sea

Hurricane Joaquin Sinks El Faro, Claims Lives of 17 SIU Crew Members

Pages 2-8, 24



Roan Lightfoot
Bosun



Brookie Davis
Able Seaman



Frank Hamm
Able Seaman



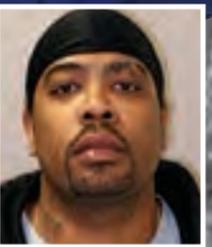
Carey Hatch
Able Seaman



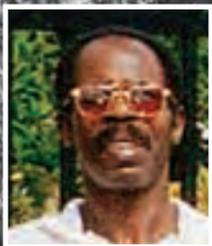
Jack Jackson
Able Seaman



Jackie Jones Jr.
Able Seaman



Sylvester Crawford Jr.
QMED



Joe Hargrove
OMU



German Solar-Cortes
OMU



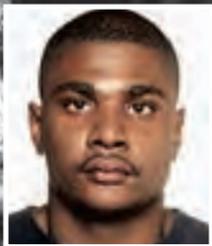
Anthony Thomas
OMU



Louis Champa
Reefer Engineer



Roosevelt Clark
GUDE



James Porter
GUDE



Mariette Wright
GUDE



Lashawn Rivera
Chief Cook



Lonnie Jordan
Steward Assistant



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SS John Brown Feature
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President's Report

Remembering the El Faro Crew

There is nothing easy about this month's message, but right off the bat, I want everyone to know that it's much, much more than simply a traditional phrase when I state that the SIU will never forget the men and women who were lost on the *El Faro's* final voyage. We are building a memorial honoring all 33 of our brothers and sisters, and we will conduct a ceremony every year. It's a tragic part of our union's history, but it is a chapter that must be remembered.



Michael Sacco

I know that in modern times, news cycles tend to "move on" quickly. Attention spans are short, too, in this age of smart phones, constant connectivity and what has been described as overstimulation. For us, none of that matters when it comes to the mariners on the *El Faro*. They will remain in our hearts and on our minds.

As the tragedy unfolded, I knew my place was to be in Jacksonville with the families and our members. At our union hall, we also welcomed brothers and sisters from our affiliated American Maritime Officers, families of the Polish nationals who'd been aboard the *El Faro*, and executives from the company that owned and operated the vessel. I think we all needed to be together, grieving with one another and supporting each other.

It goes without saying, but the loss of 33 lives is devastating for all of us. In our line of work, this is our worst nightmare.

To the families, I want you to know that I personally understand the pain of losing a child, a sibling, a parent. I've lived through all of those terrible moments over the years. My hope is that the support of loved ones and friends, along with your faith, will help ease your burden enough to get through the months ahead. Obviously, financial support won't ease the emotional pain, but I also hope that our Seafarers El Faro Assistance Fund – quickly established last month to help the families – will at least eliminate some of the monetary worries.

We all know that the maritime industry can be dangerous. It goes with the territory.

And unfortunately, this wasn't the first time SIU members have lost their lives in the line of duty. Going all the way back to World War II, the hazards of the job have caught up with us at different times and in different ways, whether through enemy attack or severe weather or equipment malfunctions or some other mishap.

Sometimes we don't ever find out what went wrong. That was the case the last time an SIU-crewed ship was lost with all hands: the *SS Poet* back in 1980.

But again, that doesn't make losing the *El Faro's* crew any easier. We're all grieving together and we're all hurting.

Something else we have in common is that we all want answers, but that's going to require patience. And the truth is there are parts of this equation we may never know.

Lastly, I debated whether to even bring this up, but there are some vultures who have tried to turn this tragedy into a referendum on the Jones Act. In my opinion they are dishonoring those who lost their lives on the *El Faro*. Actually, that's the polite version. What I really think of those cold, calculating opportunists isn't suitable for print.

I'm not going to let them politicize the passing of our members. They think we're weak right now and they don't care about their timing. But it is precisely in the names of the *El Faro* crew that I'm doubling down on my efforts and our union's efforts to preserve the Jones Act, maintain American-flag shipping and boost the U.S. Merchant Marine. We will fight on in their honor.

We will remember them in other ways, too, but we owe it to those brothers and sisters to do everything possible to make sure their chosen industry remains intact.

Within our industry we have plenty of disagreements, but ultimately we are all part of the U.S. Merchant Marine. In a very real sense, we are one family, one crew.

May God bless all those who perished on the *El Faro*.



These mariners from the SIU-crewed *USNS Stockham* were among the first to donate to the Seafarers El Faro Assistance Fund.

Seafarers El Faro Assistance Fund Launched

SIU Secretary-Treasurer David Heindel on Oct. 9 announced the launch of a voluntary fund constructed to help dependents of the Seafarers who perished in the tragic sinking of the vessel *El Faro*.

Contributions to the Seafarers El Faro Assistance Fund may be made by visiting the home page of the SIU website – www.seafarers.org – and clicking on the "Donate" button. The union has applied for tax-exempt status (meaning contributions would be tax-deductible) and will confirm that status once it's official.

If donating by check, please make it out to Seafarers El Faro Assistance Fund and mail to:

Seafarers El Faro Assistance Fund
C/o SIU Secretary-Treasurer
5201 Auth Way
Camp Springs, MD 20746

The fund's purpose is to help meet some of the unanticipated financial hardships faced by the families. Virtually any individual or organization may donate. One-hundred percent of the donations will go towards grants for the families.

In order to be a beneficiary of the fund, an individual must have been a dependent of a crew member. Applications will be available at SIU headquarters and the union hall in Jacksonville, Florida.

The union also plans to place a memorial lighthouse at or near the hall that will include the names of all who perished. Most of the Seafarers on the *El Faro's* last voyage were from the Jacksonville area; the name *El Faro* means lighthouse.



This screen grab (above) shows the area on the SIU website's home page where electronic donations may be made. A banner in front of SIU headquarters in Camp Springs, Maryland, (photo at left) pays tribute to the last crew of the *El Faro*. In the photo below, family members, old shipmates and other supporters gather at the SIU hall in Jacksonville, Florida, for a memorial service on Oct. 8.



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

All Hands Perish During El Faro Tragedy

The last communication from the SIU-crewed *El Faro* was calm.

En route from Jacksonville, Florida, to Puerto Rico, the ship had lost power near the Bahamas, had taken on water and was listing 15 degrees. But the situation was described from the vessel as manageable. At least some of the water reportedly had been pumped out.

That transmission around 7:30 a.m. on Oct. 1, along with subsequent initial updates from the U.S. Coast Guard and ves-

sel owner/operator Tote Maritime Puerto Rico led to nervous hopefulness that the *El Faro* was riding out what had started as a tropical storm.

Despite heroic search efforts from the Coast Guard, Navy, Air Force and others – at one point, U.S. airplanes were losing parts while braving horrendous weather – good news never arrived. The storm that became Hurricane Joaquin lingered longer than forecast, which delayed and complicated the search mission.

The first substantial update happened on Oct. 4: A debris field had been found near the *El Faro's* last known position. The next morning, a Coast Guard news conference all but confirmed everyone's worst fears. The ship most likely had gone down in a category four hurricane; even if crew members had managed to launch lifeboats, they would have been doing so amidst 50-foot waves, 140-mph winds and in zero visibility.

The search continued until sunset on

October 7, and one body was located along with more debris from the ship (which had been carrying hundreds of containers along with roll-on/roll-off cargo), but by then the tragic reality seemed inescapable.

Members of the *El Faro's* final crew included 17 Seafarers, 11 members of the SIUNA-affiliated American Maritime Officers (AMO), and five Polish nationals.

(Continued on Page 8)



Michael Davidson
Master



Steven Shultz
Chief Mate



Danielle Randolph
Second Mate



Jeremie Riehm
Third Mate



Jeffrey Mathias
Chief Engineer



Richard Pusatere
Chief Engineer



Keith Griffin
1st Asst. Engineer



Howard Schoenly
2nd Asst. Engineer



Michael Holland
3rd Asst. Engineer



Mitchell Kuflik
3rd Asst. Engineer



Dylan Meklin
3rd Asst. Engineer



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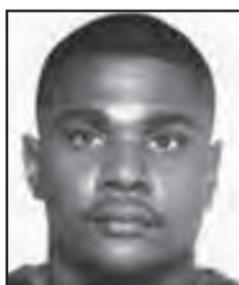
Anthony Thomas
OMU



Louis Champa
Refrigeration Engineer



Roosevelt Clark
GUDE



James Porter
GUDE



Mariette Wright
GUDE



Theodore Quammie
Steward Baker



Lashawn Rivera
Chief Cook



Lonnie Jordan
Steward Assistant



Piotr Marek Krause



Marcin Nita



Jan Podgorski



Andrzej Roman
Truszkowski



Rafal Andrzej
Zdobych



In Memory of the *El Faro* Crew

CONDOLENCES

*Editor's note: The outpouring of sympathy in the immediate aftermath of the *El Faro* tragedy gave a lift to family members and many others who share in the grief. These are some of the messages received by the SIU and posted online. They are meant as a representative sample, as space limitations don't allow for reproduction of all of them. Every single message sent to the union was read, however.*

The captain and crew of the *El Faro* were Americans and Poles, men and women, experienced mariners and young seamen. They were beloved sons and daughters and loving husbands and fathers. They were dedicated engineers, technicians and a cook. And these 33 sailors were united by a bond that has linked our merchant mariners for more than two centuries – a love of the sea. As their ship battled the storm, they were no doubt working as they lived – together, as one crew. This tragedy also reminds us that most of the goods and products we rely on every day still move by sea. As Americans, our economic prosperity and quality of life depend upon men and women who serve aboard ships like the *El Faro*.

I thank everyone across our government and in the private sector who worked so tirelessly, on the sea and in the air, day after day, in the massive search for survivors. The investigation now underway will have the full support of the U.S. government, because the grieving families of the *El Faro* deserve answers and because we have to do everything in our power to ensure the safety of our people, including those who work at sea. Today, 28 American families – from Florida to Maine – and five Polish families are heartbroken. May they be comforted, in some small way, in knowing that they have the love and support of their neighbors, the merchant mariner community and the American people. May God bless the men and women of the *El Faro*. May He comfort their families. And may He watch over and protect all those who serve at sea on behalf of us all.

- *Statement from the White House*

On behalf of the men and women of the United States Transportation Command, I would like to express our deep and sincere condolences to the families and friends of the *El Faro* crew. The maritime community has suffered a terrible loss, and the memories of the courage, professionalism, and dedication of the crew will not soon be forgotten.

We wish you and the entire SIU family strength going forward, as you continue to support the domestic and national security needs of this Nation with the highest level of professionalism in some of the most difficult conditions imaginable. Please accept our deepest regards.

- *Darren W. McDew, Commander, USTRANSCOM General, USAF*

Please accept my sincerest condolences following the loss of your mariners who perished at sea aboard the *El Faro*. My heart breaks for you, your brothers and sisters of the SIU, and the mariners' families who must go on without their husbands and wives, fathers and mothers, sons and daughters.

This tragic loss sheds greater light on the difficult and dangerous jobs our mariners take on each and every day to transport our goods and products and support our economic well-being at home. I join you and all of the SIU in honoring their sacrifice, mourning their loss, and paying tribute to their lives. My thoughts and prayers are with you all.

- *Hillary Rodham Clinton*

This shocking sinking draws (attention to) the great demands on seafarers to face the dangers of their profession with courage and determination. The families of the missing seafarers and the communities they come from are in the forefront of our thoughts and prayers and it would be deeply appreciated if this could be passed on to them... We wish to assure you that we watch and wait with you around the world with all of our thoughts, hopes and deep concern and sincere appreciation for you at this terrible time.

- *Paddy Crumlin, ITF President*

We learned with shock and profound sorrow of the unfortunate and severe incident of *El Faro*, carrying 33 people on board. I wish to express our heartfelt sympathies to the victims, the missing, their families and the unions who represented the seafarers, who have perished in the severe conditions generated by Hurricane Joaquin.

- *Stephen Cotton, ITF General Secretary*

Last Thursday was a tragic day for the American maritime community and America. *El Faro*, an American-flag ship en route to Puerto Rico, was lost in Hurricane Joaquin, and with it, its 33 crew, including 28 Americans. In the hours after we learned that the *El Faro* was in trouble, the Coast Guard, DOD and other government and private sector partners mobilized assets with search crews battling treacherous weather conditions in an attempt to find survivors, and we appreciate their efforts. Mr. Speaker, today our thoughts and prayers are with the crew members' families and loved ones, and I ask that the House observe a moment of silence to honor the brave men and women who served on the *El Faro*.

- *Rep. Duncan Hunter (R-California), on the floor of the House of Representatives.*

My heart and prayers go out to the families of those



Congressman Duncan Hunter (R-California) led a moment of silence on the House floor (photos above and at right) honoring the mariners from the *El Faro*.



aboard the cargo ship *El Faro*.

- *Rep. Corrine Brown (D-Florida)*

We are deeply saddened by the loss of 28 of our brothers and sisters aboard the cargo ship *El Faro*. These brave men and women left an incredible mark on their communities, both on land and at sea via their hard work and steadfast commitment to the maritime trade. On behalf of Secretary-Treasurer Elizabeth Shuler, Executive Vice President Tefere Gebre and the twelve and a half million working men and women of the AFL-CIO, we extend our deepest condolences to the families of the lost mariners, their colleagues and their communities.

- *Richard Trumka, AFL-CIO President*

Words cannot express our deep sorrow on the loss of the *El Faro* crew. At times like this, we feel just how close a family we all truly are.

- *Jim Given, SIU of Canada President*

There is no more devoted community of professionals than those who serve in the Nation's Merchant Marine. We share a brotherhood of the sea – a livelihood of inherent danger and rewards. The *El Faro* tragedy is weighing heavily on MEBA members past and present, and we are sharing the grief of our fellow mariners and their families. The chilling fate of the *El Faro* and her crew has hit home in the heart of every mariner who understands the unforgiving nature of the sea coupled with merciless weather. We stand shoulder to shoulder with you and all your members during this terrible, trying time.

- *Marshall Ainley, President, and Bill Van Loo, Secretary-Treasurer, MEBA*

We offer our deepest condolences to the families of *El Faro's* 33 crew members, and to all those who called these experienced, dedicated mariners friends and co-workers. These were skilled mariners – and union brothers and sisters – who dedicated their careers to moving critical cargo inside our complex system of global commerce.

