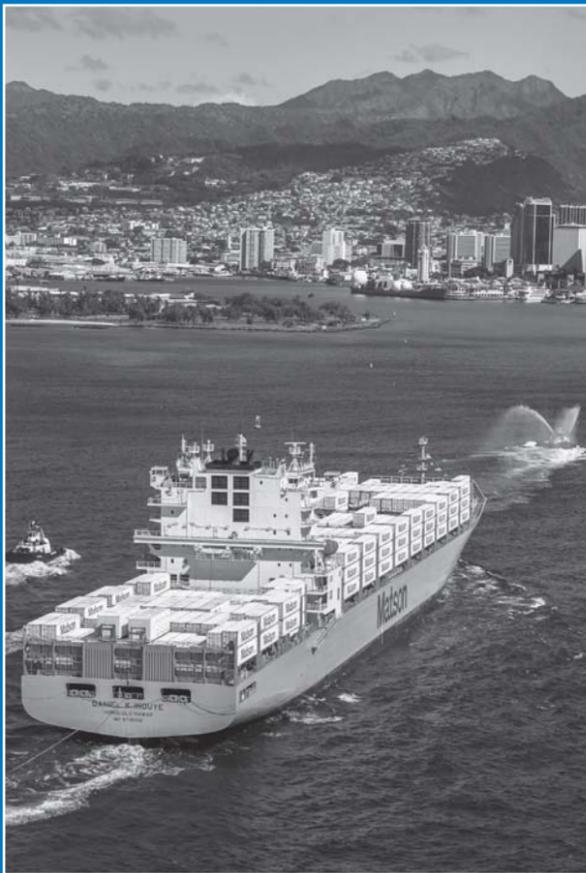


SEAFARERS LOG

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

Matson's Inouye Enters Service



SIU members are sailing aboard the new Matson containership *Daniel K. Inouye*, pictured at left and immediately below Nov. 28 on its maiden voyage to Honolulu. The 850-foot-long vessel, built by union workers at Philly Shipyard, is named in memory of the late U.S. Sen. Daniel Inouye, a lifelong supporter of the U.S. Merchant Marine (and honorary SIU book holder). The *Inouye*, which has a top speed greater than 23 knots, is the first of four new ships being constructed for Matson that will be introduced during the next two years. Photos by Tim Rue for Matson.



Thanksgiving Tradition Thriving

The SIU in late November conducted its traditional Thanksgiving Luncheon in Oakland, California, and the 28th annual event proved typically successful. Pictured at right are Seafarers and members of the 4th Marine Division, 23rd Regiment Color Guard. Pictured below (from left) are SIU VP West Coast Nick Marrone, U.S. Rep. John Garamendi and SIU Asst. VP Nick Celona. Other guests included additional U.S. Congressional representatives, SIU pensioners and their families, members and officials from other unions, shipping company executives and more. Page 7.



MSC Praises Mariners
Page 2

USNS Puerto Rico Christened
Page 4

Scholarship Info
Page 10

President's Report

Many Accomplishments in 2018

In taking one last look back at 2018 before we dive into the New Year, our union has much to be proud of. We welcomed new ships into the SIU-contracted fleet. We secured new and improved benefits, along with industry-leading contracts. We opened a new hiring hall in Puerto Rico, and we also helped our affiliated school in Piney Point, Maryland, remain on the cutting edge of maritime training.

We also did our part in the constant battle to maintain the laws and programs that keep the U.S. Merchant Marine afloat. These of course include the U.S. Maritime Security program, cargo preference laws, and the Jones Act. In 2018, I probably devoted more space to the Jones Act in my monthly *LOG* columns than any other topic, and that may be the case again this year as we continue standing up for an indispensable law.



Michael Sacco

Last year included a noteworthy political win in Missouri, where rank-and-file Seafarers helped defeat a so-called "right to work" provision that harmed working families. And of course, on Election Day, the SIU backed a large number of winning candidates at every level of government – as always, from both political parties – who will support our industry and our issues.

I prefer to spend time planning ahead for a bright future rather than reflecting on the past, but I also think it's important not to take our success for granted. Year after year, we're able to report on new jobs, good contracts, and an affiliated school that's second to none. We've regularly upgraded the hiring halls, too. None of it happens by accident. Everyone shares in the credit: rank-and-file members, union and school staff, and members of my administration. We may not go undefeated, but we've got each other's backs and we're a winning team.

As we start a new calendar, I thank the membership for your support, and I guarantee you we won't take any shortcuts in 2019 when it comes to protecting your jobs (or any shortcuts at all, period). That's at the heart of everything we do as an organization. And it just so happens that SIU jobs support U.S. national, economic and homeland security. If we needed any more motivation to go to bat every day for the U.S. Merchant Marine, there it is.

Looking Ahead
For the labor movement, last year's Supreme Court ruling in the *Janus* case can be crippling if we let it, but the early responses from union reps and members alike are encouraging. If you never read about the case in detail, the short version is that public-sector employees in departments that already enjoy union representation must now opt into the bargaining unit, rather than opt out.

But this is an opportunity for labor to return to our roots, to re-educate members and non-members alike about why unions are so vital, and about why everyone comes out ahead when workers truly have a voice. This will involve lots of work moving forward, but I know the movement is up to the task.

Last but not least – yes, I'm going to mention the Jones Act again. We're up against a long-term, well-financed campaign that's just the latest attack on domestic shipping and U.S. mariners. We'll ask for your help in contacting your senators and representatives from time to time, and we'll never make those requests lightly.

Where maritime labor has the advantage in this struggle is through grassroots efforts and our ability to put boots on the ground, so to speak. We're going to be working with the port councils of the Maritime Trades Department on this front, too, and I'm confident about the results.

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

MSC Commander: 'Mariners Will Be There!'

Admiral Mewbourne Praises U.S. Merchant Marine's Reliability, Bravery

The commanding officer of the U.S. Military Sealift Command (MSC) recently voiced a strong vote of confidence in the dependability of U.S. Merchant Mariners.

Rear Adm. Dew Mewbourne, posting Nov. 1 on his "Commander's Blog," said, "In some war planning room right now, there is a potential adversary weighing their odds of victory in a fight against the United States. The one factor they will grossly underestimate is the courage of the U.S. Mariner."

The entire post follows and is reprinted with permission:

"As dawn broke over Machias Bay, Maine, on June 12, 1775, 32 men, armed with guns, swords, axes and pitchforks and led by a revolutionary fire-brand named Jeremiah O'Brien, brought their commandeered sloop, *Unity*, quietly around the lee side of Round Island.

"Their target, the British armed schooner *Margaretta*, immediately attempted to fire on the unarmed *Unity*, but *Unity* was too close. O'Brien commanded his crew to ram the British ship, boarding and engaging in hand-to-hand combat. By the end of an hour, the British captain was mortally wounded, and the British ship had surrendered.

"O'Brien and the *Unity* crew claimed four six-pound guns, 20

swivel guns, muskets, pistols, and hand-grenades. *Unity* had become a warship for the soon-to-be proclaimed United States of America in this, considered to be the first, sea engagement of the Revolutionary War.

"It was the beginning of American Merchant Mariner's service to our nation, but not the last time they would go in harm's way for the ideals of freedom and democracy.

"It's been the same ever since, from the Battle of the Atlantic in WWII, to the war in Korea where our Mariners moved the 24th Infantry Division from garrison duty in Japan to Pusan, Korea only 11 days after the invasion of the 38th parallel, to Vietnam where the Mariners of Military Sea Transportation Service moved supplies to Vietnamese ports and on the river to Saigon.

"From Desert Storm to Bosnia, from Afghanistan to Operation Iraqi Freedom, America's Merchant Mariners continue to serve on the leading edge of our defense transportation system, carrying the combat equipment and supplies needed by our joint warfighters.

"To carry that logistics power to the fight, we have always relied on our Merchant Marine. And they have always answered the call. Despite the dangers and long separations from home, our



Rear Adm. Dee Mewbourne
Commander, MSC

U.S. Merchant Marine has sailed in harm's way time and time again to make sure that American warfighters and our allies have had the supplies they need to overwhelm our adversaries.

"In some war planning room right now, there is a potential adversary weighing their odds of victory in a fight against the United States. The one factor they will grossly underestimate is the courage of the U.S. Mariner.

"I can assure you that U.S. Mariners will be there, reliably and bravely manning our ships -- even if the seas become a battlefield."

CSA Honors SIU-Contracted Companies

A number of Seafarers-contracted companies earned accolades at a recent Chamber of Shipping of America (CSA) event.

The CSA on Nov. 7 hosted its annual environmental achievement awards dinner in Washington, D.C. Among the vessel and tug operators recognized were SIU-contracted Alaska Tanker Company, Crescent Towing, Crowley Maritime and several of its subsidiaries, E.N. Bisso & Son, Keystone Shipping, Matson Navigation, OSG Ship Management, Patriot Contract Services, American Ship Management, Seabulk Tankers, Seabulk Towing, TOTE, and USS Vessel Management.

U.S. Coast Guard Rear Adm. John Nadeau, assistant commandant for prevention policy, participated in the ceremony and congratulated the award recipients and the industry as a whole for their extraordinary performance. D. Lee Forsgren, deputy assistant

administrator, Office of Water, U.S. Environmental Protection Agency, also addressed the attendees and expressed his congratulations to the participants on their exceptional environmental efforts.

Kathy J. Metcalf, president of CSA said, "These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards. In today's world, it seems our industry only gets front-page news when spills or other environmental problems occur. It is encouraging to see how many vessels go for years achieving environmental excellence. It should be clear to the American public that we in the maritime industry take our stewardship of the marine environment very seriously. Safe and environmentally responsible operations is a culture fully embraced by the maritime industry as a whole and as evi-

denced by the performances of the award recipients recognized tonight."

According to the host organization, 1,730 ships and boats owned by 109 companies with a total of 15,205 years of environmental excellence were recognized. The average number of years operating without incident for ships and vessels that received awards is 8.1 years. Some 267 of the vessels have logged 16 or more years of environmental excellence.

The awards are open to all owners and operators of vessels that operate on oceans or inland waterways.

"The CSA Board encourages all operators and owners to take advantage of this opportunity to recognize their crew and shore-side operating personnel and encourages all operators and owners to consider participating in next year's program," the organization noted. "Participating guidance is found on CSA's website www.knowships.org."



CSA President Kathy J. Metcalf



Rear Adm. John Nadeau
U.S. Coast Guard



D. Lee Forsgren,
Deputy Asst. Administrator,
Office of Water, EPA

(All photos by Barry Champagne)

House Hearing Underscores Vital Need To Maintain Strong Merchant Marine Testimony Cites Indispensable Role in National Defense

Recent comments from expert witnesses and congressmen alike left no doubt that America is a maritime nation – one best-served by maintaining a robust U.S. Merchant Marine, along with shipbuilding capability.