- *Edward Wytkind, President, Transportation Trades Department*

On behalf of the membership of the Sailors' Union of the Pacific, I extend my deepest condolences to the families of the seafarers who perished aboard the *El Faro*. My sympathies also go out to the members of the SIU-AGLIW who were friends and shipmates of those lost at sea. The tragedy of *El Faro* haunts all those who go down to the sea in ships.

- *Gunnar Lundeberg, President/Secretary-Treasurer, Sailors' Union of the Pacific*

Let us continue to use our collective voice to share with others the importance of the maritime industry and to honor the hard work, skill and sacrifice that mariners offer to all of us. And let us continue to be in prayer for these 33 seafarers and their families left behind.

- *Rick Schiappacasse, International President, and R. Andrew Riester, Executive Vice President, International Propeller Club of the United States*

I would like to extend my deepest condolences to the employees, contractors, families and friends of TOTE Maritime, including my brothers and sisters of the Seafarers International Union and the American Maritime Officers Union, on the recent disappearance at sea of the vessel *El Faro*... It is with a heavy heart that my deepest sympathies are extended.

- *William P. Doyle, Federal Maritime Commissioner*

Please find space in our remembrances for those union member sisters and brothers and their families, who are experiencing a different reality.

- *Fred Mason, Jr., President, Maryland/DC AFL-CIO*

Our thoughts and prayers go out to the families of the 33 crewmen aboard the *El Faro* cargo ship that appears to have fallen victim to Hurricane Joaquin... We stand in solidarity

with our union families during this difficult time.

- *J. David Cox Sr., American Federation of Government Employees National President*

Our hearts and prayers go out to the families of the crew as well as their colleagues, many of whom reside within our own Port Everglades community. Please continue to keep all of those directly affected by the *El Faro* tragedy as well as their families in your hearts.

- *Lesley Warrick, Seafarers' House Ministry*

I want to express my deepest condolences to the SIU at the loss of your members on board the *El Faro*. I have been so sad and upset about this disaster, so I can only imagine what you are feeling at this time. Please know my thoughts are with the union members and their families at this time of great sadness and confusion.

- *Terri Mast, National Secretary Treasurer, Inland Boatmen's Union*

I convey condolences to you from the Chilean Merchant Mariners. Please pass these thoughts to the families of the crew of the *El Faro*, and to members of the SIU.

- *Hernan Winter Levicoy, President, Federación de Tripulantes de Chile*

On behalf of the Estonian Seamen's Independent Union let me pass on our message of support and solidarity on the recent sinking of the United States flagged vessel *El Faro*. Our thoughts are with you.

- *Kaia Vask, General Secretary, Estonian Seamen's Independent Union*

With our deepest sympathy from Iceland's seafarers.

- *Jonas Gardarsson, Executive Director, Iceland Seaman's Union*

Our heartfelt condolences to the bereaved families and to the SIU.

- *Parker Kamara, Chairman, Sierra Leone Labour Congress*

Chilean seafarers are completely shocked by the tragedy of the *M/V El Faro*, which happened near the Bahamas. Please accept our deepest condolences for such a sad event; we would much like to convey to the families of the deceased seafarers our sincerest condolences.

- *Hector Azua, President, Sindicato de Oficiales de Marina Mercante Southship*
- *Paul Cajales, President, Sindicato De Trabajadores Interempresas De Compañías Navieras*
- *Juan Luis Villalon, ITF Inspector*

The news of the ship's sinking reminds us all of the fortitude of all seafarers who face some of the world's harshest and most dangerous working conditions. We hold great respect for the men and women who brave the sea. In this difficult time, we want the family, friends and community of the *El Faro* seafarers to know that our thoughts are with them as we all wait in hope.

- *Jerry Dias, National President, and Peter Kennedy, National Secretary-Treasurer, Unifor Canada*

Accept our condolence on the 33 seafarers that lost their lives in an unfortunate hurricane incident during the course of duty/voyage. May the Lord Almighty grant their loved ones fortitude to bear the loss.

- *Matthew Alalade, President, Nigeria Merchant Navy Officers Water Transport Senior Staff Association*

In this sorrowful occasion I present on my name firstly, on the name of the National Federation of Transport Workers secondly and on the name of Algerian seafarers our sincere condolences to the families, friends, the

(Continued on next page)

In Memory of the El Faro Crew

SIU and relatives of the victims of this tragedy.
- Seddik Berrama, Algerian National Federation of Transport Workers

On behalf of all your colleagues at Nautilus International, may I express our deepest shock at the news of the sinking of the *El Faro* with the loss of 33 seafarers. Please pass on to the next of kin our profound sadness and sincere condolences: blessed are those who go down to the sea in ships.
- Mark Dickinson, General Secretary, Nautilus International

On behalf of the Seafarers' Union of Russia, I wish to express our sympathies to the victims of the incident and our sympathies and condolences to their families, their communities and unions. All seafarers know that their profession is dangerous and they face the dangers every day at sea, but still it is always a shock when such woeful accidents happen. We wish you all courage and pray for those taken by the calamity.
- Yury Sukhorukov, President, Seafarers' Union of Russia

On the face of the tragedy of the crew of *El Faro* vessel please accept our Polish Seafarers' Union condolence and solidarity in this terrible time. This tragedy also touched us here in Poland. Five of the crew were Polish. We know and fully understand the feelings of the families of the victims. We join with all of them in pain over the loss of loved ones. It would be very appreciated if these words could be passed on to the families of the crew members from the *El Faro*. The sea collects their tribute. Honour the memory of our Brothers who have gone on eternal watch. May God bless them.

- Henryk Piatkowski, Vice President, Polish Seafarers' Union

Seko has with concern followed the developments regarding the U.S.-flagged vessel *El Faro*, and with deep sorrow noted the tragic total loss of the vessel and its crew. We ask you to convey our condolences to the families of the crew. They are in our thoughts.

- Jan Ruden, President, and Tomas Abrahamsson, Vice President, Seko (Swedish State Employees Union)

On behalf of the AUSHK, we wish to express our deepest condolences for the loss of the seafarers on board. Our sympathies go out to the families and the unions who represented the seafarers, as well as solidarity to them all in this difficult time.

- Au Yeung Kam Lung, Chairman, Amalgamated Unions of Seafarers, Hong Kong

Please receive our deepest condolences to the victims, their families and the SIU from the ITF FOC (Hong Kong) Campaign Office.

- Doris Sin, ITF FOC (Hong Kong) Campaign Office

It was with shock and profound sorrow that we learned of this tragedy which reminds us of the great dangers mariners face. The 33 men and women, Americans and Poles, were a crew of experienced seafarers and young seamen – executing their profession with courage and determination. We are deeply saddened by their loss. Our thoughts and heartfelt compassion are with their families, their friends and colleagues, and the unions who represented the missing seafarers.

- Christine Behle, Head of Transport Section (United Services Union – Germany)

On behalf of SMOU, we join Paddy and Steve Cotton to convey our deepest condolences to the families and loved ones of all 33 crew members onboard *El Faro*. We are saddened and shocked to hear that this had happened. It is unfortunate and deeply regrettable that nature and the harsh sea triumphed over our brothers in this incident. It is also a grim reminder that our seafarers, so often forgotten as the people who move our necessities every single day, are forgotten as mere specks in the vast oceans where they face huge risks



Overwhelming support for the families and mariners was expressed through the union's social media sites. This image of students from the University of Southern Maine proved very popular on the SIU and *Seafarers LOG* Facebook pages.

in their lives every single day. We pray that God grant all families of the crew members of *El Faro* strength to bear this grief in this difficult time. Our thoughts and prayers are with all of you.

- Mary Liew, General Secretary, and Thomas Tay, Emeritus General Secretary, Singapore Maritime Officers Union

Words cannot express the sadness that is felt by maritime workers around the globe at the loss of the 33 workers aboard this ship. A short note to pass along the thoughts, prayers and condolences of the 2,300 members of the MUA Sydney Branch. Our deepest sympathies to the families of the crew as well as their extended family, the brothers and sisters of the SIU.

- Paul Garrett, Assistant Branch Secretary, Maritime Union of Australia Sydney Branch

We have been informed of the tragic incident of the *El Faro*, which resulted in the death of the 33 Seafarers on board. Such tragic events impose to all of us the importance of increasing our efforts to provide more safety and security for the thousands of our seafarers on board vessels around the globe. Once again please forward to the families of the seafarers our condolences.

- Pantelis Stavrou, General Secretary, Seafarers Union of Cyprus

On behalf of the Egyptian Seafarer's Union, please accept our deepest sentiments and support, as well as solidarity for the crew and families of the *M/V El Faro*. We wish to express our heartfelt sympathies to the victims, the missing and their families, as well as the unions who represented the seafarers.

- Kamal Fathi, Executive Manager, Egyptian General Seafarer's Union

The *El Faro* tragedy has made us all pause to reflect on the dangers seafarers face on a daily basis.

- Allister Paterson, President, Canada Steamship Lines

On behalf of the 70,000 MTWTU members, we convey our support, share the sorrow and grieve with you. Our deepest sympathy and sincere condolences to you all.

- Oleg Grygoriuk, First Vice Chairman, Marine Transport Workers' Trade Union of Ukraine

On behalf of the Maritime Union of New Zealand, please accept our solidarity and sympathy at the loss of the vessel *El Faro* and its crew. The international family of seafarers and maritime workers stand with the Seafarers International Union, its officials and members, at this difficult and sad time. Please pass on our deepest condolences to the families of these brave seafarers.

- Joe Fleetwood, National Secretary, Maritime Union of New Zealand

Please accept our deepest sentiments of concern in these troubled times of yours. We reach out to you in solidarity and offer prayers for the family members to have strength and courage to face this painful challenge in their lives.

- Sirinal De Mel, General Secretary, Jathika Sevaka Sangamaya

On behalf of the KPI let me pass our message of support and solidarity on the recent sinking of the U.S.-flagged ship, *El Faro*. I wish to express our heartfelt sympathies to the victims, the missing and their families, and the unions who represented the seafarers.

- Hanafi Rustandi, Executive President, Kesatuan Pelaut Indonesia (The Indonesian Seafarers' Union)

I join our brothers expressing our deepest sympathy for the loss of our brothers and sisters on board the *M/V El Faro*.

- Antonio Rodriguez Fritz, Regional Secretary, ITF Americas

Our thoughts are with the families of the seafarers who were lost in exercising the duties of the profession which underlines, yet again, the dangers of seafaring.

- John Chalas, General Secretary, Pan-Hellenic Seamen's Federation

When 33 perfectly healthy people are taken all at once, while they are just doing their jobs, it stands out and shakes us to the core. Indeed, people throughout the industry, from the most experienced maritime officer, to the first year cadet in training have been shaken to their core. We are angry, we are scared, we are numb.

- Doreen M. Badeaux, Apostleship of the Sea

On behalf of the officers and crew of the *Maersk Chicago*, please pass on our condolences to the families, loved ones and friends of our Brothers and Sisters in the crew of *El Faro*. Most of us had friends or former shipmates aboard. Several had sailed recently on the *Maersk Chicago*. They will stay in our memories.

- Shaun B. Hughes, Master, Maersk Chicago

We are grieving with you for the shocking loss of your beloved men. We wish you courage in this tragic time. Our deepest sympathies to you all.

- Anatoliy Tchidjavadze, President, Georgian Seafarers' Union

It is with great sadness that we learned of the tragic incident which involved the lives of our seafaring brothers and



Flags fly at half-mast outside AFL-CIO headquarters early last month in honor of the *El Faro* crew.

sisters... We extend our deepest sympathies to all the families of the seafarers who lost their lives. May our condolences bring you comfort. Our thoughts and prayers are with the families at this time.

- Warick Nokise, General Secretary, Tuvalu Overseas Seamen's Union

As a seafarer, I feel a sense of loss that probably only other seafarers would understand when a tragedy of this magnitude occurs, but this feeling will not even begin to compare with what the families will be going through. It is a brutal reminder of the dangers and perils of our occupation and when something like this occurs; it brings home the very real sense of suffering and loss that families have to endure. My heart, thoughts and sympathies go out to the families, loved ones and members of your union on this tragic occasion.

- Ian Bray, Assistant National Secretary, Maritime Union of Australia

The officers, members and staff of ILWU Canada would like to send our deepest condolences to the family and friends of the crew of the *El Faro*.

- Mark Gordienko, President, and Bob Dhaliwal, Secretary-Treasurer, ILWU Canada

We express our deepest condolences for the incident regarding the *El Faro*, in which 33 gallant and patriotic seafarers lost their lives at sea during the deadly Hurricane Joaquin. To the families, our union urges them to take console in the Lord during this time of bereavement.

- Ernest L. Gargar, President – Seafarers Section, United Seamen Ports and General Workers Union of Liberia

We wish to express our deepest sympathies and offer support to all of the seafarers, their families and unions representing them. We hold in high esteem the courage and efforts of the rescue crews in facing such extreme conditions.

- Ho Kai Hung, President, Merchant Navy Officers' Guild – Hong Kong

The general membership of AMOSUP-PTGWO-ITF expresses its deep concern over the incident and sympathizes with the families of the 33 hard-working mariners on board the vessel. We are one with everyone in prayer.

- Conrado Oca, President, Associated Marine Officers' and Seamen's Union of the Philippines

The tragic incident of the U.S.-flag vessel *El Faro* and its 33 crew members that were lost at sea is a terrible tragedy. It is a huge blow for their families and the SIU. Please pass along our sincere condolences, support and solidarity in these difficult moments and empathy for their great grief and pain.

- Captain Tomislav Markolovic, OUWMST Montenegro

We now have angels in heaven sailing with Jesus at the helm into paradise. May God bless their souls.

- Captain Roberto Candelario, San Juan Bay Pilots Corp.

In Memory of the El Faro Crew



SIU President Michael Sacco (far right in photo at immediate right) and Executive VP Augie Tellez (second from left in photo directly above) spent several days in Jacksonville, Florida, lending support to the families and to Seafarers. These photos were taken during a memorial service at the hall.



Moments of Silence, Other Remembrances

At SIU halls, union headquarters and aboard ships, moments of silence were observed Oct. 6-7 in honor of everyone aboard the *El Faro*. The SIU hall in Jacksonville, Florida – home area for most of the crew – also hosted a memorial service Oct. 8 that was attended by family members, other loved ones and old shipmates.

These two pages feature a sampling of photos

from those remembrances and others, including submissions from the SIU of Canada. We shared additional photos on our social media sites and may include more in upcoming issues of the *LOG*. Though the moments were solemn, there were some smiles, too, as people fondly remembered happier times involving their fallen SIU brothers and sister.



New Orleans



The Baltimore hall featured a makeshift memorial for the crew.



Oakland, California (photo at immediate left) and crew aboard the *R.J. Pfeiffer* (above)



Tacoma, Washington



Norfolk, Virginia



Union and company officials meet with mariners aboard the *El Yunque*, sister ship of the *El Faro*.



Jersey City, New Jersey

In Memory of the El Faro Crew



Houston



Wilmington, California



San Juan, Puerto Rico



Fort Lauderdale, Florida



Aboard *MV Umiak*/SIU of Canada



Montreal/SIU of Canada



Piney Point, Maryland



SIU Headquarters



Honolulu



Mobile, Alabama

Hurricane Joaquin Claims Lives of 33 Mariners

(Continued from Page 3)

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

The AMO members were Capt. Michael Davidson, Chief Mate Steven Shultz, Second Mate Danielle Randolph, Third Mate Jeremie Riehm, Chief Engineer Jeffrey Mathias, Chief Engineer Richard Pusatere, First Assistant Engineer Keith Griffin, Second Assistant Engineer Howard Schoenly, Third Assistant Engineer Michael Holland, Third Assistant Engineer Mitchell Kuflik and Third Assistant Engineer Dylan Meklin.

The Polish riding gang consisted of Piotr Krause, Marcin Nita, Jan Podgorski, Andrzej Truskowski and Rafal Zdobych.

When the Coast Guard announced the search was ending, SIU President Michael Sacco stated, "Although we tried to maintain hope, we were afraid this moment would come. It is difficult to describe the profound grief we are sharing throughout our organization and with the crew members' families.

"Words also cannot adequately express our gratitude for everyone involved in the search efforts," he continued. "To the men and women of the Coast Guard, Navy and Air Force, we thank you and we salute you. We also deeply appreciate the efforts of Crowley Maritime and everyone else who pitched in. We know the effort was extraordinary and not without risk.

"We will never forget the men and women from the *El Faro's* final voyage."

AMO National President Paul Doell stated, "There are no words for our sadness and grief as we make the agonizing transition from hope and anticipation to sorrow and loss and all that comes with them. Our deepest sympathy and our prayers are with the families and loved ones of our brothers and sisters as we muster our resources to support them in whatever ways we can."

The last time all hands were lost on an SIU-crewed ship was Oct. 24, 1980, when the *SS Poet* went down without a trace in the Atlantic. There were 34 mariners aboard: 24 Seafarers and 10 officers.

The *El Faro* tragedy also evoked memories of the 1983 sinking of the National Maritime Union vessel *Marine Electric*, which claimed the lives of 31 of its 34 mariners. It sank in frigid waters off the coast of Virginia on Feb. 12.

Union Hall Became Beacon

Most of the SIU crew from the *El Faro* lived in the Jacksonville area, and the SIU hall there immediately became the gathering place for family members, concerned fellow Seafarers, company officials, Coast Guard officers and others. Regularly scheduled informational meetings took place each day (including by phone for those family members who weren't at the hall), as did a prayer vigil and, eventually, a memorial service.

As soon as the Coast Guard announced the grim outlook on October 5, SIU President Sacco and Executive Vice President Augie Tellez arranged to be in Jacksonville the following morning. They spent the week there, grieving with and supporting loved ones. They also met with mariners and company officials aboard the *El Faro's* sister ship, the *El Yunque*. Meanwhile, SIU Secretary-Treasurer David Heindel spearheaded the formation of the Seafarers *El Faro* Assistance Fund, created to assist family members of the crew (see page 2).

Tellez noted the bitter irony that an

industry so often overlooked suddenly found itself in the headlines day after day as the saga unfolded.

"Unfortunately, it takes a tragedy like this one to focus America's attention on what our people do, day in and day out, to keep the commerce of our country going and to help maintain national security," Tellez stated. "Occasionally we are reminded of the dangers they face, whether they involve pirate attacks, enemy missiles or the mighty forces of nature. Mariners provide a critical service for everyone ashore, and they continue returning to sea even after tragic losses. God bless all our Seafarers wherever they may be."

Heindel stated, "The loss of our brothers and sisters is a grim reminder of what life at sea can bring. It may include many mistresses, but the one uncertain, unpredictable and unforgiving mistress is the sea herself. While we respect her power, she is slow at recognizing our efforts and aptitudes, because no matter how well-trained we may be, the sea and her power are incomprehensible and unmatched.

"We have received many letters and messages of support from unions and friends from around the world," Heindel continued. "I would like to express our sincere thanks on behalf of the families and our organization. We are touched and thankful knowing we are not alone in the loss of our colleagues."

Indeed, the outpouring of sympathies was perhaps unprecedented for the union, which reflected both the sincerity of the messages and the prevalence and ease of electronic communications. The SIU's social media sites were particular hotbeds of activity; most of the messages were in unity and sympathy, while others were personal remembrances of the individual crew members.

Still others were packed with understandable frustration and heartbreak as the maritime community tried to make sense of the tragedy.

QMED **Samir Tarsha** was one of hundreds if not thousands of members who weighed in.

"As a member of the same union, who ships out of the same union hall where the *El Faro* is crewed, I easily could've been on there," he noted. "I'm on a ship now and during a drill yesterday we had a moment of silence for the crew and all of the families involved in the *El Faro* tragedy. It was hard holding tears back. To the crew of the *El Faro*, you will never be forgotten. Your memory lives on through us, your seafaring brothers and sisters. And to the families involved, I send my deepest condolences and prayers. Fair winds and following seas my fellow Seafarers."

Recertified Steward **Steve Dickson**, also posting from aboard a ship, expressed his sympathy and called for unity.

"The eyes of America are upon the U.S. Merchant Marine," he observed. "We must stand strong and not let feuding and bitterness rear their ugly heads in this time of sorrow. No American-flagged ship has been taken down by the sea in many years. On average, 127 vessels are lost each year worldwide. This has gone on for centuries, since travel and commerce upon the water began. The sea is a harsh



Family members, Seafarers, union and company officials and others gather for a memorial service at the SIU hall in Jacksonville, Florida, on Oct. 8.

mistress and mariners must never take her for granted. We must pull together to lift each other, not tear each other and our industry down. May those who were lost aboard *El Faro* rest in peace. You will not be forgotten, and we should pray for the safe return from every voyage of all those who go to sea."

Retired Recertified Bosun **Al Calder**, who sailed from 1967 to 2010 and who served as a patrolman in Jacksonville in the late 1980s, similarly conveyed his sadness while also offering broader perspective.

"So many of us old-timers grew up in SIU," Calder said. "We have all made sacrifices and found ourselves in dangerous situations on one vessel or another. Many of us have lost shipmates or seen our brothers' ashes spread upon the ships' wake over the waters that they loved and respected.... Appreciate and respect the joys and dangers of our way of life. Thank you my God for every SIU brother that I have ever sailed with and forgive me for the times that I did not appreciate them enough.... My wife and I will now bend our heads in prayer for those brothers and sisters who gave their all for the career they loved."

Investigation Begins

The National Transportation Safety Board (NTSB) quickly began its investigation of the sinking, and said the research probably would take one year to 18 months. The report itself will be written afterward. The Coast Guard also will investigate.

At press time, a U.S. Military Sealift Command vessel was mobilizing to serve as a base for a U.S. salvage company. It is estimated that the *El Faro* sank in 15,000 feet of water, but government officials seemed optimistic about recovering a data recorder from the ship.

Predictably, the sinking isn't without controversy. Critics said the 790-foot ship was too old (it was built in 1975) and that the vessel master should have chosen a different route. Some stooped so low as to attempt to turn the tragedy into a referendum on the Jones Act, sparking incredulity in the domestic maritime industry.

But Tote and many others pointed out the *El Faro* had passed all of its inspections, and that Davidson was the most ex-

perienced captain in the company's fleet. Tote executives said he had a "sound plan" to skirt the storm, and according to at least one published report, the vessel had diverted by 100 miles from its usual course.

Not all of the facts are known – some may never come to light – but as one editorial put it, the storm strengthened sooner than expected, and the ship lost power at the absolute worst possible time.

Tote President and CEO Anthony Chiarello said, "We appreciate there are many rumors and speculations surrounding this tragic event, as there are with any accident. For the sake of the families and loved ones, we ask that you continue to respect their privacy and wait for the investigation results. We at Tote can never truly know the pain the families and loved ones have gone through, but we do know how deeply this event has affected every employee of Tote. A company is made up of people, and this tragedy has touched every individual across our organization."

Search Mission

The breadth of the seven-day search mission was tremendous. Coast Guard, Navy, Air Force, Air National Guard and ship and tugboat crews searched more than 183,000 square nautical miles off the Bahamian coast in a joint effort to locate the *El Faro* crew. The total area searched is the equivalent of several states.

Rear Adm. Scott Buschman, commander, Coast Guard 7th District, said, "U.S. Coast Guard, U.S. Navy, U.S. Air Force, and the Tote Maritime tug crews searched day and night, sometimes in perilous conditions with the hope of finding survivors in this tragic loss."

SIU members from Crowley and Tote assisted in the search. The Coast Guard also furnished this list of resources that were deployed:

- Coast Guard Air Station Clearwater, Florida HC-130 Hercules airplane crews
- Coast Guard Air Station Clearwater, Florida MH-60 Jayhawk helicopter crews
- Coast Guard Air Station Elizabeth City, North Carolina HC-130 Hercules airplane crews
- Coast Guard Cutter Northland, a 270-foot medium endurance cutter homeported in Portsmouth, Virginia
- Coast Guard Cutter Resolute a 210-foot medium endurance cutter, homeported in St. Petersburg, Florida
- Coast Guard Cutter Charles Sexton, homeported in Key West, Florida
- Air Force Rescue Coordination Center
- Air National Guard HC-130 airplane crews from the 106th Rescue Wing, Westhampton Beach, New York
- Air Force WC-130 Super Hercules crews from the 53rd Weather Reconnaissance Squadron, 403rd Wing, Keesler Air Force Base, Mississippi
- Navy P-8 Poseidon airplane crews from Naval Air Station Jacksonville
- Air Force E-8C Joint Stars crews from the 116th Air Control Wing, Robins Air Force Base, Georgia.



This LOG file photo from a few years ago shows the *El Faro* docked in Baltimore.



The SIU-crewed *Ohio* will sail in the Jones Act trade.

Aker Delivers New SIU-Crewed Tanker

Keel Laid for Fourth Jones Act Vessel Being Built for Crowley

New jobs for Seafarers have been delivered and more are on the way, thanks to a four-ship program involving Aker Philadelphia Shipyard and Crowley Maritime Corp.

The Seafarers-contracted tanker *Ohio* – the first vessel in the new-build program – was delivered to Crowley in late September. Earlier in the month, the keel was laid for the fourth tanker.

In a news release, Crowley described the *Ohio*'s delivery as "momentous not only for Crowley, but also for the industry because it signifies the first time a product tanker has been constructed with consideration for the future use of LNG for propulsion. The remaining three product tankers being built by [Aker Philadelphia] for Crowley are currently under construction and have planned deliveries through 2016."

"We are excited to offer our customers cutting-edge technology available in these new tankers, which not only embraces operational excellence and top safety, but also offers the potential to be powered by environmentally friendly LNG in the future," said Crowley's Rob Grune, senior vice president and general manager, petroleum and chemical transportation. "Adding these new Jones Act tankers to our fleet allows us to continue providing our customers with diverse and modern equipment to transport their petroleum and chemical products in a safe and reliable manner."

The new 50,000 dwt product tankers are based on a proven Hyundai Mipo Dockyards (HMD) design which incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. The *Ohio* is 600 feet long and is capable of carrying crude oil or refined petroleum products; the same will be true of its sister ship.

Meanwhile, the shipyard (a union facility) hosted the keel-laying ceremony a week and a half before the *Ohio*'s

delivery. Keeping with long-held shipbuilding tradition, coins were placed on one of the keel blocks before the unit was lowered into place in the dry dock.

Representatives from the yard and Crowley were in attendance to place the coins and sign the keel block as a gesture of good fortune and safe travels. On behalf of Aker Philadelphia Shipyard, upcoming graduates of the shipyard's apprenticeship program placed the ceremonial coins. Initiated in 2004, the three-year apprenticeship program develops the next generation of Aker Philadelphia Shipyard employees. The upcoming graduation class will add 24 skilled shipbuilders to the workforce, bringing the shipyard's apprentices to about 10 percent of its current workforce.

Since the program's inception, 17 apprentices have moved into management positions and many have obtained additional manufacturing qualifications. The shipyard plans to hire 50 additional apprentices in 2016.

Aker Philadelphia has delivered 20 ships (most of them SIU-crewed) in its 15-year history.

SIU Jobs Secure; Crowley To Operate 5 MSC Ships

The SIU retained all of the unlicensed jobs aboard five U.S. Military Sealift Command (MSC) vessels that recently were awarded to Seafarers-contracted Crowley Maritime Corp. Those vessels – which began crew turnover Oct. 1 – are the *USNS 1st LT Harry L. Martin*, *USNS LCPL Roy M. Wheat*, *USNS SGT Matej Kocak*, *USNS PFC Eugene A. Obregon* and *USNS MAJ Stephen W. Pless*.

The operating agreement for the five ships (each of which can carry containers as well as roll-on/roll-off cargo) is for one year and includes four additional, one-year options. Seafarers already had been working aboard those

vessels, which previously had been operated by other SIU-contracted companies.

"We never take it for granted when operating agreements from the military go to SIU-contracted companies," said SIU Vice President Contracts George Tricker. "SIU members have always done top-notch work aboard these vessels, and I'm confident they'll uphold that tradition in the years ahead."