The remarks were made Nov. 29 during a hearing of the U.S. House of Representatives Subcommittee on Coast Guard and Maritime Transportation (part of the Transportation and Infrastructure Committee). Titled “Review of Recent GAO Reports on Icebreaker Acquisition and the Need for a National Maritime Strategy,” the hearing mostly focused on the former issue but also devoted significant time to mariners and the laws that help keep the industry afloat.

Testifying at the hearing were Rear Adm. Michael J. Haycock, assistant commandant for Acquisition & Chief Acquisition Officer, United States Coast Guard; Rear Adm. Mark Buzby, USN, Ret., administrator, Maritime Administration (MARAD); Marie A. Mak, director of Acquisition and Sourcing Management, Government Accountability Office (GAO); Andrew Von Ah, director of Physical Infrastructure Issues, GAO; and Ronald O’Rourke, specialist in Naval Affairs, Congressional Research Service.

Subcommittee Chairman U.S. Rep. Brian Mast (R-Florida) noted that legislation has extended the deadline for submitting the national maritime strategy to February 2020. “This strategy is critical to addressing the challenges facing the U.S. flag fleet, including a potential shortage



U.S. Maritime Administrator Mark Buzby, pictured at the SIUNA convention in 2017, testified Nov. 29 at a House hearing.

of U.S. mariners and the decreasing number of U.S. flag vessels,” Mast said. “As a maritime nation, the U.S. needs to address these challenges now. I can assure you I understand firsthand the importance of having sufficient maritime assets to get U.S. forces and their supplies where they need to be.”

Buzby, who formerly served as commanding officer of the U.S. Military Sealift Command, spoke with his usual candor and insight. He pointed out the GAO in August 2018 completed a report on maritime security, which examined the role U.S.-flag commercial vessels play in supporting Department of Defense (DOD) sealift needs.

The GAO also urged formalization of a national maritime strategy.

“MARAD is conscious of the time it has taken to develop the strategy since Congress directed that it be done in 2014,” he said. “In this time, MARAD has conducted extensive engagement with public and private stakeholders representing the full spectrum of maritime industry professions, sectors, and regions. As the U.S. Committee on the Marine Transportation System notes, there are 18 federal agencies and numerous public stakeholders with a role in maritime transportation issues. Each of these agencies is an important stakeholder and their input is critical to address both the challenge involved in developing a strategy for the U.S. Merchant Marine that can garner widespread support and the importance of developing a long-term strategy to address future needs. As you may be aware, the draft strategy was placed into review under the prior administration. It was subsequently withdrawn by the current administration so that they could have an opportunity to review, revise, and align the strategy accordingly. We appreciate that Congress provided an extension on this requirement to allow us to best align this strategy with the administration’s national security strategy and national defense strategy. MARAD has not stood idle during this interim period. We are using the extension afforded by Congress as an opportunity to further collaborate with stakeholders to re-

Continued on Page 5

SHBP Trustees Approve New Benefits

Seafarers, Dependents, Pensioners Should Realize Savings

The Trustees of the Seafarers Health and Benefits Plan (SHBP) recently approved a number of benefit improvements, which take effect Jan. 1, 2019. The following is a summary of these new benefits:

Out-of-Pocket Maximum Added

Core-Plus employees, non-Medicare pensioners and their dependents: \$2,700 for a single person, \$5,500 for a family of two or more.

Core employees and their dependents: \$3,000 for a single person, \$6,000 for a family of two or more.

At the Core-Plus level, once a single person pays \$2,700, or a family pays \$5,500 for deductibles, co-payments, and co-insurance in a calendar year, the Plan will pay 100 percent of remaining network-allowed charges for that year.

At the Core level, once a single person pays \$3,000, or a family pays \$6,000 for deductibles, co-payments, and co-insurance in a calendar year, the Plan will pay 100 percent of remaining network-allowed charges for that year.

Previously, there was no out-of-pocket maximum.

The out-of-pocket maximum applies to in-network treatment only. Prescription costs, dental care, vision benefits, and services not covered by the Plan do not count towards this out-of-pocket maximum.

For example: Sam is a Seafarer who is married and has three children. He is eligible for Core-Plus benefits. In March, his wife, Maria, is hospitalized for a serious illness, and they pay \$5,000

out-of-pocket for the deductible, co-insurance, and co-payments for her care from in-network providers. The next month, one of their children breaks her arm, and the family pays \$500 for the child’s co-insurance for her in-network treatment. The Plan will now pay 100 percent of the network-allowed amounts for all members of the family for the rest of the calendar year, as they have met the \$5,500 out-of-pocket maximum.

Another example: Manuel is a non-Medicare pensioner, and is eligible for health benefits. He is not married. In February, he is hospitalized at an in-network hospital for a heart condition, and pays a total of \$2,700 for his deductible, co-payments, and coinsurance. The Plan will now pay 100 percent of the network-allowed amount for Manuel’s medical bills for in-network treatment for the rest of the year, as he has met the \$2,700 out-of-pocket maximum.

Increase in Payment Percentage for In-Network Treatment

The Plan will pay 90 percent of the network-allowed charge for treatment by an in-network provider, or at an in-network facility. This applies to Seafarers and their dependents at the Core-Plus and Core benefits levels, and Non-Medicare pensioners and their dependents. This is an increase from the current 80 percent.

For example: George goes to a doctor who is in-network. The billed amount is \$500. As this service was provided by an in-network provider, the bill will be reduced by \$100, leaving the network-allowed amount of \$400. The Plan will pay

\$360, leaving him a balance of \$40, assuming his deductible has been satisfied.

Physical Therapy and Other Rehabilitative Therapies

At the Core-Plus and Core benefit levels, dependents are now eligible for benefits for physical therapy and other rehabilitative therapies. The Plan will now also cover cognitive, speech, pulmonary or occupational therapy for Seafarers, even when they do not suffer from a catastrophic illness or injury. The Plan will cover up to 20 visits per year for any combination of physical therapy, cognitive, speech, pulmonary, or occupational therapy for Seafarers and their dependents. (The Plan also covers up to 40 visits per person per year following a catastrophic illness or injury.)

Durable Medical Equipment for Dependents

At the Core-Plus and Core benefit levels, the Plan will now pay for durable medical equipment for dependents, even when they are not suffering from a catastrophic illness or injury. Durable medical equipment (DME) includes items such as wheelchairs, CPAP machines, prostheses, nebulizers, and wearable cardio defibrillators. The Plan will pay 90 percent of the network-allowed charge to rent or buy DME from an in-network provider, or 65 percent of the reasonable and customary charge if the item is obtained from an out-of-network provider.

Payment for Treatment of Illness or Injury if Participant Suffers from Substance Abuse

In the past, the Plan did not cover the cost of treatment for an illness if it resulted from alcohol or drug use (such

as cirrhosis of the liver). The Plan will now cover the cost of treatment of these conditions if the medical condition is the result of a substance abuse problem. The Plan still will not pay for treatment of illnesses or injuries that result from a person’s reckless disregard to their own health and safety (such as an injury that results from drunk driving).

Outpatient Drug/Alcohol Treatment for Seafarers

The Plan covers inpatient detoxification treatment and covers the entire cost of inpatient treatment at the Seafarers Addictions Rehabilitation Center (ARC) in Piney Point, Maryland, for eligible Seafarers. The Plan will now also pay for prescriptions to treat substance abuse.

The ARC offers the best treatment option for Seafarers with substance abuse issues, as the staff is familiar with the unique problems that mariners may face, and are extremely knowledgeable about the Coast Guard regulations and procedures that apply when a Seafarer fails a drug or alcohol test. There is no other facility available that is able to provide these services.

At the Core-Plus and Core benefit levels, the Plan will now pay for outpatient substance abuse treatment for Seafarers; however, this benefit will be subject to an individual’s deductible and co-payment. Be aware that the Seafarers ARC is recognized by the U.S. Coast Guard as the gold standard for substance abuse treatment and has a high success rate for returning mariners to work. Substance abuse programs outside of the Seafarers ARC may not be familiar with Coast Guard requirements, which could result in the mariner paying additional fees and having to take additional steps before returning to work.

Navy Christens USNS Puerto Rico in Alabama

On Nov. 10, the Navy christened the newest expeditionary fast transport (EPF), *USNS Puerto Rico*, at a ceremony at the Austal USA shipyard in Mobile, Alabama. The Military Sealift Command (MSC) vessel will be crewed by SIU CIVMARS from the union's Government Services Division.

The principal speaker at the ceremony was Congresswoman Jenniffer González-Colón, resident commissioner of Puerto Rico. Justice Sonia Sotomayor, associate justice of the Supreme Court of the United States, served as the ship's sponsor and broke the ceremonial bottle of champagne across the bow.

"This ship honors the Commonwealth of Puerto Rico and the contributions Puerto Ricans have made to our nation

and Navy and Marine Corps team," said Secretary of the Navy Richard V. Spencer. "*USNS Puerto Rico* will provide our commanders high-speed sealift mobility and agility and I am thankful for this ship, her crew, and our industrial force teammates whose service makes this great ship possible."

EPF-class ships are designed to transport 600 short tons of military cargo 1,200 nautical miles at an average speed of 35 knots, according to the Navy. The ship is capable of operating in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded Abrams main battle tank (M1A2).

The vessel also includes a flight deck suitable for helicopter operations, which,

combined with the EPF's shallow draft, makes the it "an extremely flexible asset for support of a wide range of operations," the Navy reported.

Three of the *Puerto Rico's* sister ships, the *USNS Trenton*, *USNS Yuma*, and *USNS Carson City* are operating in the Mediterranean Sea and off the coast of Africa; three more, the *USNS Brunswick*, *USNS Millinocket*, and *USNS Fall River* are working in the Pacific, while the *USNS Choctaw County* is operating in the Arabian Gulf. The *USNS Burlington* was delivered to the Navy five days after the christening of the *Puerto Rico*, and is also currently deployed. All of those vessels are crewed by SIU Government Services mariners.

MSC Commander Rear Adm. Dee Mewbourne remarked on the importance

of these vessels, saying, "The work these ships and their crews are doing around the world demonstrate the essential characteristics of the expeditionary fast transport class: speed, capacity, adaptability, and resiliency.... It is important to remember that this ship will be crewed by U.S. Mariners. As this ship will likely sail in harm's way, our Mariners will be there, reliably and bravely manning this ship, even if the seas become a battlefield."