According to Crowley, two of the ships will remain berthed in Jacksonville, Florida, and three will be homeported in Norfolk, Virginia – all within the service area of Crowley's local offices. The vessels will be used to transport cargo throughout the world in support of the U.S. military.

"Crowley is proud to have been selected to provide technical management for this government fleet," said Crowley's Paul Varghese, general manager, government services. "This contract is a perfect fit for us, and would not be possible without the hard work and determination of our remarkable government team and the tremendous support we received from MSC."



The SIU-crewed *USNS Kocak* takes on cargo in Pearl Harbor, Hawaii, early this year. (U.S. Army photo by Donna Klapakis)

Administration Reiterates Its Support for Jones Act

During a recent conference in New York, U.S. Maritime Administrator Chip Jaenichen reaffirmed the overwhelming support for the Jones Act in Congress and the Obama Administration.

In his address at the event in early October, Jaenichen pointed out that for almost a century, presidents from both parties have supported the Jones Act including Barack Obama, George W. Bush, Bill Clinton and Ronald Reagan.

"We have four presidents from both political parties over a three-decade span backing and reinforcing their support of the Jones Act. I ask you, what other kind of issues would trigger that level of political census?" said Jaenichen.

He added that the nation's freight cabotage law is subject to many "tall tales, embellishments and outright falsehoods or misrepresentations," such as Puerto Rico's attempt to blame the Jones Act for its financial woes.

"The unvarnished truth is that Puerto Rico has built a mutually beneficial relationship with Jones Act carriers," he said. "The Jones Act [provides] just one quarter of maritime service to the island (based on both tonnage and the number of annual vessel calls) and is in no way, shape or form responsible for Puerto Rico's economic difficulties."

He concluded that while these falsehoods "may weaken the popularity of the Jones Act, it will never diminish

our federal government's overall support for the Act."

Echoing support for the law was Tom Allegretti, chairman of the American Maritime Partnership (AMP). He stated that the strong backing of the Jones Act trade is due to the industry's longstanding positive impact on national, economic and homeland security. He said any attempt to include an amendment of the Jones Act in pending legislation is a "vote subtractor" that can hurt Congressional progress.

"Some in Puerto Rico have suggested that a Jones Act exemption be included in the legislative package under the erroneous theory that the Jones Act is bad for Puerto Rico," Allegretti stated. "But here's the kicker: If Congress did that – include an anti-Jones Act amendment in the package – the chances of the overall package getting enacted into law would diminish. That's because the presence of an anti-Jones Act amendment would reduce or subtract the number of Members of Congress who would vote for the overall bill. So Puerto Ricans would be undermining – and maybe even sabotaging – their own assistance package by including an anti-Jones Act amendment in it."

The Jones Act requires that cargo moving between domestic ports be carried on ships that are crewed, owned, built and flagged American. It helps maintain nearly 500,000 American jobs and pumps billions of dollars into the economy each year.

AMP Honors U.S. Rep. Duncan Hunter With 'Champion of Maritime' Award

The American Maritime Partnership (AMP) on Sept. 30 recognized U.S. Rep. Duncan Hunter (R-California) with the coalition's 2015 Champion of Maritime Award, which honored Hunter "for his extraordinary support and dedication to the American maritime industry."

AMP is a highly regarded coalition with affiliates from all segments of the domestic maritime industry, including the SIU.

In announcing the award, the coalition noted, "Rep. Hunter's longstanding support for U.S. maritime is demonstrated through his work as Chairman of the Subcommittee on Coast Guard and Maritime Transportation and as a member of the Seapower Subcommittee of the House Armed Services Committee. As the first Marine combat veteran of the wars in Iraq and Afghanistan elected to U.S. Congress, Rep. Hunter understands the importance that the maritime industry serves in the everyday lives of our civilians and our service men and women."

"The true champions of maritime are the hundreds of thousands of highly skilled service men and women in the American maritime industry who tirelessly work to protect our waterways – such a strength in defense wouldn't be possible without the Jones Act," said Rep. Hunter. "I will continue to vocalize my support for the American maritime industry; one that creates good-paying, family-wage jobs,

secures our borders, and fuels our economy."

This past June, Rep. Hunter demonstrated his commitment to the industry when he joined hundreds of veterans and active military personnel at the American Maritime Partnership's Military to Maritime career fair in San Diego, where he met with men and women looking to transfer their specialized skills earned from the military into careers in U.S. maritime. The SIU participated in that event.

"Chairman Hunter has been a tremendously valued champion for the domestic American maritime industry, serving as a leader who truly understands our industry's critical role to the vitality and security of our nation," AMP Chairman Tom Allegretti said. "From his time in the service to his seat as Chairman of the Subcommittee on Coast Guard and Maritime Transportation, Congressman Hunter has witnessed firsthand what it takes to sustain a strong maritime industry and because of his dedication, we are honored to provide him with our highest honor: the Champion of Maritime Award."

The U.S. domestic maritime industry is a pillar of our nation's economic, national, and homeland security. More than 40,000 American vessels built in American shipyards, crewed by American mariners, and owned by American companies, operate in our waters every day, and this commerce sustains nearly 500,000 American jobs, \$28.95 billion wages and more than \$92.5 billion in annual economic output.



AMP Chairman Tom Allegretti, Rep. Duncan Hunter

Construction Gets Underway on Two New Aloha Class Containerships for Matson

Seafarers-contracted Matson recently announced the start of production on two new Aloha Class containerships designed specifically for Hawaii service, with greater capacity and state-of-the-art "green ship technology" features. After a small ceremony at Aker Philadelphia Shipyard on Oct. 1, the cutting of steel plates began, initiating the construction work to build both ships.

The SIU represents steward department mariners aboard Matson vessels.

In 2013, Matson signed a contract with Aker Philadelphia to build the two new ships for an aggregate price of \$418 million. The vessels are expected to be delivered in the third and fourth quarters of 2018 and will sail in the Jones Act trade.

Matson also announced that the first of the two new ships will be named after the late Senator Daniel K. Inouye, who was a lifelong supporter of the U.S. maritime industry and its role in supporting Hawaii's economy. Senator Inouye also was a cherished friend of the SIU.

The 850-foot long, 3,600 TEU vessels will be Matson's largest ships and the largest Jones Act containerships ever con-

structed, according to the company. They are designed to operate at speeds greater than 23 knots, helping ensure timely delivery of goods in Hawaii. Though bigger, the ships are also designed to accommodate future needs by being able to navigate safely into some of Hawaii's smaller ports, Matson noted.

The new vessels will incorporate a number of features aimed at protecting the environment, including a more fuel-efficient hull design, dual-fuel engines that can be adapted to use liquefied natural gas (LNG), environmentally safe double-hull fuel tanks and freshwater ballast systems.

"These new ships are the future for Hawaii shipping and will bring a new level of efficiency and effectiveness to our service," said Matt Cox, president and CEO, Matson. "The substantial investment in new technology underscores Matson's long-term commitment to Hawaii and our desire to serve the islands in the best, most environmentally friendly way into the future."

Aker Philadelphia Shipyard is a union facility.

Progress in Bid for New Union Hall in Puerto Rico



During the Oct. 5 membership meeting in Piney Point, Maryland, SIU officials announced that a new building has been located for purchase in Puerto Rico. Should the acquisition effort prove successful, the new property will be future site of the SIU's union hall in the commonwealth. On hand to hear the good news and roar their approval were Seafarers and Puerto Rico native sons (photo above, starting in front) Oiler Oscar Cordero, AB Julio Alvarez, FOWT Kenneth Cabrera, (back row) Engineer Armando Garayua, Oiler Carlos Arzuafa Flores, and Oiler Lazaro Rivera.

Honoring MTD Service



SIU St. Louis Port Agent Becky Sleeper (center) recently was recognized for 15 years of dedicated service to the Greater St. Louis Area and Vicinity Port Council, part of the AFL-CIO's Maritime Trades Department. She is stepping down from her post as the port council's secretary-treasurer. Pictured from left are SIU Asst. VP Bryan Powell, Port Council VP John Stiffler, Port Council President Jack Martorelli, Sleeper, incoming Secretary-Treasurer/SIU Joliet Port Agent Chad Partridge, VP Great Lakes/Inland Waters Tommy Orzechowski and MTD Executive Secretary-Treasurer Daniel Duncan.

USNS Comfort Successfully Concludes Mission

Members of the SIU Government Services Division recently helped successfully wrap up a months-long, multinational mission aboard the hospital ship *USNS Comfort*.

The Military Sealift Command vessel arrived at its home port of Norfolk, Virginia, in late September after making other domestic port calls to disembark members of the civilian and military crews. More than 1,000 medical professionals, military members and mariners were deployed aboard the *Comfort* as part of Operation Continuing Promise 2015 (CP-15).

The humanitarian effort, which began in April, offered top-level health care to more than 122,000 patients living in impoverished areas of Barbados, Belize, Colombia, Dominica, the Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Jamaica, Nicaragua, and Panama. In addition, veterinarians on board treated more 7,000 animals, and engineers completed more than 90 community and building site projects.

"This is a pretty amazing mission," said Capt. Ryan Tillotson, U.S. Naval Forces Southern Command. "It gets a lot of local interest. The president of Honduras and the first lady showed up for this, we get ambassadors that show up for this, so I think it points to the importance they place on it as well. Everywhere we go the final thing they say when we leave is when are you coming back."

He added, "We had some Cuban medical doctors that joined us on the mission in Haiti when we were actually out assessing patients as part of this medical stop. That's another thing that this mission does; it doesn't look at borders, it looks at people (and) what do people need."

"The opportunity we shared with the U.S. Embassy, to collaborate and engage with the Cuban medical delegation, allowed us to optimize the care each of us provides to the people of Haiti," said Capt. Christine Sears, commanding officer of the medical treatment facility aboard the *Comfort*. "In each of our mission stops, it has been our



Civilian mariners conduct sea and anchor detail aboard the MSC hospital ship *USNS Comfort* as the ship departs Naval Station Mayport, Florida, during Continuing Promise 2015. (U.S. Navy photo by Mass Communication Specialist 3rd Class Andrew Schneider)

goal to provide the best patient care possible. By participating in these engagements, we are able to further that goal by exchanging best practices and observations."

The final mission stop in Haiti began on Sept. 11, after which the Seafarers-crewed ship made a two-day port visit at Naval Station Guantanamo Bay, Cuba, before heading to Naval Station Mayport, Florida. From there, Navy families were allowed to board the ship and sail with their loved ones to Norfolk, in what's referred to as a "tiger

cruise."

"CP-15 has been an incredible journey in which the entire team put forth a tremendous amount of hard work, coordination and perseverance to provide quality care and services to the people within the region," said Capt. Sam Hancock, CP-15 Mission commander. "We have strengthened partnerships with each of the host nations as well as our colleagues, friends and citizens of Central America, South America and the Caribbean."



A Coast Guard vessel approaches the makeshift raft near Key West, Florida.

SIU-Crewed Philadelphia Express Assists In Rescue of Nine Near Key West, Florida

Seafarers recently helped ensure the safety of nine Cubans who were drifting on a makeshift raft near Key West, Florida.

The SIU-crewed *Philadelphia Express* was in transit between Houston and Savannah, Georgia, in late September when mariners aboard the Crowley-operated ship spotted a floating object in the distance. The containership moved to intercept the object, which was discovered to be a homemade raft with nine Cubans aboard waving in distress. The eight-foot-long by five-foot-wide raft was constructed from large blocks of plastic foam and was floating very low in the water.

Upon a request from the U.S. Coast Guard, the *Philadelphia Express* began to circle the craft, both to ascertain the nature of the situation and to protect the raft from other potential vessel traffic. The crew boosted the morale of the Cubans until a Coast Guard response vessel arrived on the scene.

The SIU crew on board the *Philadelphia Express* included Bosun **Jose Jimenea**, ABs **Michael Brisco**, **Jorge Gamboa**, **Rolando Salamat** and **Washington Williams**, QE4 **Phillip Niles**, QEE **David Carter**, OS **Abedon Lujan**, Wiper **Gary Timmons**, Steward/Baker **Kenneth Long**, Chief Cook **Eduardo Elemento** and Steward **Israel Coronel**.

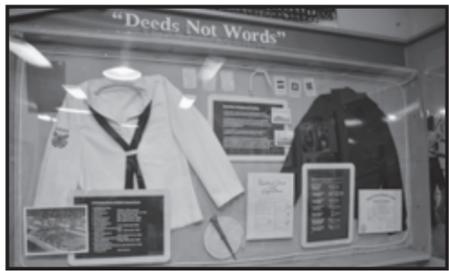
After the Coast Guard vessel had taken control of the situation, the *Philadelphia Express* was released from the scene and headed towards its original destination of Savannah.

"The crew members participating in this event acted in a very professional manner and are all pleased to have contributed to this rescue effort," said Captain D.A. Sulin, master of the *Philadelphia Express*. "The Coast Guard vessel was on scene in a short amount of time and clearly had established procedures in place to affect the rescue."

Safety Directors Converge in Maryland

SIU safety directors from across the country met at the union's headquarters and at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in late September. They are pictured at the school along with SIU headquarters officials, Paul Hall Center instructors, and executives from SIU-contracted companies. The safety directors tackled numerous topics during a one-week curriculum including the Manila amendments to the STCW convention, new simulators at the school, various aspects of safety training and more.

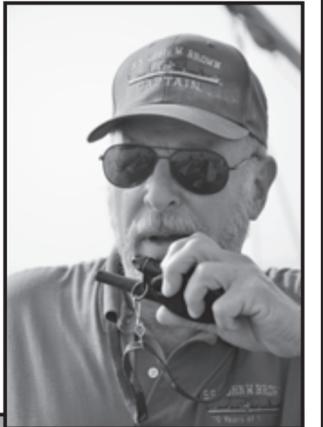




These photos (above, below and at right) show some of the displays that pay respect to World War II mariners aboard the *John W. Brown*.



The *Brown's* pin-up mascot - "Brownie the Riveter" (above) - is a relatively new addition to the ship. Her moniker is appropriate to a ship named John W. Brown. The artwork adorns the aft deck house. Pictured at right is *John W. Brown* Capt. Richard Bauman Jr. Immediately below the captain is vessel mascot Jack the Wonder Dog, a full-fledged crew member.



A Floating Tribute to U.S. Merchant Marine Veterans

John W. Brown Provides Living History of WWII

While the World War II contributions of the U.S. Merchant Marine over the years have been largely unheralded or forgotten, one group of devoted volunteers is doing its utmost to positively alter this landscape and, in the process, afford American Merchant Marine Veterans some measure of the recognition they deserve.

These volunteers, including retired Seafarers, came together in 1978 to form a non-profit organization known as Project Liberty Ship. Collectively, they dedicated themselves to the preservation of the Liberty ship *SS John W. Brown* as a memorial to the men and women of American industry who built the great Liberty Fleet and to the merchant seamen and Naval Armed Guards who sailed the ships across all the oceans of the world.

The *John W. Brown* is one of two still-operational Liberty ships and one of three preserved as museum ships. (The *SS Jeremiah O'Brien* in San Francisco is the other surviving operational Liberty ship. The third Liberty ship, the *SS Hellas Victory* - formerly the *SS Arthur M. Huddell* - is preserved as a static museum ship in Piraeus, Greece).

As a Liberty ship, she operated as part of the United States Merchant Marine fleet during World War II. Later, the vessel served as a vocational high school training ship in New York. Now fully preserved, the *Brown* is both a museum ship and a cruise ship. She is berthed at Clinton Street Pier 1 in Baltimore Harbor in Baltimore, Maryland. The platform was named after the Canadian-born American labor union leader John W. Brown.

In her role as a cruise vessel, the *Brown* gets underway several times a year for six-hour "Living History Cruises" which are open to the public. These voyages take the ship through Baltimore Harbor, down the Patapsco River, and into the Chesapeake Bay.

Designed to educate the public on the pivotal role merchant mariners played in the allied victory during World War II, each cruise includes tours of the ship, discussions of the role of the U.S. Merchant Marine, Liberty ships, and American women in World War II. Also included are reenactments of the activities of the

ship's World War II U.S. Navy Armed Guard, flybys and simulated attacks on the vessel by World War II aircraft, and entertainment by a barbershop quartet, individual singers and comedians. Finally, actors make the rounds imitating such World War II-era figures as President Franklin D. Roosevelt, the Andrews Sisters, and Abbott and Costello.

At the end of the 2015 cruising season, the *John W. Brown* had completed her 101st Living History Cruise and had visited more than 29 ports along the United States East Coast, the Atlantic coast of Canada and in the Great Lakes. She is the largest cruise ship operating under the American flag on the United States East Coast.

Designed as cheaply and quickly built cargo steamers, Liberty ships formed the backbone of a massive seafaring of troops, arms, materiel and ordnance to every theater during World War II. Two-thirds of all the cargo that left the United States during the war was shipped aboard Liberty ships. Two hundred of them (some of them SIU-crewed) were lost during the war, either to enemy action or to a range of maritime mishaps including collisions, groundings and fires. There were so many of them, however, that the enemy could never hope to sink enough Liberty ships to close the sea lanes. Consequently, American supplies still managed to get through.

A Liberty ship could carry almost 9,000 tons of cargo, about the same as 300 railroad boxcars. During World War II, they carried every conceivable cargo - from beans to bullets. Some of the vessels, like the *John W. Brown*, were also fitted out to carry troops as well as cargo. Around 500 soldiers at a time could be carried aboard this vessel. She saw duty in many Mediterranean ports during invasions and steamed in convoys that were attacked by enemy aircraft and submarines, but she was never seriously damaged by the enemy.

The *John W. Brown* was launched at the Bethlehem-Fairfield Shipyard in Baltimore on September 7, 1942, Labor Day. Altogether, six Liberty ships were launched that day from various

shipyards; each of them named after a labor leader.

The *Brown* is powered by a reciprocating, triple-expansion steam engine, a relic from an earlier day in maritime history. The engine is fed with steam from two oil-fired boilers and drives a single, four-bladed propeller, 18 feet in diameter.

Like many U.S. merchant ships during World War II, the *John W. Brown* carried defensive weapons. Her armament included a 3-inch/50 caliber gun in the bow; one 5-inch/38 caliber gun and two 3-inch/50 caliber guns in the stern. Additionally, she boasted eight 20mm anti-aircraft guns. Two of these flanked the 3-inch/50 bow gun. Four more 20mm guns were at the corners of the flying bridge, and two 20mm guns were in elevated gun platforms on the port and starboard after deck. Since she carried troops as well as cargo, the *Brown* had a greater number of guns than her merchant sister ships that carried cargo only. A cargo-carrying Liberty ship would typically have had one 5-inch/38 caliber gun, one 3-inch/50 caliber gun and eight 20mm guns. As with U.S. and other Allied merchant ships, the guns on *John W. Brown* were manned by the U.S. Navy Armed Guard, a detachment of U.S. Navy personnel assigned to the ship.

The *Brown* was crewed by about 45 civilian merchant seamen. This number varied slightly from voyage to voyage, depending on the number of troops she carried. The vessel made 13 voyages during World War II. Her maiden voyage was to the Persian Gulf, carrying military equipment for Russia, which could only be supplied from the Persian Gulf or via convoys to Murmansk, the infamous "Murmansk run." Most of the *Brown's* remaining wartime voyages were to the Mediterranean Sea, including duty during the Anzio landings. She was also a part of the invasion force of southern France during Operation Dragoon in August 1944. Immediately following the war, the *Brown* carried government cargoes to help rebuild war-torn Europe.

More information about the *John W. Brown* is available at www.ssjohnwbrown.org/project-liberty/, www.ssjohnwbrown.org and www.ssjohnwbrown.org/living-history-cruise/.



2nd Mate George Nason



Sean Aling



Mike Schneider



Crew members busy themselves on deck handling line.

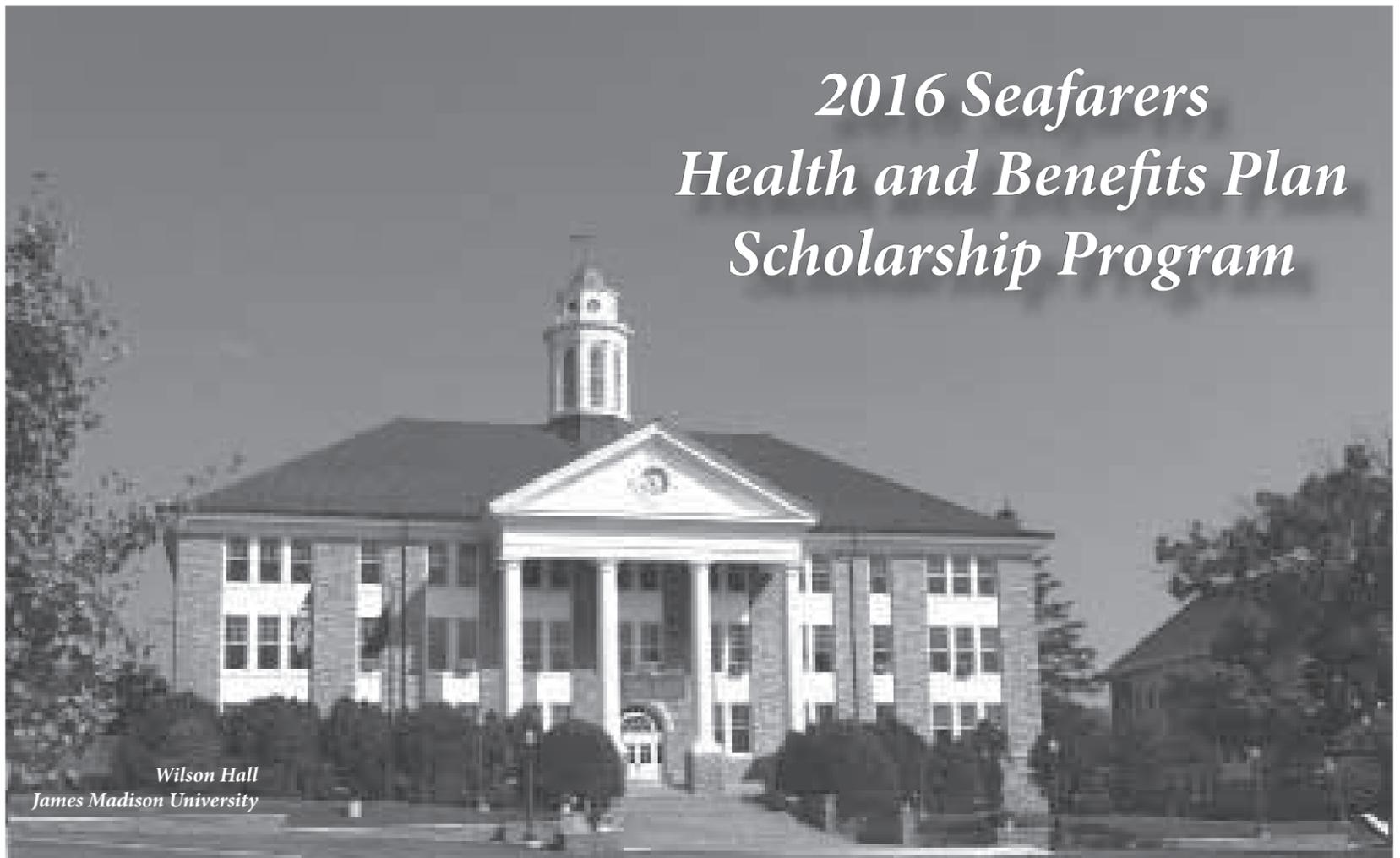


Bob Clancy



Larry Freeman

2016 Seafarers Health and Benefits Plan Scholarship Program



Scholarships totalling \$132,000 are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

Seafarers Scholarships

Three scholarships designated for active Seafarers:

- One \$20,000 offering for a four year course of study at an accredited college or university
- Two scholarships (\$6,000 each) for Seafarers interested in pursuing two year courses of study at a community college or vocational school

Dependents Scholarships

Five scholarships designated for dependents:

- A total of five scholarships, each totalling \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet 2016 (PDF).

Please send me the 2016 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....
 Street Address.....
 City, State, Zip Code.....
 Telephone Number ()

This application is for: Self Dependent

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

November & December 2015 Membership Meetings

Piney Point.....	Monday: November 2, December 7
Algonac.....	Friday: November 6, December 11
Baltimore.....	Thursday: November 5, December 10
Guam.....	Thursday: November 19, December 24
Honolulu.....	Friday: November 13, December 18
Houston.....	Monday: November 9, December 14
Jacksonville.....	Thursday: November 5, December 10
Joliet.....	Thursday: November 12, December 17
Mobile.....*	Thursday: November 12, Wednesday: December 16
New Orleans.....	Tuesday: November 10, December 15
Jersey City.....	Tuesday: November 3, December 8
Norfolk.....	Thursday: November 5, December 10
Oakland.....	Thursday: November 12, December 17
Philadelphia.....	Wednesday: November 4, December 9
Port Everglades.....	Thursday: November 12, December 17
San Juan.....	Thursday: November 5, December 10
St. Louis.....	Friday: November 13, December 18
Tacoma.....	Friday: November 20, **Monday: December 28
Wilmington.....	Monday: November 16, December 21

*Mobile change due to Veterans Day holiday

**Tacoma change due to Christmas Day

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



"Anyone turn in the Middle Class?
We've lost it."



Dispatchers' Report for Deep Sea

September 16, 2015 - October 15, 2015

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	13	8	0	7	13	1	4	21	17	1
Anchorage	2	1	0	1	0	1	0	2	4	0
Baltimore	4	6	1	2	3	0	0	7	8	3
Fort Lauderdale	11	11	0	12	10	1	6	27	20	3
Guam	3	1	0	2	2	0	0	4	2	0
Harvey	4	1	0	10	0	0	4	14	3	0
Honolulu	10	9	1	5	3	0	1	20	10	4
Houston	37	14	4	51	10	0	19	127	22	7
Jacksonville	30	15	1	22	10	0	7	79	26	3
Jersey City	40	16	2	34	7	0	15	74	22	2
Joliet	3	1	0	1	1	0	0	10	3	1
Mobile	11	2	1	6	0	0	1	21	4	2
Norfolk	15	24	1	14	12	0	7	35	35	1
Oakland	13	9	1	16	6	0	2	37	9	1
Philadelphia	5	2	1	5	4	0	1	8	6	4
Piney Point	3	3	0	2	1	0	0	3	2	1
Puerto Rico	4	3	1	7	1	0	1	10	9	1
Tacoma	35	8	0	21	4	0	8	75	19	1
St. Louis	1	2	0	1	0	0	0	3	5	0
Wilmington	33	19	0	21	16	0	5	56	19	3
TOTALS	277	155	14	240	103	3	81	633	245	38
Engine Department										
Algonac	2	4	0	5	4	1	0	3	7	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	3	1	2	6	0	0	6	4	1
Fort Lauderdale	3	0	3	5	3	0	4	11	6	3
Guam	1	1	0	0	0	1	1	1	1	0
Harvey	4	1	0	2	1	0	1	4	4	0
Honolulu	8	3	0	5	5	0	3	12	9	0
Houston	22	8	4	16	6	1	8	40	14	3
Jacksonville	17	13	1	13	10	0	4	52	26	6
Jersey City	17	8	0	16	6	0	5	25	17	1
Joliet	3	1	0	3	1	0	1	4	2	0
Mobile	6	4	1	3	2	0	1	11	8	1
Norfolk	15	10	1	9	10	2	3	24	21	1
Oakland	15	5	0	7	3	0	3	25	11	0
Philadelphia	3	3	0	2	3	0	0	5	3	1
Piney Point	0	3	0	0	0	0	0	1	5	0
Puerto Rico	3	0	0	2	0	1	0	2	4	1
Tacoma	18	4	2	12	1	1	5	34	9	3
St. Louis	2	2	0	1	1	0	0	2	2	0
Wilmington	15	7	0	10	5	0	3	23	16	0
TOTALS	158	80	13	113	67	7	42	285	169	22
Steward Department										
Algonac	2	0	0	2	1	0	0	3	1	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	3	0	0	0	0	0	0	6	1	0
Fort Lauderdale	13	2	0	6	3	0	1	19	5	1
Guam	0	1	0	0	0	0	0	1	2	1
Harvey	4	0	0	4	1	0	2	8	4	2
Honolulu	8	0	0	4	0	0	1	19	0	0
Houston	21	4	0	22	5	1	9	38	20	1
Jacksonville	13	6	1	14	5	1	5	32	15	2
Jersey City	11	7	1	11	5	0	5	24	5	2
Joliet	0	2	0	1	1	0	0	2	2	0
Mobile	4	3	1	1	0	0	0	8	3	2
Norfolk	9	4	1	8	3	1	3	19	13	4
Oakland	12	0	1	14	1	0	3	28	6	4
Philadelphia	0	1	1	2	0	0	0	1	2	1
Piney Point	1	4	1	3	2	0	0	2	2	1
Puerto Rico	0	4	0	0	3	0	0	1	7	0
Tacoma	7	2	0	8	2	0	3	21	4	2
St. Louis	1	0	0	1	0	0	0	2	2	0
Wilmington	15	5	2	14	3	1	3	44	13	2
TOTALS	124	45	9	115	35	4	35	279	107	25
Entry Department										
Algonac	3	8	6	0	5	3	1	8	7	5
Anchorage	0	1	0	0	0	0	0	0	1	1
Baltimore	0	0	0	0	0	0	0	0	1	1
Fort Lauderdale	1	5	0	0	4	1	0	2	9	1
Guam	0	1	0	0	0	0	0	0	4	0
Harvey	1	2	3	0	2	0	0	1	3	4
Honolulu	2	8	4	0	5	3	0	2	9	8
Houston	3	10	4	7	4	0	2	6	26	4
Jacksonville	3	6	6	1	7	2	2	6	12	14
Jersey City	3	19	0	2	10	1	2	3	34	4
Joliet	0	1	0	0	2	1	0	0	1	0
Mobile	0	2	3	0	0	0	0	0	4	2
Norfolk	1	15	10	1	7	2	1	0	38	17
Oakland	2	7	3	0	6	3	2	4	13	10
Philadelphia	0	1	0	0	2	1	0	0	2	0
Piney Point	0	2	0	0	2	0	1	0	1	0
Puerto Rico	0	1	0	0	0	0	0	0	1	0
Tacoma	11	6	5	5	7	2	4	12	15	17
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	4	14	8	3	9	8	4	15	22	23
TOTALS	34	109	52	19	72	27	19	59	204	111
GRAND TOTAL:	593	389	88	487	277	41	177	1,256	725	196