Mewbourne concluded, "I want to recognize and thank all those in industry, at MSC, and other Navy commands, who played a role in bringing this ship to life. We eagerly await the arrival of this ship to our fleet where our Mariners will give her life and sail her into the challenges ahead."

SIU-Contracted NYNJR Expands Infrastructure

Seafarers-contracted New York New Jersey Rail (NYNJR) is a sea-going railroad which uses rail barges, known as car floats, to transport thousands of rail cars across New York Harbor from Jersey City, New Jersey, at a location called Greenville Yard to the 65th Street Rail Yard in Brooklyn, New York.

"Out of the 500-plus railroads in the United States, only a small percentage float rail cars across bodies of water," said SIU Safety Director Osvaldo Ramos, who services NYNJR. "And to my knowledge, only one railroad uses the Seafarers International Union for its labor force."

Ramos explained that the SIU members employed at NYNJR have titles including trainman, conductor, and locomotive engineer. Members sort and load rail cars onto the car floats in all tides and all weather conditions, year-round.

"NYNJR moves a diverse amount of commodities including beer products, scrap steel, recycled glass, plastics, rice, vegetable oil, flour, clay, rail and ties, and special oversized loads that can't fit on bridges or tunnels in the metro New York City region," Ramos added.

The trademarked New York New Jersey Rail logo features an anchor crossed with a rail track, and is displayed on their company flag at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

NYNJR Director Donald B. Hutton noted, "I view the relationship with the SIU more of a solid partnership. The SIU has been a strong supporter of the future course and direction of NYNJR and has been on the same journey as a partner."

The members' and company's futures look bright due to several factors including growing demand for rail service in the Greater New York Metro Area, which Ramos said "is less than two percent served and many would argue is underserved compared to the rest of



With New York City in the background, a new state-of-the-art rail marine loading bridge is being completed at Greenville Yard in Jersey City, New Jersey. A new car float is visible in the distance, moored to new mooring cells. (Drone photo courtesy Donald B. Hutton)

the nation. The limited amount of service has resulted in an overreliance on trucks, tunnels and bridges. Ships, tugs and barges of course are a key to relieving that related congestion, but so is rail."

A noteworthy project is currently underway to increase NYNJR's operational capacity. The Port Authority of New York and New Jersey is spearheading the Greenville Redevelopment Project, which (among other accomplishments) will rebuild and enhance NYNJR. These improvements will include a new rail yard design, three new low-emission locomotives, and two new car floats that can carry 18 rail cars each, Ramos reported.

Also important to NYNJR's future is the key support of pro-maritime U.S. Rep. Jerrold Nadler (D-New York). Nadler is a leader in nu-

merous maritime and rail job-saving initiatives and a supporter of "FREIGHTNYC," a \$100 million plan to modernize New York's freight distribution system. FREIGHTNYC includes strategic investments to modernize maritime and rail assets, create new distribution facilities, as well as a roadmap to add nearly 5,000 good-paying jobs.

Nadler recently said, "The New York region needs a better way to move goods, plain and simple. On this, there is overwhelming consensus. We must end our over-reliance on trucks that clog and destroy our roads...."

Ramos concluded, "The floating railroad known as New York New Jersey Rail, LLC, along with its SIU members – moving rail cars, making up lines, loading car floats – are sailing toward fair winds and following seas."

NY Waterway Crews Assist Commuters During Snowstorm

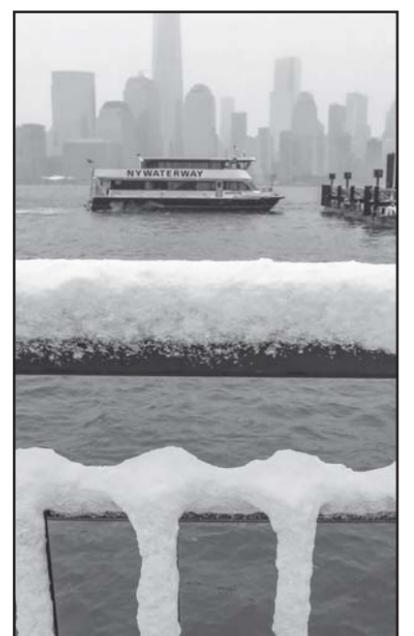
SIU-contracted NY Waterway rose to the occasion on Nov. 15, as New York and New Jersey's roadways were crippled by a sudden snow. The company never hesitated to offer up its ferry services to assist the thousands of commuters stranded in Manhattan on their way to their homes in New Jersey.

According to NY Waterway, "Ferries were operating past midnight Thursday, taking commuters from Manhattan's West 39th Street Ferry Terminal to the Port Imperial Ferry Terminal in Weehawken, where passengers could continue their trip on the Hudson-Bergen Light Rail or by bus or private car or cab."

While road conditions delayed some of NY Waterway's free buses, all ferries ran more or less on schedule, with additional ferry trips added to the ledger to ensure passengers arrived at their destinations.

"Our dedicated ferry crews, bus drivers and terminal staff worked late into the night to help others, a core belief and practice of our company for 32 years," said NY Waterway President and Founder Arthur E. Imperatore. "We were there at 9/11 and other emergencies. We were there for the Miracle on the Hudson and we will always be there when needed."

NY Waterway operates the largest privately owned commuter ferry service in the U.S., handling more than 32,000 passenger trips per weekday – 10 million trips per year – on 34 boats serving 23 routes between New Jersey and Manhattan; between Rockland and Westchester counties; and between Orange and Dutchess counties. NY Waterway's de facto motto is, "We will always get you home."



Snow covers a railing as a New York Waterway ferry pushes off the Newport dock. (AP Photo/Julio Cortez)



SIU and company personnel are pictured in front of new locomotives.

Coalition Highlights New Shipbuilding as Critical To Continued Strong U.S. National, Economic Security

Lessons of Pearl Harbor Still Reinforce Need for Maritime Capabilities

The American maritime industry commemorated the 77th anniversary of the Japanese air raid on the United States Naval Base at Pearl Harbor by honoring those who lost their lives on that fateful day, and highlighting the critical need for a robust American shipbuilding capacity to ensure for the preparedness of the nation.

"We honor the fallen at Pearl Harbor, and the other sailors and mariners of the greatest generation who protected our great nation in some of its darkest hours. We are reminded of their service and sacrifice, and their memory lives on in the lifeblood of the American maritime community," said Matt Woodruff, chairman of the American Maritime Partnership, to which the SIU is affiliated. "The United States is, and always has been, a maritime nation. The lessons from Pearl Harbor remind us in the maritime community that the men and women of the industry play an essential role

in helping bolster our nation's security so we are never forced to rely on foreign countries to build and man the vessels that support our military. Without a robust shipbuilding capacity and merchant marine, America would cede her defense capacity to other nations, and, with it, the sovereignty of the nation."

To demonstrate the growing strength of U.S. shipbuilding capacity, AMP released new commercial shipbuilding and maritime data, which reveals a vigorous industry that is thriving under a durable economy, signaling strength for our national and homeland preparedness.

The U.S. domestic fleet ended 2018 with a surge in ship construction, including a renaissance in new Jones Act containerships. A sampling of this trend is as follows (a list of vessels built, and currently under construction can be accessed on the AMP website); all vessels are crewed and proudly built by the men

and women of American maritime:

- Three new Jones Act containerships were delivered in the last quarter of 2018 alone – that is seven new containerships in the last four years compared to zero between 2005-2015.

- Four new environmentally friendly LNG-powered containerships have been delivered in the past three years to service Puerto Rico. This trade lane from the continental United States to Puerto Rico boasts one of the youngest fleets in the world, increasing the speed of goods and efficiency delivered to and from the island.

- Six new containerships have either just begun service or are expected in the next several years to service the Hawaii trade lane – all LNG-power capable.

- An estimated 125 new inland tank barges will be built in 2019.

- An estimated \$1.5 billion will be invested by the American dredging industry in a fleet

expansion.

"These vessels are being custom built to meet the needs of the domestic marketplace, and to ensure a shipbuilding capacity that will serve all Americans in our national security preparedness," said Matt Paxton, president of the Shipbuilders' Council of America. "When we abandon our commercial shipyards, we abandon our ability to be prepared to defend the nation. We remain committed to constructing the most advanced vessels in the world to protect the brave men and women who risk their lives to protect our borders."

This commercial shipbuilding surge comes at the same time when the next generation of Navy and Coast Guard fleets are actively being constructed in shipyards along the Gulf Coast and in Norfolk, Virginia.; Portland, Maine; San Diego; and Groton, Connecticut, among other locations.

USNS Comfort Supports Operation Enduring Promise

On Dec. 7, senior leadership and personnel embarked aboard the SIU CIV-MAR-crewed Military Sealift Command hospital ship *USNS Comfort* attended an opening ceremony for the final mission stop of 2018's Operation Enduring Promise.

The ceremony took place at a land-based medical site in Trujillo, Honduras, and the guest list included Carlos Ramon Aguilar, the governor of Colón, Honduras.

"The presence of the ship in the Port of Trujillo represents the continued support of the American armed forces and their solidarity with Honduras," said Aguilar, translated from Spanish. "We want to express our appreciation from the Honduran government as well as the Honduran people."

According to the U.S. Navy, "The *Comfort* is on an 11-week medical support mission to Central and South America as part of U.S. Southern Command's Enduring Promise initiative. Working with health and government partners in Ecuador, Peru, Colombia and Honduras, the embarked medical team will provide care on board and at land-based medical sites, helping to relieve pressure on national medical systems caused partly by an increase in cross-border migrants. The deployment reflects the United States' enduring promise of friendship, partnership and solidarity with the Americas."

"The medical team aboard the *USNS Comfort* will work alongside the government of Honduras to provide top-quality medical care to people in need," said U.S. Navy Capt. William Shafley, commander,

Task Force 49. "This is *Comfort's* second visit to Honduras and her sixth mission to South and Central America."

On this final mission stop, more than 900 medical personnel, including military, non-governmental organization volunteers and members from partner nations, began screening surgical patients the day before the opening ceremony. The medical site then treated patients for the next 5 days, concluding on December 12.

"The foundation of every long-term, successful cooperation is trust and shared values," said Shafley. "We build trust as we work with one another to provide care to those in need. We are successful when we are working together."

The *Comfort's* past missions, in North America, Central America, South America and the Middle East, have provided medical treatment to more than 390,000 patients, including 6,000 surgeries. This year alone, the *Comfort* has treated more than 20,000 patients, and performed more than 600 surgeries.