Seafarers International Union Directory

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

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

1730 Jefferson St., Houston, TX 77003
 (713) 659-5152

JACKSONVILLE

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

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

JERSEY CITY

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by members attending upgrading courses at the union-affiliated Paul Hall Center.

Question: Should merchant mariners, especially those who serve aboard military support vessels, be given veterans' status when they retire?



Alvin Alcasid
Oiler

I definitely think they should be given veteran status because they do the same things military people do. They work closely with military members, do the same types of jobs, and are under the same type of rules as military members are when they are aboard those types of vessels. I sail out of the port of Wilmington, California, and have been sailing since 2005.



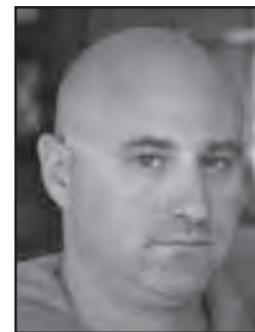
Sheryl Farmer
Chief Steward

I would say yes. Merchant mariners do an awful lot when it comes to moving military cargo all over the United States as well as globally during times of war. As a result they contribute greatly to all war efforts. I hail from the port of Norfolk, Virginia, and have been going to sea for six years.



Oscar Cordero
Oiler

Retired mariners who work aboard government support vessels definitely should be given veteran status when they retire. They do the same types of things for the country as people in uniform so they should be recognized for it. I sail from port of Jersey City, New Jersey, and have been sailing since 2011.



Kyle Silva
AB Tankerman

I have been a union member for five years and sail out of the port of Houston, Texas. I think retiring merchant mariners absolutely should be given veterans status when they retire because they do the same type of work as military members do, especially when a war is on. We go into hot zones just as people in military uniforms do.



Derek Minnix
AB

I sail from the port of Fort Lauderdale, Florida, and I think only those mariners who have sailed with the naval reserve or aboard Military Sealift Command vessels should be given veteran status when they retire. I've been sailing since 2011.



Julio Alvarez
AB

I say yes because throughout history, merchant mariners have been involved in every war this country has had. It's mariners who take them (members of the military) most of the supplies they need including weapons and ammunition. We take these things to them when the fighting starts and then we bring it back when the fighting ends. So even though we may not actually fire shots, we provide the materials that are vital to them to achieve their mission.

Pics From The Past



Former Seafarer John Ulstrom submitted these photos along with the following message: November 10, 2015 will be the 40th anniversary of the sinking of the mighty lake boat *Edmund Fitzgerald*. Having served, briefly, on the vessel I thought it might be appropriate to publish a picture or two.... The deckhand is Leon Weber from Superior, Wisconsin. I took the photo in March 1971, shortly after the shipping season had begun. The ship photo is one I purchased on my first hitch in 1965. The *Fitzgerald* was my first vessel ever, in August of 1965. When I returned to civilian life after four years in the Navy and a year on the beach, I was sent back to the Fitz. I sailed with the SIU from early 2001 until August 2009, as an AB.



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

ELSAYED AYED

Brother Elsayed Ayed, 68, joined the SIU in 1987. His first trip was aboard the *USNS Silas Bent*. Brother Ayed sailed in the engine department. He last worked on the *Horizon Trader*. Brother Ayed calls Brooklyn, New York, home.



LUIS CABALLERO

Brother Luis Caballero, 67, became a union member in 1990. He initially worked on the *Independence*. Brother Caballero attended classes frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. He was born in Honduras and sailed in the steward department. Brother Caballero's most recent voyage was aboard the *Advantage*. He makes his home in Houston.



STRODE CALL

Brother Strode Call, 58, donned the SIU colors in 1981. He originally sailed on the *Defender*. Brother Call upgraded often at the maritime training center in Piney Point, Maryland. The steward department member's last trip was on the *Horizon Kodiak*. He lives in Spanaway, Washington.



ALFREDO CUEVAS

Brother Alfredo Cuevas, 68, started sailing with the union in 1987. His first trip was aboard the *USNS Wyman*. In 2001, Brother Cuevas attended classes at the SIU-affiliated school in Maryland. The engine department member's most recent vessel was the *Maersk Missouri*. Brother Cuevas is a resident of the Philippines.



ABRAHAM DAIF

Brother Abraham Daif, 65, became an SIU member in 1986. He initially worked aboard the *USNS Denebola*. Brother Daif sailed in all three departments and most recently shipped on the *Horizon Hawaii*.



He upgraded twice at the Piney Point school. Brother Daif resides in Egypt.

RUTLAND GALE

Brother Rutland Gale, 71, joined the SIU ranks in 2004 in Fort Lauderdale, Florida. He initially sailed on the *Green Dale*. Brother Gale sailed in the engine department. His most recent ship was the *Endurance*. Brother Gale calls Miami home.



DOMINIC GALLUCCI

Brother Dominic Gallucci, 71, started shipping with the SIU in 2001 during the SIU/NMU merger. The steward department member enhanced his skills frequently at the maritime training center in Piney Point, Maryland. He last sailed on the *Cape Ducato*. Brother Gallucci lives in Atlantic Beach, Florida.

EDWIN HERBSMAN

Brother Edwin Herbsman, 71, began sailing with the SIU in 2001 when the NMU merged into the Seafarers International Union. He sailed in the engine department and most recently worked aboard the *Alaskan Navigator*. Brother Herbsman is a New York native. He lives in Boca Raton, Florida.



SHENG JEN HSIEH

Brother Sheng Jen Hsieh, 71, joined the union in 1979. He upgraded numerous times at the union-affiliated school in Piney Point, Maryland. Brother Hsieh's first ship was the *Manukai*; his most recent, the *Empire State*. He was born in China and worked in the steward department. Brother Hsieh is a resident of Honolulu.



LEWIS MADARA

Brother Lewis Madara, 65, signed on with the SIU in 1975. His first trip was on the *Overseas Alaska* as a member of the deck department. Brother Madara most recently sailed aboard the *Ambassador*. He makes his home in Dorothy, New Jersey.



WILLIE MADISON

Brother Willie Madison, 69, joined the union in 1967. He first shipped on the *Mayaguez*.

Brother Madison worked in the steward department. He last sailed aboard the *Lightning*. Brother Madison calls Jacksonville, Florida, home.

DOMICIANO NONATO

Brother Domiciano Nonato, 71, became a Seafarer in 1991. He was originally employed on the *Independence*. In 2001 and 2004, Brother Nonato attended classes at the Piney Point school. The steward department member's most recent vessel was the *APL Belgium*. Brother Nonato is a resident of Long Beach, California.



DASRIL PANKO

Brother Dasril Panko, 65, signed on with the union in 1979. His first ship was the *Banner*; his most recent was the *USNS Sgt. Matej. Kocak*. Brother Panko often took advantage of educational opportunities available at the Paul Hall Center. He sailed in the engine department. Brother Panko lives in Largo, Florida.

LUIS RAMIREZ

Brother Luis Ramirez, 65, began shipping with the Seafarers in 1977. His first trip was on the *Achilles*. Brother Ramirez, who sailed in the deck department, enhanced his skills on three occasions at the Piney Point school. His most recent voyage was aboard the *El Yunque*. Brother Ramirez resides in Palm Bay, Florida.



RONALD SHAW

Brother Ronald Shaw, 65, became a union member in 1970. He initially sailed on the *Steel Artisan*. Brother Shaw shipped in the engine department. He upgraded frequently at the union-affiliated school in Piney Point, Maryland. Brother Shaw last sailed aboard the *USNS 2nd Lt. John Paul Bobo*. He makes his home in North Hampton, Pennsylvania.

NICHOLAS VIEIRA

Brother Nicholas Vieira, 71, started sailing with the SIU in 1997. He originally worked on the *Wilson*. A member of the engine department, Brother Vieira upgraded his skills twice at the Piney Point school. His most recent voyage was aboard the *Maersk Wisconsin*. Brother Vieira lives in Riviera Beach, Florida.

THOMAS WHITE

Brother Thomas White, 65, be-

came a union member in 1991. Brother White attended classes in 1995 at the maritime training center in Piney Point, Maryland. He worked with Sea-Land for his entire career, mainly as an electrician. Brother White resides in Norfolk, Virginia.

JAN WILLIS

Brother Jan Willis, 65, began shipping with the SIU in 2001 during the SIU/NMU merger. His most recent vessel was the *Resolve*. The deck department member enhanced his skills in 2001 at the Paul Hall Center. Brother Willis makes his home in Dewitt, Arkansas.



INLAND

JOHN BAUCOM

Brother John Baucom, 65, started his seafaring career in 1976. He initially worked aboard a Crowley Towing of Jacksonville vessel. Brother Baucom sailed in the deck department. His most recent trip was on the *USNS Altair*. Brother Baucom has retired to Jacksonville, Florida.

WARREN BURKE

Brother Warren Burke, 68, signed on with the SIU in 1988. He was first employed with Stuart Transportation Company as a member of the engine department. Brother Burke attended classes often at the maritime training center in Piney Point, Maryland. He last shipped aboard a Penn Maritime Inc. vessel. Brother Burke is a resident of Ridge, Maryland.



RANDAL CUDWORTH

Brother Randal Cudworth, 62, joined the SIU in 1970 in the port of Norfolk, Virginia. He sailed in the deck department, primarily on vessels operated by Moran Towing of Virginia. Brother Cudworth calls Virginia Beach, Virginia, home.



MICHAEL DUER

Brother Michael Duer, 65, became an SIU member in 1978. A native of Camden, New Jersey, he enhanced his seafaring abilities in 1981 at the Piney Point school. Brother Duer originally shipped aboard International Bulk Transport vessels. He last sailed with Interstate Oil Transportation Company. He makes his home

in Cape May, New Jersey.

MARK GARAYOA

Brother Mark Garayoa, 62, began shipping with the union in 1973 in Baltimore. He mainly worked with McAllister Towing of Baltimore. Brother Garayoa was born in Maryland and sailed in the deck department. He settled in Towson, Maryland.



JOHN HAYNIE

Brother John Haynie, 65, first donned the SIU colors in 1993. He shipped with McAllister Towing of Virginia for the duration of his career. Brother Haynie upgraded in 2003 at the Paul Hall Center. He was a member of the engine department. Brother Haynie calls Reedville, Virginia, home.

DON HUDGINS

Brother Don Hudgins, 66, became a union member in 1991. He was primarily employed with Virginia Pilot Corporation, and sailed in the deck department. Brother Hudgins is a resident of Kill Devil Hills, North Carolina.

TRACY REED

Brother Tracy Reed, 55, started shipping with the union in 1989. He originally sailed in the deep sea division aboard the *USNS 1st Lt. Baldomero Lopez*. Brother Reed, a deck department member, enhanced his skills on two occasions at the Piney Point school. He last worked with Crowley Towing of Jacksonville. Brother Reed makes his home in Charleston, Arkansas.



DAVID TROSCLAIR

Brother David Trosclair, 62, joined the SIU ranks in 1973. He initially sailed with Dravo Basic Materials Company. Brother Trosclair was born in Houma, Louisiana. His most recent trip was with Martin Marietta. Brother Trosclair continues to reside in Louisiana.



DONALD WEAVER

Brother Donald Weaver, 62, signed on with the union in 1972. His first trip was with Dravo Basic Materials Company. Brother Weaver's final ship was operated by Martin Marietta. He calls Fairhope, Alabama, home.

Final Departures



DEEP SEA

JULIO ALONSO

Pensioner Julio Alonso, 98, died April 1. He first shipped on the *Suzanne* in 1954. Prior to his retirement in 1979, Brother Alonso, a member of the engine department, sailed aboard the *Elizabeth*. He made his home in Seminole, Florida.



RODOLFO CANCELA

Pensioner Rodolfo Cancela, 96, passed away May 10. He joined the union in 1944. Some of Brother Cancela's first voyages were aboard ships operated by Waterman Steamship Corporation. He was born in Tampa, Florida, and shipped in the deck department. He last sailed on the *Seattle*. Brother Cancela went on pension in 1983 and continued to call Florida home.