Army Col. Rob Manning, a spokesperson for the Pentagon, recently talked about the *Comfort's* mission, saying, "This is medical aid that civilians would not otherwise have access to. Their presence speaks to how we see being a neighbor in the Western Hemisphere and how we see the importance of providing humanitarian assistance to those that otherwise would not have it.... The Venezuelan health care system has all but collapsed and can't provide aid to its citizens. We stand with the Venezuelan citizens during their time of need. That's what the symbol of the *Comfort* means."



President Juan Orlando Hernandez of Honduras (right in photo above) takes a picture as he is transported to the hospital ship *USNS Comfort* for a tour and luncheon. The president and first lady visited the *Comfort* during the ship's five days of providing medical treatment in Honduras. In photo below, sailors aboard the hospital ship *USNS Comfort* fuel a UH-60 Black Hawk in between transporting patients from land to the vessel. (U.S. Army photos by Spc. Joseph DeLuco)



Expert Witnesses Cite Vital Need For Strong USMM

Continued from Page 3

fine goals of the strategy and produce an effective national maritime strategy."

Buzby continued, "Developing a national maritime strategy will help the Maritime Administration accomplish its mission to foster, promote, and develop the U.S. maritime industry to meet the nation's economic and security needs.... A critical part of this mission is ensuring the availability of U.S. ships, and qualified merchant mariners to crew those ships, to meet DOD sealift requirements. DOD relies on these strategic sealift ca-

pabilities to efficiently and effectively deploy military forces around the world. When the United States goes to war, DOD's U.S. Transportation Command moves 90 percent of its cargo requirements with the strategic sealift fleet, which consists of government-owned ships augmented by the commercial U.S.-flagged fleet."

He then further referenced the GAO report, which identified challenges and possible remedies for sustaining the U.S.-flag fleet and mariner pool for defense needs.

Similarly, Von Ah mentioned a DOT working group that formed to address findings both in the GAO report and other maritime studies. The working group "identified two actions that could help increase the number of U.S.-citizen mariners – one focused specifically on mariners and the other focused more

broadly on the merchant marine, which encompasses U.S.-flag vessels and U.S.-citizen mariners," Von Ah said.

The first of those possible actions would be development by MARAD of a "broad-based reserve program that would identify and support qualified mariners willing to sail in commercial and government-owned vessels during an emergency. MARAD would provide limited financial assistance in training mariners and maintaining credentials, in turn for which mariners who participate would be obligated to sail in the event of a defense need."

The working group's second potential recommendation: "The government should fully support programs including MSP, requiring the government to ship certain cargo on U.S.-flag vessels, the Jones Act, and government chartering of privately owned vessels. If DOD

determines that national needs require more mariners and vessels than can be provided through current programs, those programs should be expanded to meet such needs."

O'Rourke said that while the "challenge of finding adequate numbers of appropriately trained mariners to crew DOD sealift ships in time of crisis or conflict is a longstanding issue, dating back at least to 1990," current circumstances "may now be affected by a new factor that relates to the defense of DOD sealift ships in wartime. From 1990 until recently (i.e., during the post-Cold War era), the defense of DOD sealift ships was not a pressing concern. In the new era of renewed major power competition, it has become a concern, given current and potential future Chinese and Russian capabilities for interdicting ships."



The Wheeler fills a potable water tank for distribution across Saipan.



The USNS VADM K.R. Wheeler sits pier-side in Saipan.

SIU Mariners Lend a Hand in Typhoon Recovery

SIU mariners sailing aboard Military Sealift Command (MSC) vessels assigned to Maritime Prepositioning Ships Squadron Three (MPSRON 3) have been working to support the recovery efforts of the Saipan and Tinian islands in the aftermath of Super Typhoon Yutu. The islands are part of the Commonwealth of the Northern Mariana Islands, a U.S. territory.

"My squadron and I are honored to contribute to Joint Task Force-West," said U.S. Navy Capt. Eric Lindfors, commodore, MPSRON 3 and Task Force-West (TF-W) Forward deputy commander. "The level of devastation from Super Typhoon Yutu is hard to describe, even when you are here on the ground looking at it. The

challenges we face logistically being located remotely in the Pacific further complicates the recovery effort."

The typhoon made landfall on Oct. 24, and according to the National Oceanic and Atmospheric Administration, Yutu was the second-strongest system to hit U.S. soil in recorded history. Hundreds of homes were severely damaged, and many residents were left without shelter, food or access to clean water.

On Oct. 25, TF-W was stood up to help with the recovery efforts, and ships from MPSRON 3 have been providing support since Oct. 29. The SIU-crewed USNS VADM K.R. Wheeler was the first ship to arrive, and spearheaded the pier-side op-

erations. Along with fast transport ship USNS Fast Tempo, the crew was able to transport vital supplies and personnel from Guam and from other ships at sea to shore.

Together, the crews of the Wheeler, USNS John Glenn, USNS Soderman, USNS Dahl, USNS Pililaau and MV Captain David I. Lyon moved 222,826 gallons of water and 86,160 pounds of ice. All of those vessels are crewed by SIU mariners. The Wheeler (and Fast Tempo) are operated by TOTE Services; the John Glenn by Ocean Shipholdings; the Soderman and Dahl by Patriot; the Pililaau by U.S. Marine Management; and the Lyon by Sealift.

Tents, tarps, bottled water and camp stoves were made readily available to

families in need. Beyond supplies and logistics, mariners also went ashore to assist with debris cleanup, as well as washed 110 loads of laundry for emergency and medical service personnel.

"The resiliency of the Commonwealth of the Northern Mariana Islands people amazes me every day," said Lindfors. "As they confront the challenges of rebuilding, the squadron and I look forward to continuing our relations and keeping strong ties with the people of Saipan and Tinian."

Editor's note: Thanks to Wheeler vessel master Capt. Glenn Macario for the photos and background information.

Safety Directors Hone Skills at Paul Hall Center

SIU safety directors from across the country recently converged in Piney Point, Maryland, to brush up on the latest industry trends.

Meeting at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) the last week of No-

vember were James Brown (from the Port of New Orleans), Kathy Chester (Oakland), Gordon Godel (Wilmington, California), DeCarlo Harris (Baltimore), Anthony Houston (Norfolk, Virginia), Joseph Koncul (Jacksonville, Florida), Andre MacCray (Philadelphia), Kevin

Marchand (Fort Lauderdale, Florida) and Osvaldo Ramos (Jersey City, New Jersey).

They tackled a full agenda that included meetings with SIU President Michael Sacco and other union officials, school personnel, and representatives from the Seafarers Plans and medical department. They also met with individuals from the legal office, and others.

"It was definitely worthwhile," stated Koncul. "We of course primarily focused on safety, but we also discussed strategies for staying ahead of the industry's needs and protecting members' jobs as times change."

Godel said, "There's tons to learn, and I pick up something every time at these meetings. I enjoy them; they're very informative."

Recertified Steward, Chief Cook Praise Work Ethic of 'Young SA'

Recertified Steward **Brian Burchette** recently highlighted the actions of a steward assistant who went above and beyond to lighten the load on the galley crew.

"We were fortunate on board the *Midnight Sun* (operated by TOTE Maritime) to have an additional SA added to the crew, due to the fact we were feeding 40 extra mouths in addition to the ship's compliment," said Burchette. "This young man (SA) **Gervacio Simon** proved to be an exceptional asset, willing and able to do any task asked and always wanting to learn more about the steward department."

Burchette commended Simon's work ethic and aptitude for the job, and described the SA's enthusiasm for continuing his career and working his way up the ladder. He also said that Simon is looking forward to attending the SIU-affiliated Paul Hall Center for Maritime Training and Education (located in Piney Point, Maryland) to upgrade and further his skills.

As a token of their appreciation, Chief Cook **Matt Gallagher** and Burchette presented Simon with some tools of the trade: a chef's knife, peeler, meat thermometer and carrying case.

The steward also offered some words of wisdom to his fellow mariners: "Every time you come aboard a ship, whether it be for four months or five days, you have an op-

portunity to not only present yourself and represent the SIU, but to take pride in each opportunity that the union affords you. People do care and people do notice."



SA Gervacio Simon (left) receives a chef's knife, peeler, meat thermometer and carrying case from Chief Cook Matt Gallagher.



SIU President Michael Sacco (right), PHC Acting VP Tom Orzechowski (center) and SIU VP Contracts George Tricker address the safety directors.



Some of the safety directors (thus titled unless otherwise identified) are pictured with other officials at the school. Seated from left are Andre MacCray, Paul Hall Center Acting VP Tom Orzechowski, Kevin Marchand, PHC Instructor Wayne Johnson Jr. and SIU Asst. VP Pat Vandegrift. Standing from left are Anthony Houston, Osvaldo Ramos, Joseph Koncul, Kathy Chester, DeCarlo Harris, James Brown and Gordon Godel.



SIU VP Nick Marrone, U.S. Rep. Barbara Lee, SIU Asst. VP Nick Celona



U.S. Rep. John Garamendi



SIU VP Nick Marrone, U.S. Rep. Jimmy Panetta, SIU Asst. VP Nick Celona

Oakland Thanksgiving Gathering a Hit

If the SIU's annual Thanksgiving luncheon in Oakland, California, were a sports franchise, it would be best described as dynastic.

Hosted at the hiring hall on the Tuesday before the holiday, the yearly gathering is still going strong after 28 years – most recently on Nov. 20. The 2018 iteration featured the usual assortment of great food, fellowship, and guests including politicians; Marine Corps and Coast Guard personnel; Seafarers, pensioners, and their families; officials and members from

other unions; shipping company executives and staff; members of the police and fire fighting communities; and others.

“We had a packed house and everything went very well,” said SIU Assistant Vice President Nick Celona, who worked closely with the committee that organized the event. “The amount of positive feedback the SIU receives for this celebration is really heartwarming and humbling, and I’m just grateful it’s something that can be done every year. People re-

ally look forward to it.”

While the luncheon atmosphere was lighthearted, guest speakers – including several members of Congress – mentioned that the U.S. Merchant Marine helps protect America’s national, economic and homeland security. Similarly, they stressed the importance of the Jones Act, a pillar of American-flag shipping.

Editor’s note: The photos on this page were provided by Charles Farruggia.



Bosun Michael Carvalho (right) joins members of the 4th Marine Division, 23rd Regiment Color Guard.



Jennifer Celona, Nick Marrone, U.S. Rep. Jerry McNerney, Nick Celona, Denise Celona, Nick Marrone II, San Francisco Police Capt. Joseph McFadden



Capt. Jack Sullivan of Matson, Port Agent Nick Marrone II, U.S. Rep. Jerry McNerney, SIU Asst. VP Nick Celona, SIU VP Nick Marrone, USCG Rear Adm. Peter Gautier



Guests (photo above) pack the hall in Oakland, California. In photo at top right, Art Pulaski, executive secretary-treasurer, California Labor Federation, speaks to those present. San Francisco Fire Chief Joanne Hayes-White (photo at immediate right), who is retiring, commends the SIU for its annual luncheon and notes she attends each year.



SIU Asst. VP Nick Celona (center) is pictured with members of the 4th Marine Division, 23rd Regiment Color Guard.



U.S. Marines surprise SIU Asst. VP Nick Celona (center) with a glass-encased sword. Pictured from left are Sgt. B. Kin, Maj. Michael Baker, Celona, Port Agent Nick Marrone II and 1st Sgt. Allen Latanero.



AT THE HALL IN LAUDERDALE – Asst. VP Kris Hopkins (right in both photos) presents a full book to Wilson Montero (above, left) and a first pension check to Bruce Davidson (above, right), who started sailing with the SIU in 1975.

ABOARD MAERSK IDAHO – Pictured aboard the Maersk Line, Limited ship are (from left) Paul Hall Center Apprentice Anthony Brown, SIU Port Agent Georg Kenny and Apprentice Cale Irons. Our extremely reliable source (that'd be Georg) reports that the apprentices are "loving the life."

At Sea and Ashore with the SIU

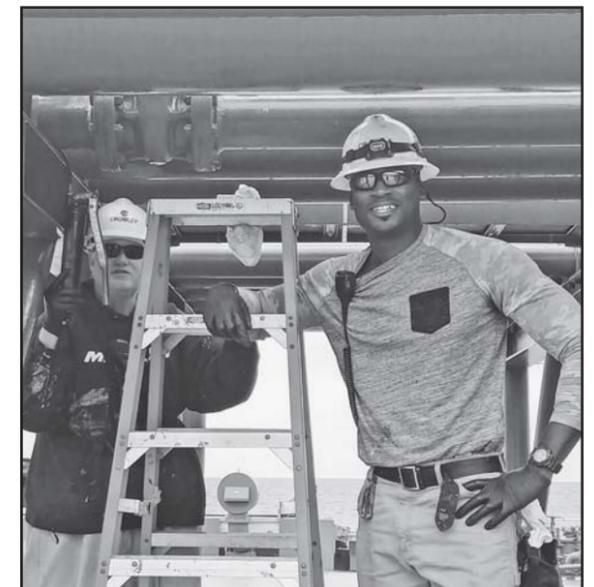


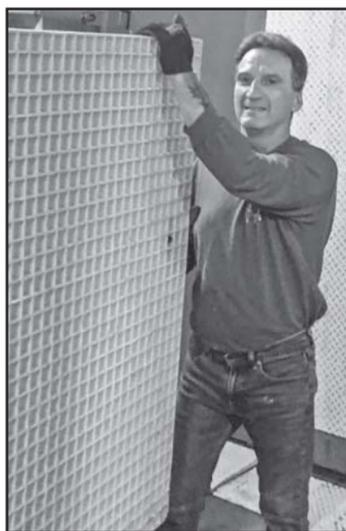
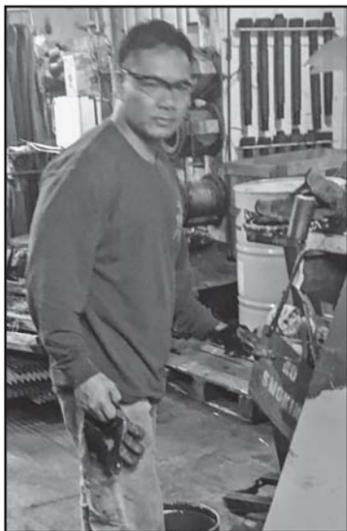
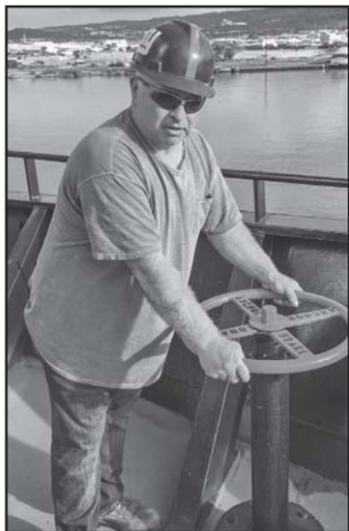
ABOARD OCEAN SUN – This snapshot was taken in Lake Charles, Louisiana, aboard Crowley's Ocean-Class tug. Pictured from left are Patrolman Kelly Krick, AB Carey Brown, AB/Cook Angel Gonzalez, 2nd Mate Nate Leachman, Patrolman J.B. Niday, AB Joel Lalin, Asst. Engineer John Guity, AB Bobby Morales and Chief Engineer Robert Gretter.



FULL BOOK IN NEW YORK – Seafarer Felipe Gonzalez (right), a mate with Harley Marine NY, receives his full book from Patrolman Ray Henderson. They're pictured aboard the *Liberty* in Brooklyn.

ABOARD MV WASHINGTON – Recertified Steward Michael Ingram submitted these photos from the Crowley tanker. Individuals in all photos are identified from left to right. In photo below at left are ABs Michael Covington and Paul Clow. Shown in photo below at right are ABs William Mathis and Edward Wright. Pictured in the crew mess (photo at immediate right) are QMED Philip Francia, Bosun Mondesto Rabena, Oiler Charles Carroll, SA Nasser Alarqban, AB Wright and Pumpman Diolo Bonifacio. The remaining photo (below, center) includes Crowley VP Tucker Gilliam, Chief Cook Gary Loftin, SA Alarqban, Recertified Steward Ingram and Crowley VP/GM Robert Grune.





ABOARD HORIZON ENTERPRISE – Recertified Bosun George Khan (photo above, far left) emailed these photos late last year from the Sunrise Operations vessel. Pictured from left in photo second from left are ABs Bobby Belches and Victor Frazier. EU Albert Dulig is shown in photo third from left, while AB Gary Cardillo is pictured in photo second from right. The remaining image at the far right features AB Fadhl Said.

At Sea and Ashore with the SIU



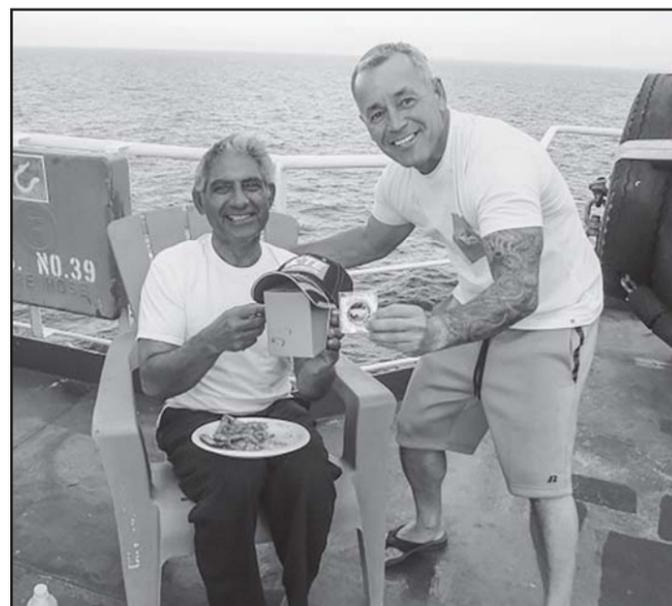
ON THE WATER IN MARYLAND – After a recent stop in Baltimore, the SIU-crewed *SLNC York* (Annapolis-based Chesapeake Crewing) sails past the Bay Bridge in Annapolis, Maryland.



ABOARD MAERSK PEARY – Recertified Steward Tony Spain (left) congratulates GSTU Deirick Coltrane for winning Maersk Line, Limited's monthly safety award aboard the *Peary*.



ABOARD TYCO DECISIVE – Chief Mate Timothy McDonald reports that a retirement party for AB Mahmood Tahir took place aboard the cable ship Oct. 28, a few days out from San Diego. Tahir first sailed with the SIU in 1991, aboard the *USNS Vindicator*. He's pictured at left in photo above at right, with Recertified Bosun Victor Nunez, who is presenting ship souvenirs. The group photo includes (kneeling) AB/Splicer-Joiner Joel Saul and (from left) Chief Cook Walter Schoppe, Apprentice Jack Lanier, Recertified Bosun Nunez, GVA Shayla Stafford, AB/Splicer-Joiner Santos Contreras, AB Tahir, SA Jony Morales Martinez, OMU Jarrett Ford, Bosun's Mate Emilio Abreu, AB Thomas Flores Garcia and OMU Mohamad Kammoun. Thanks to the chief mate for the photos.



ABOARD USNS MAURY – Pictured aboard the Ocean Shipholdings-operated vessel in photo at immediate right are Chief Cook Alvin Watson (left) and Steward/Baker Joseph Hernandez. MDR Brandon Maeda supplied the photo and noted his fellow Seafarers were "working the hot grill this afternoon so that we could have something special for dinner tonight. Great menus, great food and great service, what more can you ask?!"



ABOARD USNS ALGOL – Seafarers gather for a photo aboard the RRF vessel in San Francisco following a servicing. Mariners from the *Algol* and *USNS Capella* (both operated by Ocean Duchess) are included. From left in photo at left are GUDE Edsel Felipe, Recertified Steward McKinley Jones, Port Agent Nick Marrone II, GUDE Mohsin Mohamed, Bosun Charles Frisella, GUDE Emmanuel Bayani, QEE Salah Saleh and Bosun Gill Sickles.

SHBP Offers Scholarship Funds

Each year, the Seafarers Health and Benefits Plan (SHBP) makes scholarships available to qualified individuals who are looking to further their education.

The 2019 program will offer eight awards totaling \$132,000. Three scholarships will be designated for Seafarers while five will be targeted for spouses and dependents. One of the endowments reserved for Seafarers totals \$20,000 and is intended to help defray the costs associated with attending a four-year, college-level course of study. The remaining two are in the amount of \$6,000 each and are designed as two-year awards for study at a postsecondary vocational school or community college. Each of the five scholarships for spouses and dependents is for \$20,000.

Now is an ideal time to begin the application process. The first step is to obtain a scholarship program booklet. This package contains eligibility information, procedures for applying for the scholarships and an application form. Union members and their dependents now have three avenues through which they may obtain this booklet.

First, as has been the case in the past, prospective applicants may request these booklets via mail by completing and mailing the form provided below. Secondly, they may obtain the booklets by visiting any SIU hall. Finally, applicants may obtain the booklet online by visiting www.seafarers.org, going to the *About* tab, navigating to the Seafarers Health and Benefits Plan menu and selecting *Scholarship Application* (PDF).