JOSEPH COMEAUX

Pensioner Joseph Comeaux, 66, passed away May 28. Brother Comeaux initially worked on the *Innovator*; his final ship was the *Horizon Spirit*. He was a member of the deck department. Brother Comeaux became a pensioner in 2011 and lived in Riverside, California.



JOSEPH DEJESUS

Pensioner Joseph DeJesus, 79, passed away May 6. He started shipping with the Seafarers in 1991 in the port of Wilmington, California. Brother DeJesus first sailed aboard the *Overseas Boston*. The Massachusetts native was a deck department member. Brother DeJesus's final ship was the *Overseas Joyce*. He went on pension in 2001 and settled in La Mesa, California.



DAVID GILMORE

Pensioner David Gilmore, 89, died May 6. Brother Gilmore joined the SIU in 1944. The North Carolina native originally



worked with Calmar Steamship Corporation. Brother Gilmore last sailed aboard the *Overseas Washington*. A member of the deck department, Brother Gilmore started collecting his retirement compensation in 1989. He was a resident of Godwin, North Carolina.

JOHN HARPER

Brother John Harper, 56, passed away April 2. He began sailing with the union in 2004. Brother Harper first shipped on the *Cape May*. He was born in Memphis, Tennessee, and worked in the deck department. Brother Harper's final voyage was on the *Horizon Kodiak*. He made his home in Wadsworth, Ohio.



RONNIE HADNOTT

Pensioner Ronnie Hadnott, 64, died April 26. Born in Houston, he donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. Brother Hadnott was a steward department member. Prior to his retirement in 2013, Brother Hadnott worked aboard the *Cape Vincent*. He called Galveston, Texas, home.

MACON WELCH

Pensioner Macon Welch, 87, passed away May 17. He signed on with the union in 1945 in the port of Mobile, Alabama. Brother Welch's first ship was the *Beaugard*; his last was the *Point Julie*. A member of the deck department, Brother Welch began collecting his pension in 1982. He continued to live in his native state, Georgia.



INLAND

JAMES COPELAND

Pensioner James Copeland, 81, died May 26. Brother Copeland started sailing with the SIU in 1963. He was originally employed aboard an Eagle Marine Industries vessel. Brother Copeland last shipped with Mt. Pleasant Harbor Services. He retired in 1996 and resided in Missouri.



GEORGE DAVIS

Pensioner George Davis, 70, passed away May 3. Brother

Davis became a union member in 1983. His first trip was with Steuart Transportation. Brother Davis sailed in the deck department. He most recently worked on an OSG Ship Management vessel. Brother Davis started receiving his pension in 2007. He settled in North Carolina.

ANDREW DIX

Pensioner Andrew Dix, 83, died May 24. The Virginia native signed on with the SIU in 1970. Brother Dix primarily shipped with Interstate Oil Transportation Company. He was a resident of White Stone, Virginia.



JERRY MCGEE

Pensioner Jerry McGee, 76, passed away May 10. He started his seafaring career in 1963 with Coyle Lines Inc. Brother McGee was a native of Port Arthur, Texas. He sailed in the deck department, most recently on a G&H Towing vessel. Brother McGee retired in 2003 and lived in Pearland, Texas.



TEDDY STRICKLAND

Pensioner Teddy Strickland, 71, died May 29. Born in Hemphill, Texas, Brother Strickland began sailing with the SIU in 1969. He was initially employed with Southern Towing Inc. Brother Strickland last sailed on a Higman Barge Lines vessel. He became a pensioner in 2002 and continued to live in Texas.

DAVID TILLET

Pensioner David Tillett, 85, passed away May 18. He signed on with the union in 1960. Brother Tillett originally shipped aboard the *Gulf Atlantic*. Before his retirement in 1993, he worked with Mariner Towing. Brother Tillett was a resident of North Carolina.



GREAT LAKES

WILLIAM GREGEL

Pensioner William Gregel, 86, died April 9. He joined the SIU in 1961. Brother Gregel worked with Dunbar & Sullivan and with Great Lakes Towing Company. The steward department member began receiving his pension in

1990 and called Michigan home.

EDWARD RINGSRED

Pensioner Edward Ringsred, 84, passed away April 4. He started shipping with the union in 1967. Brother Ringsred's first vessel was the *Reiss Brothers*; his last was the *St. Clair*. He worked as a member of the steward department. Brother Ringsred began collecting his pension in 1997 and lived in Duluth, Minnesota.



NATIONAL MARITIME UNION

JOHN CALLAHAN

Pensioner John Callahan, 89, passed away February 19. The Massachusetts native retired in 1968. Brother Callahan called Kerrville, Texas, home.

ANDREW EDWARDS

Pensioner Andrew Edwards, 85, died April 22. Born in Alabama, Brother Edwards started receiving his pension in 1995. He lived in Hampton, Virginia.

LUIS FERNANDEZ

Pensioner Luis Fernandez, 96, passed away April 7. He was born in Ecuador, and became a pensioner in 1977. Brother Fernandez settled in Flagler Beach, Florida.

HERMAN GAVION

Pensioner Herman Gavion, 95, died May 16. Brother Gavion, a native of New Orleans, began collecting his retirement pay in 1979. He resided in El Paso, Texas.

JOHN GREGORY

Pensioner John Gregory, 90, passed away May 18. Brother Gregory went on pension in 1986. He lived in New Jersey.

CLARENCE HOLLOWAY

Pensioner Clarence Holloway, 91, died March 13. Brother Holloway was born in Liverpool, Louisiana. He started receiving compensation for his retirement in 1969 and made his home in Houston.

ROBERT JONES

Pensioner Robert Jones, 74, passed away April 16. The Texas native became a pensioner in 2006. Brother Jones called Port Arthur, Texas, home.

ROSALIO MARQUES

Pensioner Rosalio Marques, 74,

died May 7. Brother Marques was born in Roswell, New Mexico. He went on pension in 1995 and was a resident of Galveston, Texas.

GILBERTO PEREZ

Pensioner Gilberto Perez, 85, passed away May 4. He was a native of Corpus Christi, Texas. Brother Perez retired in 1986 and continued to make his home in Texas.

CLIFFORD SCARBOROUGH

Pensioner Clifford Scarborough, 87, passed away May 13. Born in Plainfield, California, Brother Scarborough became a pensioner in 1977. He settled in Pasadena, Texas.

CHARLES SIMS

Pensioner Charles Sims, 77, died May 25. Brother Sims was born in Nebraska. He started collecting his retirement pay in 2003. Brother Sims lived in Los Angeles.

JUAN SOLIS

Pensioner Juan Solis, 87, passed away May 12. The Puerto Rico native retired in 1987. He called Yonkers, New York, home.

WILLIAM STILLWELL

Pensioner William Stillwell, 101, died May 17. Born in Lott, Texas, Brother Stillwell went on pension in 1979. He was a resident of Seattle.

MANUEL TUBENS

Pensioner Manuel Tubens, 80, passed away May 14. He was born in Anasco, Puerto Rico. Brother Tubens began receiving compensation for his retirement in 1998. He made his home in Camden City, New Jersey.

LOUIS WALTER

Pensioners Louis Walter, 87, died April 9. The Honduras native became a pensioner in 1991. Brother Walter settled in Brooklyn, New York.

HENRY WILLIAMS

Pensioner Henry Williams, 85, passed away March 17. Brother Williams was born in Virginia. He retired in 1997 and resided in Norfolk, Virginia.

Name	Age	DOD
Bullock, Harold	84	March 26
Hernandez, Edwin	74	April 20
Hockins, Leroy	77	April 22
Kelley, Joseph	84	April 20
Micciolo, Carmen	88	March 8
Molina, Mario	85	May 22
Pattiz, Christopher	65	March 23
Powers, Thomas	85	April 24
Whitner, Calvin	89	May 9

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.

ALLIANCE FAIRFAX (Maersk Line, Limited), August 21 – Chairman **Daniel S. Marcus**, Secretary **Martin E. Buck**, Educational Director **Michael J. Wells**, Engine Delegate **Bernard Smalls**, Steward Delegate **John Foster**. Chairman thanked crew for a safe trip and sent well wishes to ABM **Rolando Pulido** for a speedy recovery. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. Crew gave a vote of thanks to steward department. Next ports: Brunswick, Georgia, New York, Philadelphia, and Baltimore.

ANCHORAGE (Matson), August 23 – Chairman **Daniel W. Seagle**, Secretary **Amanda F. Suncin**, Educational Director **Gary M. Dahl**, Engine Delegate **Jeffery Murray**, Steward Delegate **Rupert B. Henry**. Bosun announced payoff August 26 in Tacoma, Washington. Secretary talked about importance of contributing to SPAD (Seafarers Political Activity Donation); those donations help the union deliver

pro-maritime messages to Congress, which is vital in maintaining U.S. maritime jobs. Educational director advised mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Communications from headquarters were read and posted. Members suggested increasing dental coverage. Steward department thanked fellow crew members for helping keep pantry clean. Crew expressed gratitude to steward department for great food. Next port: Tacoma.

CHARLESTON EXPRESS (Crowley), August 23 – Chairman **James E. Bishop**, Secretary **Lisette B. Ramirez**, Educational Director **Mike Kifle**, Deck Delegate **Eugene T. Grantham**, Steward Delegate **Juan Palacios**. Chairman lead discussion about medical benefits. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read. Next ports: Charleston, South Carolina, Port Everglades, Florida and Houston.

GOLDEN STATE (Crowley), August 30 – Chairman **Burkley D. Cooper**, Secretary **Pedro R. Mena**, Educational Director **Tyesha N. Boyd**, Deck Delegate **Stones Cooper**, Engine Delegate **Kareem Walters**, Steward Delegate **Cesar Santos**. Chairman went over ship's itinerary. Secretary thanked fellow crew members for helping keep common areas clean. Educational director encouraged everyone to keep all necessary seafaring documents current. He also suggested members upgrade at the Piney Point school. No beefs or disputed OT reported. Mariners requested TVs and refrigerators for all rooms.

ST LOUIS EXPRESS (Crowley), August 18 – Chairman **Matthew T. Sagay**, Secretary **Gerald L. Archie**, Deck Delegate **Alvin J. Clark**, Steward Delegate **John A. Stephen**. Secretary talked about recent raise. Educational director advised crew members to enhance skills at maritime training center in Piney Point, Maryland. Treasurer stated \$209 in ship's fund. Deck delegate urged Seafarers to keep credentials up-

to-date. No beefs or disputed OT reported. Suggestion was made to purchase bigger seats for stationary bikes.

ALLIANCE ST LOUIS (Maersk Line, Limited), September 2 – Chairman **Basil D'souza**, Secretary **Rudolph Daniels**, Educational Director **Herbert Hyde**, Deck Delegate **Armondo Alvarez**, Engine Delegate **Malachi Tannis**, Steward Delegate **Gilbert Allende**. Chairman talked about newsworthy events on recent trips. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. All crew members received *Seafarers LOG* to read. Vote of thanks was given to steward and deck departments. Next port: Norfolk, Virginia.

MAERSK KINLOSS (Maersk Line, Limited), September 9 – Chairman **Robert Lindsay**, Secretary **Steven M. Dickson**. Chairman stated payoff to talk place in Newark, New Jersey on September 14. Crew members were advised to keep all necessary seafaring paperwork current and remember all Seafarers

have to complete BST by 2017. Secretary encouraged mariners to contribute to SPAD to help SIU officials battle those fighting against the Jones Act. Educational director encouraged crew to take advantage of educational opportunities available at the Paul Hall Center. Treasurer reported \$800 in ship's fund. No beefs; disputed OT reported in deck and engine departments. Request was made to upgrade to commercial heavy duty washer and dryer to avoid problems. Suggestions were made regarding pension and vacation benefits. Next port: Newark, New Jersey.

MAERSK PITTSBURGH (Maersk Line, Limited), September 17 – Chairman **Konstantino Prokovas**, Secretary **Darryl K. Goggins**, Educational Director **Jan Morawski**, Deck Delegate **John Mensah**, Engine Delegate **Roger Nesbeth**, Steward Delegate **Alba Ayala**. Bosun thanked crew for safe voyage. Secretary reminded those departing vessel to make sure rooms are clean and supplied with fresh linen for reliefs. Educational director urged members to enhance skills at union-affiliated school and went over how to utilize SIU website. No beefs or disputed OT reported. Recommendation was made to increase pension benefits. Next port: Norfolk, Virginia.

OVERSEAS MYKONOS (OSG Ship Management), September 7 – Chairman **Albert E. Mensah**, Secretary **Michael A. Correa**, Educational Director **Damien D. Bautista**, Deck Delegate **Cody Kingsford**, Engine Delegate **Wayne Watts**, Steward Delegate **Penny Taylor**. Crew discussed feedback concerning time required for physical exams. Chairman thanked galley gang for good job congratulated crew on injury-free voyage. Educational director encouraged fellow mariners to upgrade at union-affiliated school in Piney Point, Maryland, and also reminded everyone to stay on top of new requirements on horizon for STCW training. No beefs or disputed OT reported. Crew suggested change in vacation benefits. The asked for an improved ship phone, internet service, TV antenna and new mattresses.

USNS SBX-1 (TOTE Services Inc.), September 3 – Chairman **Wesley E. Slattery**, Secretary **Annie T. Nodd**, Educational Director **Michael S. Rueter**, Deck Delegate **Omar Omar**, Engine Delegate **Jeff Stuart**, Steward Delegate **Benny A. Samosan**. Crew discussed physical exam schedules. Chairman advised mariners of upcoming crew change and touched on travel expenses and reimbursements. Secretary noted vessel's 10th anniversary occurs later in the month. Related events scheduled pier-side and aboard *USS Missouri*. No beefs or disputed OT reported. Decks will be re-tiled in November. Gym equipment also will be repaired and/or replaced. Ship needs new sofas in crew lounge.



Seafarers Support Military Exercise

AB Jason Baker submitted these photos of mariners from the *USNS 2nd LT John Paul Bobo* supporting our troops in the exercise Tempest Wind 2015. The mobilization included participants from the Marine Corps, Navy and Army. Pictured from left to right in the group photo are (standing) AB William Jackson, AB Jose Cereno, QMED Brad Supplee, 3rd Mate Arik Pullem, AB Jason Baker, Chief Mate Michael Hasson, QMED Tom Jones, AB Sean Wilson, AB Anthony Heck, OS Luis Cordero, Bosun Angel Perez, (front) GUDE Dylan Sapp and SA Mayron Santana.