Once the scholarship booklet has been received, applicants should check the eligibility criteria. They should also begin collecting and assembling the remainder of the paperwork needed to submit with the full application, which must be received by April 15, 2019.

Items that need to be incorporated in the final application package include transcripts and certificates of graduation. Since some institutions respond slowly in handling transcript needs, requests should be made as early as possible.

Letters of recommendation – solicited from individuals who know the applicant's character, personality and career goals – should be included as part of the application package. A high-quality photograph and a certified copy of the applicant's birth certificate are also required and should accompany the package.

A scholarship selection committee, consisting of a panel of professional educators, will examine the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2019. Doing so will virtually assure that the results reach the evaluation committee in time for review.

Seafarers and dependents who previously applied for the scholarship program and were not selected are encouraged to apply again this year, provided they still meet the eligibility requirements.

Please send me the 2019 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 1/19

EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER !

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

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

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

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

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



Enrollment Information

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

Resident courses at Piney Point begin

January 14, 2019

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

The following classes will convene at SHLSS:

January 14, 2019 through February 1, 2019

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

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



Spotlight on Mariner Health

Preventing, Treating Blood Clots

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

A blood clot is a clump of blood that has changed from a liquid to a gel-like substance that's in semisolid state.

Your body has a clotting process that is inherent in order for a person not to lose too much blood in certain circumstances, such as when you are cut or injured.

When a clot forms inside one of your veins, it may not always dissolve on its own. This can be quite dangerous and sometimes life-threatening.

When a blood clot is immobile it will generally not harm you. However, if that blood clot dislodges and starts to travel it can be very dangerous, depending on the area of the body it may move to. If the clot travels to the heart or lungs, it can get stuck and prevent blood flow. This is a medical emergency.

A doctor should be called immediately if you think you may have this type of situation. A doctor can look at lab work, your symptoms, and scans to see if this has occurred. The health care professional will take your health history and ask many questions to help make a determination.

Your circulatory system is made up of blood vessels called veins and arteries. They transport blood throughout your body.

When a blood clot occurs in an artery, it is called an arterial clot. This clot will cause symptoms immediately; emergency treatment is necessary to save a person's life. Symptoms of an arterial clot are severe pain, or paralysis of a part of the body. The blood clot can lead to a heart attack or a stroke.

A clot that happens in a vein is called a ve-

nous clot. This type of clot usually builds up slowly, but they are still life-threatening. The most serious is called a deep vein thrombosis. This most commonly occurs in the legs, but can also happen in the arms, pelvis, lungs, or even in the brain.

When a blood clot is suspected, the person may have swelling in the affected area, pain, shortness of breath, tenderness to the area, a warm sensation or a discoloration of the affected part – usually a red color.

The symptoms depend on the size of the clot. This is why some people may not have symptoms until the clot progresses in size.

The risk factors for a person developing a blood clot are age, especially if you are over 65 years old, lengthy travel where you are sitting for a prolonged period, or bedrest and being sedentary for a long time. Other risk factors include obesity, pregnancy, smoking, cancer, certain types of birth control pills, or a family history of blood clots.

Call or visit a doctor if you develop sudden shortness of breath, persistent coughing, chest pressure, and difficulty seeing or speaking.

Treatment depends on the area of the clot and the severity. After diagnosis, lab testing and scans, the doctor may start the patient on blood thinners (anticoagulants), rest and immobilization of the affected part, pressure stockings, or maybe even surgery.

Recovery may take some time. The medication used to ensure that the blood clot dissolves and does not return can be costly and require frequent blood testing.

Doing what the doctor advises and changing some lifestyle choices can be beneficial to the health, wellbeing, and longevity of the individual's life.

Healthful Recipe

Turkey Meatloaf

Servings: 25

Ingredients

- 7 1/2 pounds ground turkey
- 5/8 pound celery, diced fine
- 1 5/8 pounds onions, diced fine
- 10 cloves garlic, minced fine
- 1/2 tablespoon granulated garlic
- 3/8 cup olive oil
- 2 1/2 tablespoons thyme, dry crushed
- 1 tablespoon sage, dry crushed
- 1 tablespoon salt
- 1 1/2 teaspoons black pepper
- 7 ounces wheat bran
- 3/4 cup ketchup
- 3 1/3 tablespoons worcestershire sauce
- 1 1/4 cups Italian parsley, chopped
- 3/4 cup egg white
- 1/2 cup ketchup, to top the loaves

Preparation

- Sauté the onions and celery in the olive oil until translucent but not browned. Add the minced garlic, herbs, salt, pepper, and seasonings; sauté for about 2 minutes. Remove from the pan and cool. Set aside for later use.
- Place the ground turkey in a large mixing bowl. Add the bran, 3/4 cup ketchup, worcestershire sauce, parsley, and egg whites and mix well. Stir in the sauté cooled vegetables.
- Place the turkey mixture into roasting pans. Once in the pans make two loaves in each pan. Top each loaf with about 4 tablespoons of ketchup on each loaf and make smooth. Cover



each pan with plastic wrap and foil.

■ Bake the meatloaf in a 350-degree F oven for about 1 hour and 20 minutes until internal temperature reaches 165 degrees F. Let the cooked loaf rest on the counter for at least 15 minutes before slicing.

■ Cut the loaves into 4 oz portions and place into 2" hotel pans. Serve above 135 degrees F.

Nutrition Information

Per Serving (excluding unknown items): 283 Calories; 15g fat (46.2 percent calories from fat) 27g protein; 13g carbohydrate; 5g dietary fiber; 108mg cholesterol; 570 mg sodium. Exchanges: 1/2 grain (starch); 3 1/2 lean meat; 1/2 vegetable; 1 fat; 0 other carbohydrates.

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

EPI's 'Policy Roadmap' Would Boost Workers

Think-Tank Details Path to Deliver Economic Opportunity, Security

In a comprehensive new policy agenda, the Economic Policy Institute (EPI) details solutions to address rising inequality and ensure that everybody in America gets a fair cut of the benefits of economic growth they help create. The growing pay disparity has been the result of intentional policy decisions made on behalf of the rich and corporate interests, and only a complete reorientation of these policy levers can reverse this, the EPI stated in early December.

"As Congress prepares to start its 116th session, EPI's Policy Agenda plots a deliberate and expansive set of policies Congress could enact to rebalance power back to the broad majority," the organization said in a news release.

Specifically addressing its proposed agenda, the EPA said that its plans provide "a diagnosis of the problem and a recommendation for reform across a range of economic policy issues, recommending changes in labor, tax, budget, trade,

macroeconomic, regulatory, and climate policies. The disparate impact of policy changes across racial and gender lines is highlighted throughout, and race- and gender-targeted policies are also examined in a stand-alone section."

"For most of the last four decades, income inequality has exploded, income growth for the vast majority has slowed to a crawl, and progress in closing gender and racial income gaps has been either too slow or nonexistent," said EPI Director of Policy Heidi Shierholz. "Policymakers must take bold steps to unrig the economy's rules, paying particular attention to policies that tilt bargaining power back toward low- and middle-wage workers."

The organizing principle behind the agenda is that economic outcomes overwhelmingly reflect intentional policy decisions – and if these outcomes were created by policies, they can be changed by different policies. A key example of this approach can be seen in the EPI's rec-

ommendations surrounding labor markets. A growing body of research has shown that leverage and bargaining power are key determinants of workers' wages, and wage growth for most workers has suffered in recent decades precisely because their leverage and bargaining power have been intentionally weakened by policy choices.

The EPI's Policy Agenda recommends boosting this leverage with a range of specific policies, including labor law reform to allow workers to effectively bargain collectively, higher minimum wages, updated overtime standards, banning forced class and collective action waivers as a condition of employment, and more-robust enforcement of anti-discrimination laws.

"Inequality didn't explode because of any one legislative bill or policy change. Instead, it happened because lobbyists and advocates for the rich and corporations worked every single day for decades

to find policy levers that could be pulled to send every last penny to their clients," said EPI Research Director Josh Bivens. "Reversing this inequality will require an approach every bit as consistent and dogged and far-reaching. This roadmap is a good place to start."

The complete document is posted on the EPI website, epi.org.

The EPI is a nonprofit, nonpartisan think tank created in 1986 to include the needs of low- and middle-income workers in economic policy discussions. On its website, the EPI states that it "believes every working person deserves a good job with fair pay, affordable health care, and retirement security. To achieve this goal, EPI conducts research and analysis on the economic status of working America. EPI proposes public policies that protect and improve the economic conditions of low- and middle-income workers and assesses policies with respect to how they affect those workers."

USNS Williams Galley Gang Caps Multinational Military Exercise With Scrumptious Cookout

The following photos were submitted by Bosun **Godofredo Milabo** from aboard the *USNS Dewayne T. Williams*. The crew of the *Williams* – which is operated by Crowley – had just completed their participation in the annual Cooperation Afloat Readiness and Training (CARAT) exercise, which ran from June 14 to Nov. 30.

According to the U.S. Navy, "CARAT is an annual, nine-country bilateral naval exercise series between the United States and Bangladesh, Brunei, Cambodia, Indonesia, Malaysia, Singapore, the Philippines, Thailand, and Timor Leste and is designed to enhance maritime security skills and operational cohesiveness among participating forces."

To celebrate another successful exercise, the steward department members aboard the *Williams* organized a cookout for both U.S. and Bangladesh Navy members on the stern of the vessel. The results of that cookout are depicted here.



Chief Steward Elizabeth Ibanez makes sure the food has been prepared correctly.



Both the crew of the *Williams* and their guests from the Bangladesh Navy and U.S. Navy enjoy some BBQ on the stern.



Personnel from both navies line up for food and camaraderie.



Pictured from left to right are Chief Cook Kenyetta Isom, Chief Steward Elizabeth Ibanez, OS Michelle Conage and Bosun Godofredo Milabo.



Pictured from left are OS Christopher Gomillion, OS Rashad Madison and OS Michelle Conage. The bosun notes that all three OSS sail from the port of Jacksonville, Florida, and worked hard in preparation for the exercise to help make sure the vessel was in tip-top shape.

American Mariner

**With Seafarers
On the Great Lakes**

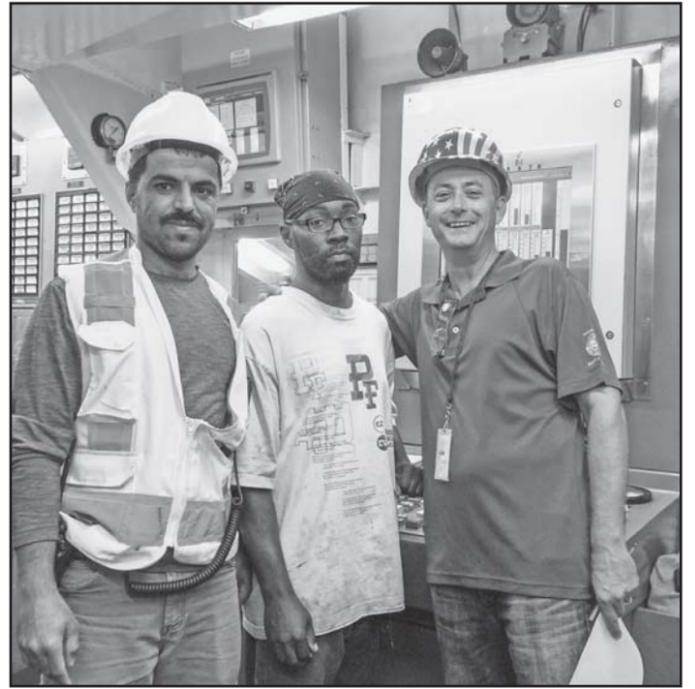
The photos on this page were submitted by Port Agent Todd Brdak, and were taken while servicing the SIU crews of the American Steamship Company-operated *American Mariner* and the Armstrong Steamship Company-operated *Walter J. McCarthy*. The *Mariner* was docked in Toledo, Ohio, and the *McCarthy* was docked in Superior, Wisconsin.



ABWH Dennis Fitzpatrick



The *American Mariner* docked in Toledo, Ohio



From left: Bosun Mohamed Mohsin, QMED Preston Eiland and Port Agent Todd Brdak



Chief Cook Mohamed Noman



From left: Conveyorman Zaid Mesleh, Port Agent Todd Brdak and ABWH Nassor James



From left: Gateman Wisam Mesleh, ACU Amin Saleh and Conveyorman Zaid Mesleh

Walter J. McCarthy



GUDE Daryl Hicks tying up the *Walter J. McCarthy*



The *Walter J. McCarthy* unloading its boom



Gateman Taha Al Amri tying up the *Walter J. McCarthy*



The *Walter J. McCarthy* docking in Superior, Wisconsin

El Coqui



AB Maintenance Jose Canales, AB Maintenance Xavier Alfaro, AB Manuel Rodriguez, Recertified Bosun Wilfredo Velez, AB Jonathan Rivera

SIU Tradition: Seafarers Brighten Thanksgiving Aboard Vessels, at Halls

One of the SIU's longstanding traditions is celebrating the winter holidays together, both at sea and at the hiring halls. Some of the oldest photos on file in the LOG office show Thanksgiving and Christmas gatherings at various halls. More recently, Seafarers have generously shared their respective shipboard holiday snapshots with the union's official publication.

In that spirit, this page features a sampling of Thanksgiving photos from the *El Coqui* (operated by Crowley), the *Indiana Harbor* (American Steamship), and the Honolulu hall.

Visit the SIU Facebook page (@SeafarersInternational) for additional snapshots, both from the aforementioned locations and from our historic files.



Chief Cook Kevin Valentin, Chief Steward Juan Guanill, SA La'sonia Randolph

Honolulu Hall



Indiana Harbor



Chief Cook Saleh Saleh





Everyday Savings

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³15% ON THE MONTHLY SERVICE CHARGE OF QUALIFIED WIRELESS PLANS: Available only to current members of qualified AFL-CIO member unions, other authorized individuals associated with eligible unions and other sponsoring organizations with a qualifying agreement. Must provide acceptable proof of union membership such as a membership card from your local union, a pay stub showing dues deduction or the Union Plus Member Discount Card and subscribe to service under an individual account for which the member is personally liable. Offer contingent upon in-store verification of union member status. Discount subject to agreement between Union Privilege and AT&T and may be interrupted, changed or discontinued without notice. Discount applies only to recurring monthly service charge of qualified voice and data plans, not overages. Not available with unlimited voice or unlimited data plans. For Family Talk, applies only to primary line. For all Mobile Share plans, applies only to monthly plan charge of plans with 1GB or more, not to additional monthly device access charges. Additional restrictions apply. May take up to 2 bill cycles after eligibility confirmed and will not apply to prior charges. Applied after application of any available credit. May not be combined with other service discounts. Visit unionplus.org/att or contact AT&T at 866-499-8008 for details.

NMC Notice on TWIC Enrollment

The U.S. Coast Guard's National Maritime Center issued the following notice on Nov. 13. It's posted in the News section of the SIU website, www.seafarers.org

Important Information On TWIC Enrollment

Mariners applying for a Merchant Mariner Credential (MMC) must list their occupation as Merchant Mariner on their Transportation Worker Identification Credential (TWIC) applications. The United States Coast Guard relies on data provided by the Transportation Security Administration (TSA) when evaluating MMC applications.

Personal data supplied to TSA must match what is provided to the Coast Guard on the MMC application. If a TWIC applicant does not list his or her occupation as Merchant Mariner, the Coast Guard cannot reconcile the data provided by the TSA. In such cases, mariners may be asked to work with TSA to update information, which could result in MMC application issuance delays.

To begin the application process for a TWIC, visit the TSA TWIC enrollment website (<https://universalenroll.dhs.gov/programs/twic>).

January & February 2019 Membership Meetings

Piney Point.....	Monday: January 7, February 4
Algonac.....	Friday: January 11, February 8
Baltimore.....	Thursday: January 10, February 7
Guam.....	Thursday: January 24, February 21
Honolulu.....	Friday: January 18, February 15
Houston.....	Monday: January 14, February 11
Jacksonville.....	Thursday: January 10, February 7
Joliet.....	Thursday: January 17, February 14
Mobile.....	Wednesday: January 16, February 13
New Orleans.....	Tuesday: January 15, February 12
Jersey City.....	Tuesday: January 8, February 5
Norfolk.....	Thursday: January 10, February 7
Oakland.....	Thursday: January 17, February 14
Philadelphia.....	Wednesday: January 9, February 6
Port Everglades.....	Thursday: January 17, February 14
San Juan.....	Thursday: January 10, February 7
St. Louis.....	Friday: January 18, February 15
Tacoma.....	Friday: January 25, February 22
Wilmington.....	*Tuesday: January 22, *February 19

* Wilmington changes due to Martin Luther King Jr.'s and Presidents Day observances.

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

ATTENTION SEAFARERS

Another New Ship



SPAD Works For You.

Contribute To The
Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

November 15, 2018 - December 14, 2018

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	22	8	0	11	7	1	3	33	8	0
Anchorage	2	2	1	2	1	0	1	2	5	1
Baltimore	5	3	0	1	2	0	0	5	4	0
Fort Lauderdale	19	11	2	11	11	1	13	36	22	7
Guam	5	1	0	2	2	0	0	4	2	1
Harvey	10	4	1	3	1	1	3	16	6	11
Honolulu	7	3	1	2	3	2	1	14	8	1
Houston	46	25	10	34	11	12	15	97	34	20
Jacksonville	37	17	7	25	14	5	15	68	30	14
Jersey City	38	12	2	30	9	1	17	58	18	8
Joliet	4	3	1	4	2	1	0	1	6	0
Mobile	9	3	5	4	5	4	6	15	7	5
Norfolk	21	16	9	20	13	9	15	38	27	17
Oakland	14	5	3	8	4	5	10	19	5	5
Philadelphia	5	2	0	3	2	1	2	5	3	1
Piney Point	1	5	1	0	2	0	1	3	4	1
Puerto Rico	8	5	1	6	4	0	6	13	10	1
Tacoma	32	13	6	29	7	7	24	63	19	12
St. Louis	2	0	2	1	0	2	1	2	1	1
Wilmington	35	6	9	19	4	3	11	56	19	15
TOTALS	322	144	61	215	104	55	144	548	238	121
Engine Department										
Algonac	5	1	1	0	0	1	0	7	2	1
Anchorage	1	1	0	0	0	0	0	2	1	0
Baltimore	3	1	1	2	1	0	1	4	3	2
Fort Lauderdale	9	7	0	6	4	0	6	16	9	3
Guam	2	0	1	0	1	0	0	3	0	1
Harvey	2	4	0	1	1	0	0	3	6	0
Honolulu	4	0	3	1	0	1	0	14	5	2
Houston	18	10	3	9	5	3	14	28	15	6
Jacksonville	18	17	2	13	11	1	8	39	25	3
Jersey City	12	6	1	12	7	0	7	23	7	1
Joliet	3	2	0	3	1	0	0	3	1	1
Mobile	5	5	3	2	3	2	1	5	4	1
Norfolk	9	15	7	6	13	4	8	19	24	12
Oakland	7	7	3	8	4	1	2	13	9	3
Philadelphia	4	5	0	2	4	0	2	4	5	0
Piney Point	3	2	0	2	3	0	3	1	6	0
Puerto Rico	5	2	0	3	4	0	2	12	2	1
Tacoma	12	2	3	12	5	0	12	21	12	7
St. Louis	2	1	0	2	1	0	2	3	2	1
Wilmington	13	12	6	6	12	1	9	29	16	8
TOTALS	137	100	34	90	80	14	77	249	154	53
Steward Department										
Algonac	4	2	0	2	1	0	0	7	4	0
Anchorage	1	1	0	1	0	0	1	0	1	0
Baltimore	2	1	0	0	1	0	2	4	1	0
Fort Lauderdale	9	6	2	5	4	1	5	14	6	1
Guam	2	1	0	2	0	0	0	3	1	0
Harvey	3	2	1	2	0	0	1	8	2	0
Honolulu	6	0	0	3	0	0	1	15	2	0
Houston	12	6	2	15	4	1	7	28	6	3
Jacksonville	16	10	1	11	12	2	7	33	15	2
Jersey City	16	2	0	12	0	0	5	17	4	0
Joliet	0	1	0	0	0	0	0	0	1	0
Mobile	5	3	0	1	2	0	2	9	6	0
Norfolk	15	7	1	8	5	0	5	29	14	2
Oakland	13	0	2	6	1	0	6	29	6	2
Philadelphia	2	0	0	1	0	0	1	2	0	0
Piney Point	4	2	1	2	2	0	2	2	4	1
Puerto Rico	3	10	1	3	4	1	4	6	8	0
Seattle	10	2	0	8	2	0	5	17	3	1
St. Louis	0	0	0	0	0	0	0	1	0	0
Wilmington	26	12	1	12	9	1	15	43	12	0
TOTALS	149	68	12	94	47	6	69	267	96	12
Entry Department										
Algonac	1	7	7	0	5	4	1	1	9	13
Anchorage	0	1	2	0	0	1	1	0	3	3
Baltimore	0	1	0	0	1	0	1	0	0	4
Fort Lauderdale	0	10	6	0	3	4	0	3	10	8
Guam	0	1	1	0	0	0	0	0	3	1
Harvey	0	3	5	0	3	1	0	2	2	4
Honolulu	0	4	3	0	1	2	1	1	8	12
Houston	3	8	16	5	13	8	5	6	20	32
Jacksonville	1	15	27	1	18	20	3	6	23	65
Jersey City	3	13	6	0	9	4	4	6	23	13
Joliet	0	0	0	0	0	1	0	0	4	1
Mobile	0	2	1	0	0	0	0	0	2	1
Norfolk	0	19	17	1	9	22	3	1	34	47
Oakland	5	12	18	1	4	5	1	6	22	31
Philadelphia	0	1	3	0	1	2	0	0	2	0
Piney Point	0	1	1	0	0	0	2	0	1	1
Puerto Rico	0	0	1	1	0	0	0	3	1	1
Tacoma	3	8	6	1	3	8	1	6	18	16
St. Louis	0	1	0	0	0	1	0	0	1	0
Wilmington	3	16	10	3	17	7	4	2	46	28
TOTALS	19	123	130	13	87	90	27	43	232	281
GRAND TOTAL:	627	435	237	412	318	165	317	1,107	720	467

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

Kate Hunt,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

659 Hill Side St., Summit Hills
 San Juan, PR 00920
 (939) 204-0337

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 at the hall in Wilmington, California.