NMC Issues Notices on Mariner Forms, Sea Service

Editor's note: The U.S. Coast Guard's National Maritime Center issued the following two notices on August 3. For more information, visit the NMC website: www.uscg.mil/nmc/

Crediting Sea Service for Engine Ratings Serving On Vessels Authorized a Two-Watch System

The Howard Coble Coast Guard and Maritime Transportation Act of 2014, Section 316, amended 46 U.S.C. 8104(g)(1) to allow coal passers, firemen, oilers, and water tenders serving on certain offshore supply vessels (OSVs), towing vessels, and barges engaged on voyages of less than 600 miles to be divided into at least two watches. Before this amendment, only officers and deck crew members were permitted to be divided into two watches.

Engine ratings (QMED, wipers, and oilers) serving on vessels authorized and practicing a two-watch, 12-hour working day, in accordance with the amended statute, may be given 1-1/2 days of service credit for each day a total of 12 hours is worked. For mariners who applied for an endorsement on or after the effective date of the change to 46 U.S.C. 8104 (December 18, 2014), this credit will be applied retroactively for service obtained after that date. It will also be applied for service prior to December 18, 2014, if the vessel's certificate of inspection permitted a two-watch system and the mariner worked two-watch, 12-hour days.

The National Maritime Center (NMC) will begin apply-

ing this sea service credit immediately in accordance with the amended statute. Mariners who applied for an endorsement on or after December 18, 2014, the effective date of the statute, and were not given the credit for the 12-hour day may contact the NMC and request a reconsideration of the computation of sea service credit. Mariners who applied before December 18, 2014, and would like to be re-evaluated for 1-1/2 days of service credit will have to reapply for the endorsement sought.

Implementation of Updated Mariner Credentialing Program Forms

The Office of Management and Budget (OMB) approved the CG-719 series of forms (B, K, K/E, P, S, and C) that will replace the forms displaying a June 30, 2012, expiration date. These forms are used within the Mariner Credentialing Program (MCP) during the application process. The data collected on the updated forms is nearly identical to data collected on the previous forms, with some notable exceptions. The K and K/E forms reflect the introduction of the Medical Certificate. The K also has a significant reduction in the number of conditions to be checked by the medical provider. The C is a new non-mandatory form that standardizes the disclosure of conviction information. Users will note formatting changes that are designed to streamline the burden on the mariner and improve data entry. Updated instructions are provided

with each form as well.

The Coast Guard will not stock the CG-719 series of forms in paper format. Beginning October 1, 2015, these forms may be obtained electronically in a fillable PDF format by selecting the forms link on the National Maritime Center (NMC) website. Additional updates to the NMC website will occur as quickly as possible to reflect the new forms.

The Coast Guard encourages providers and applicants to purge the old forms from inventory and to begin using the new forms as soon as possible after October 1, 2015. In order to avoid penalizing mariners who have already completed their forms, the NMC will continue to accept the old forms for a period of time.

Implementation of the new forms will commence on October 1, 2015. With the exception of the K and K/E, the Coast Guard will no longer accept outdated forms after April 1, 2016. For the K and K/E, forms signed by a physician after December 31, 2015, must be the new form version. In accordance with 46CFR10.304(d) the K or K/E must be submitted within 12 months of the date signed by the licensed medical professional, therefore, the Coast Guard will no longer accept outdated K or K/E forms after December 31, 2016.

Mariners and other providers should contact the NMC Contact Center using our chat function, e-mailing IASKNMC@uscg.mil, or calling 1-888-IASKNMC (888-427-5662) with any questions regarding these forms.

SHBP Offers COBRA Continuation Coverage To Union Members

The Seafarers Health and Benefits Plan (SHBP) is notifying you of the right to elect to purchase continuation of health coverage if you lose coverage, or experience a reduction in coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA

coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you must notify the Plan within 60 days of the divorce or

death in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further coverage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your family members, even if you are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same

level of benefits that you had prior to your retirement for a certain period of time. If you meet the eligibility requirements for retiree health benefits, you will begin to receive those benefits when the COBRA period ends.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits." The guide is also available in PDF format on the SIU website, www.seafarers.org, under "Member Benefits-Seafarers Benefit Plans-Seafarers Health and Benefits Plan." If you have questions regarding this notice or COBRA, contact the Plan at (800) 252-4674.

Know Your Rights

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

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

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

The proper address for this is:

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

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

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

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

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

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

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

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

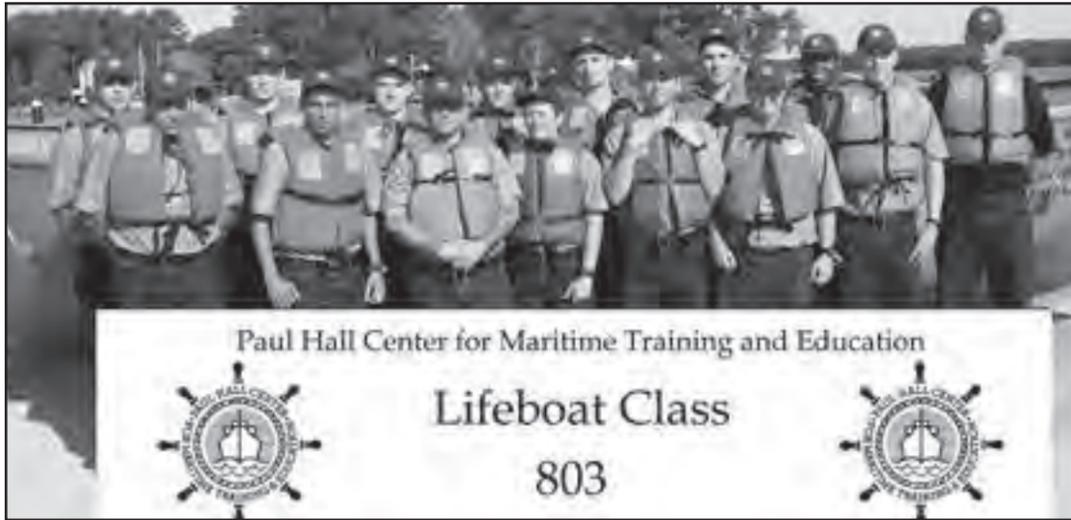
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #803 – Fifteen Phase 1 apprentices completed their requirements in this course September 25. Graduating (above, in alphabetical order) were: Saleh Ali Almatari, Michael Caquias-Garcia, Ace Cassidy, Antony Chapman, Christian Fredrick, Gregory Gifford, Abdulsalam Ahmed Issa, Christile Lejunie, Joseph Nicodemus, James Rightnour, Samuel Sanders Jr., Michael Smith, Richard Stone, Nicholas Tejada and Mackenzie Wincelowicz.



Water Survival (Upgraders) – Three Seafarers enhanced their skills by completing their requirements in this course September 25. Graduating (above, in alphabetical order) were: Munasser Abdulaziz Ahmed, Jessie Espiritu and Jonathan Tucker Jr.



Tank Ship Familiarization – The following Phase III apprentices (above, in alphabetical order and each of whom plans to work in the deck department aboard American-flagged vessels once they complete their training) finished this course September 4: Tanisha Edwards, Harriet Groenleer, Matthew Hargrove, Francisco Javier Hernandez Davila, Jack Hufford, Christian Montanez Cruz, Dymond Roberts and Jordan Walton.



Tank Ship Familiarization – Nine Phase III apprentices graduated from this course September 4. Finishing their requirements (above, in alphabetical order) were: Ryan Cameron, Michael Flynn, Michael Gessford, Noah Hughes, David Kessler, Mark Menton, Russell Pilchard IV, Marijan Strk and Daqwan Wallace. Upon graduation from the Paul Hall Center, each plans to work in the engine department aboard American-flagged vessels.



Tank Ship Familiarization – The following Phase III apprentices (above, in alphabetical order) completed their requirements in this course September 4: Masha Blas, Brandon Hamilton, Brandon Harvell, Deandre Speight and Bret Wheatley. Once their training is completed, each of these individuals plans to work aboard American-flagged vessels in the steward department.



Basic Firefighting – Sixteen upgraders improved their skills by completing this course October 2. Graduating (above, in alphabetical order) were: Mohamed Ibrahim Ahmed, Munasser Abdulaziz Ahmed, Julio Alvarez, Matthew Botterbusch, Jessie Espiritu, Janice Gabbert, Barney George, Phillip Harmon, Leslie Jacobs, David Keefe, Caroline Lawrence, Tyrone Leonard, Adry Libra, Rondell Richardson, Barbara Smith and Beverly Williams.



ECDIS – The following Seafarers (above, in alphabetical order) graduated from this course October 4: Angel Ayala, Kelly Doyle, Anthony Fisher, Mark Halahan and Robert Lapointe. Class instructor Patrick Schoenberger is at the far right.



Medical Care Provider – Five upgraders graduated from this course September 4. Graduating (above, in alphabetical order) were: Joseph Bowen, Michael Kelly, Brendan O'Brien, Brandon Simken and Antonio Watson. John Thomas, their instructor, is at the far left.



Government Vessels – The following individuals (above, in alphabetical order) graduated from this course September 18: Mario Borgonia, Matthew Botterbusch, Rodolfo Dela Cruz, Anthony Green Jr., Paulette Hillard, Gary Hirsch, James Kayser, George Lavender, Caroline Lawrence, Adry Libra, Digna Martinez, Carnell Middleton, William Pollard, Debbie Randall, Rondell Richardson, Rodolfo Vecino and Noel Veloso. Class instructor Mark Cates is in the front row at the far right.



UA to AS (D) – Eight upgraders completed their requirements in this course September 11. Graduating (above, in alphabetical order) were: Dylan Casuga, Edward Copeland, Brian Dillon, Chad Fiore, Jiwoong Park, John Paul, Andrew Petrilli and Francis Williams.



SIUC Helmsman – The following individuals completed the enhancement of their skills in this course September 4. Graduating (above, in alphabetical order) were: Eric Camilotes, Alex Guard, Jonathan Juan, Rolando Magpuyo, Justin Mueller-Sasson and Carlos Villamor. Their instructor, Bernabe Pelingon, is at the far right.

Paul Hall Center Classes



First Aid & CPR – Fourteen individuals improved their skills September 11 when they successfully completed this course. Graduating (above, in alphabetical order) were: Michael Alghafeili, Fermin Baltazar, Kerry Bodden, Andrzej Bronkowski, Carlos Cayetano-Mena, Julian Dingzon Jr., Yvonne Feltham, Anthony Green Jr., Dawn Johnson, Joshua Johnson, Danielle Smith, Eddie Thomas Sr., Antonio Watson and Arnold Williams.



UA to FOWT – The following upgraders (above, in alphabetical order) graduated from this course September 11: Aaron Baker, Robert Brady, Jonathan Collier, Terrell Cuffee, Cortney Gantt, John Jaremchuk, Teresa Rowland and David Sanchez-Flores. Class instructor John Wiegman III is at the far right.

Notice To 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.



Tank Ship Familiarization DL/LG – Eleven Seafarers finished this course September 25. Graduating (above, in alphabetical order) were: Fermin Baltazar, Kerry Bodden, Victor Brabble, Sellers Brooks, Carlos Cayetano-Mena, Brian Jackson, Dawn Johnson, Joshua Johnson, Jesus Martinez Ortiz, Danielle Smith and Antonio Watson. (Note: Not all are pictured)



Leadership – The following upgraders (above, in alphabetical order) graduated from this course September 4: Jerron Broussard, Jimmy Broussard, John Christian, Alfred Drake III, Patrick Farrell, Joshua Ferguson, Lawrence Frisbie, Patricia Hershock, Matthew Holleb, Richard Lewis Sr., Caleb Long, Do Quoc Luong, Clifton Noe, Ruben Ortiz, William Racette, Shelby Rankin, Joseph Spicciani, Jerry Stillman, Raphael Wakefield and Bruce Walsh. Class instructor Brad Wheeler is at the far right in the back row.



Engine Room Resource Management – Three upgraders completed this course September 25. Graduating (above, in alphabetical order) were: Barry Austin, Arsen Perhat and Roger Rainey.



Engine Room Resource Management – Three individuals finished this course September 4. Graduating (above, in alphabetical order) were Christopher Carlson, Norman Dauphin and Joseph Weller. Freddie Toedtemeier, their instructor is at the far left.



Engine Room Resource Management – Five upgraders completed this course September 18. Graduating (above, in alphabetical order) were: Andre Carriere Sr., Alexander Grant, Goran Milisic, Thomas Murphy and Douglas Quill. Class instructor Freddie Toedtemeier is at the far right.



MEECE – The following upgraders (above, in alphabetical order) graduated from this course September 25: Keithley Andrew, Daniel Cronan, Charles Donley, Juan Lima, Edward Mancke, Jason Mixson, Ruben Ortiz, Oscar Palacios, Richard Saunders and Jacob Zeiters. (Note: Not all are pictured.)



MEECE – Eight individuals finished this course October 2. Graduating (above, in alphabetical order) were: Barry Austin, Harry Booth, Armando Garayua-Gonzalez, Mark Laskowski, Robert Malouin, James Meyers, Jacek Sawicki and Paul Stanculescu.



MEECE – The following individuals (above, in alphabetical order) graduated from this course September 4: Giacomo Albanese, Douglas Crockett Jr., Robert Kieffer, Pablo Nobregas and Elmer Prestidge.



MEECE – Ten individuals finished this course September 18. Graduating (above, in alphabetical order) were: Jimmy Broussard, Alvin Hansley, Piotr Kwiatkowski, Marijan Masnov, John McCranie III, Mark Miles, Vincent Mull, John Nordberg Jr., Michael Stephens and Robert Thorne.



Steward Department Courses – Three steward department members recently completed courses. Frederick Conroy (above left) finished the certified chief cook course while Noel Veloso (center) and Jessie Espiritu both fulfilled their requirements in the galley ops course.



Certified Chief Cook – Two steward department members completed their requirements in this course September 25. They are Ma Marilynda Miro Nance (above, left) and Evan Sawyer.

May They Find Eternal Rest And Peace



El Faro Crew

Lost To Hurricane Joaquin

October 1, 2015

Atlantic Ocean