Question: What are some of the things you like about your career?



Joseph George Welle III
Recertified Steward

There are a lot of things I like. My career is pretty exciting. Besides seeing all the different parts of the world, the most exciting part is providing for my family. For me, that's the most important thing, because not all people can provide. It's also doing things you love the most, like cooking and travelling. It's exciting.



Dan Coffey
Pumpman

I enjoyed it since I first got into it. I enjoy the camaraderie on the ship, and I really enjoy my time off. I only ship about 140 days a year, but I do like the family environment at the union halls. It's always nice to sail with people you met at the hall. On my time off, I enjoy restoring boats, I'm an avid skateboarder and snowboarder, and I like to be out enjoying life and enjoying time off. This job gives you that opportunity.



Ruben Siclot
ACU

I like my job. I've been an ACU for a long time, and I just love my job and supporting my family. I make good money. I've been in this line of work since I was 18. I enjoy being on the ship, traveling a lot.



Hassan M. Mohamed
GUDE

This job is wonderful. I've been with the SIU almost 26 years, and I've been happy. This is my union – I have to provide for my union and they have to provide for me, too. It's a good union and I get good jobs that mean I can support my family. It's great; I don't have any problems and I respect the officials.



Daniel Bermudez
SA

I love the kitchen, so that's a plus. I've been cooking for a long time. I get to do what I love. Most important is just being able to provide for my family, and travelling. Going to Sudan was interesting – culture shock. I'll remember that experience for a long time.



Ramon Guimba
AB

The first things I like are going to different places, making good money and eating good food. Everything is taken care of and we always emphasize safety. I started in 1993 and am very happy with the union. The SIU is always good to my family, always supportive. I'm going to stick with it.

Pic From The Past



Retired Bosun John Gallagher submitted this gem from 1946, taken at Sloppy Joe's Bar in Havana, Cuba. These are SIU shipmates from the U.S. Army Transport *Peter Desmet* (sometimes listed as *De Smet*). Pictured from left are an unknown Seafarer, Chief Steward Bob, Tim from the engine department, AB Frank Wherry and Bosun Gallagher.

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.



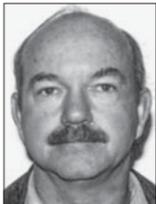
DEEP SEA

KENNETH GARNER

Brother Kenneth Garner, 62, became a member of the union in 1995. Initially sailing in the inland division, he first worked for Delta Queen Steamboat Co. Brother Garner sailed in both the deck and engine departments, and upgraded on several occasions at the union-affiliated Paul Hall Center. He last sailed on the *Atlantic Forest*, and settled in New Orleans.

BERT GILLIS

Brother Bert Gillis, 65, started his SIU career in 1978 when he shipped on the *Aquarius*. He was a deck department member upgraded often at the Piney Point school. Brother Gillis most recently shipped aboard the *Taurus*. He lives in Mobile, Alabama.



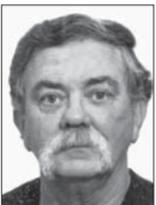
PAULETTE HILLIARD

Sister Paulette Hilliard, 65, embarked on her SIU career in 1997, first sailing aboard the *USNS Regulus*. She worked as a member of the steward department and upgraded on multiple occasions at the Piney Point school. Sister Hilliard most recently sailed on the *USNS Yano*. She calls Harvey, Louisiana, home.



DENNIS HUNT

Brother Dennis Hunt, 65, signed on with the SIU in 1991, initially sailing on the *USNS Relentless*. He was a steward department member and upgraded at the Paul Hall Center in 2002. Brother Hunt most recently sailed aboard the *USNS Bruce Heezen*. He resides in Pensacola, Florida.



JOSEPH LAGUANA

Brother Joseph Laguana, 70, began his career with the Seafarers in 1990, first sailing on the *USNS Altair*. The engine department member upgraded his skills on mul-



multiple occasions at the maritime training facility located in Piney Point, Maryland. Brother Laguana most recently sailed aboard the *Midnight Sun*. He calls Bremerton, Washington, home.

LEO LARSEN

Brother Leo Larsen, 65, joined the SIU in 1975 and initially sailed on the *Pacer*. He was a member of the deck department and last sailed aboard the *Innovator*. Brother Larsen resides in Foster City, California.



ANGEL PEREZ

Brother Angel Perez, 67, signed on with the SIU in 1988, first sailing aboard the *Challenger*. A deck department member, he upgraded on numerous occasions at the Piney Point school. Brother Perez's final ship was the *William R. Button*. He calls Luquillo, Puerto Rico, home.

EDWARD RYNBERG

Brother Edward Rynberg, 71, joined the SIU in 1990. He first shipped on the *USNS Wilkes* and upgraded often at the maritime training facility located in Piney Point, Maryland. Brother Rynberg was an engine department member and also worked on shore gangs. He last sailed aboard the *Sealand Trader*, and resides in Alameda, California.

JUAN SANCHEZ CABRERA

Brother Juan Sanchez Cabrera, 65, joined the union in 2000, first sailing aboard the *USNS Bob Hope*. He worked in the engine department and upgraded at the Piney Point school in 2003. Brother Sanchez Cabrera last sailed on the *Sumner*; he lives in Naranjito, Puerto Rico.



OSVALDO SANCHEZ RIVERA

Brother Osvaldo Sanchez Rivera, 65, joined the Seafarers in 2001, initially sailing in the Great Lakes division. He upgraded at the Paul Hall Center the year he signed on and worked in both the engine and steward departments. Brother



Sanchez Rivera's first vessel was the *Saturn*; his last, the *Maersk Idaho*. He makes his home in Brooklyn, New York.

MARTIN TINKER

Brother Martin Tinker, 72, became an SIU member in 1991. His first vessel was the *Lake*, and he sailed in all three departments. Brother Tinker last sailed aboard the *William Baugh*. He calls Yellow Springs, Ohio, home.

GREAT LAKES

GERALD BEAUBIEN

Brother Gerald Beaubien, 59, signed on with the union in 1978, initially working on the *Exchange*. He shipped in the deck department and upgraded on several occasions at the Piney Point school. Brother Beaubien most recently sailed on the *American Mariner*. He resides in Alpena, Michigan.



JEFFERY ECKHART

Brother Jeffery Eckhart, 61, began his career with the Seafarers in 1977 when he sailed on the *Sam Laud*. He upgraded on several occasions at the Paul Hall Center and was a member of the deck department. Brother Eckhart most recently sailed on the *Great Republic*. He resides in Ossineke, Michigan.

LARRY MIDDLETON

Brother Larry Middleton, 65, became a union member in 2007, initially working on the *Pride of Hawaii*. A member of the deck department, he upgraded on several occasions at the Paul Hall Center. Brother Middleton most recently sailed on the *Walter J. McCarthy*. He makes his home in Mayville, Michigan.



INLAND

JIMMY BANNISTER

Brother Jimmy Bannister, 62, joined the SIU in 1977 when he worked with Dravo Basic Materials. He was a member of the deck department and remained with the same



company for the duration of his career. Brother Bannister lives in Uriah, Alabama.

TIMOTHY CLASEMAN

Brother Timothy Claseman, 65, started his SIU career in 1997, first working for Penn Maritime. He was a deck department member and spent the remainder of his career working for G&H Towing. Brother Claseman makes his home in Corpus Christi, Texas.

ROBERT GREGGS

Brother Robert Greggs, 62, signed on with the Seafarers in 1975, initially sailing aboard the *Ponce* in the deep sea division. He upgraded often at the Paul Hall Center and was a deck department member.



Brother Greggs last sailed with OSG Ship Management before settling in Moyock, North Carolina.

GEORGE ELMER

Brother George Elmer, 65, joined the union in 1980 when he worked with Sealand Manpower in Houston. He worked on the same shore gang for the duration of his career, and makes his home in Montgomery, Texas.



VIVION MCRAE

Brother Vivion McRae, 67, became a member of the SIU in 1976 when he worked for Dravo Basic Materials. A deck department member, he sailed with the same company for his entire career. Brother McRae lives in Wilmer, Alabama.

JAMES MULHOLLAND

Brother James Mulholland, 56, joined the union in 1996 when he worked for Crowley. He spent his entire career with the same company, most recently at Penn Terminal. Brother Mulholland resides in Turnersville, New Jersey.



ANTHONY MYKLICH

Brother Anthony Myklich, 62, began his SIU career in 1989 when he worked with OSG Ship Management. He upgraded at the Piney Point

school on numerous occasions and was a member of the deck department. Brother Myklich sailed with the same company for his entire career. He calls Glassboro, New Jersey, home.



EDUARDO OLAES

Brother Eduardo Olaes, 68, signed on with the union in 2003, working for Allied Transportation. A steward department member, he upgraded at the Paul Hall Center within his first year with the SIU. Brother Olaes remained with the same company for the duration of his career. He resides in Virginia Beach, Virginia.

JOHN SHEPHERD

Brother John Shepherd, 62, became a Seafarer in 1978, initially sailing in the deep sea division. He was a deck department member and first sailed on the *Point Susan*. Brother Shepherd upgraded on multiple occasions at the maritime training center in Piney Point, Maryland. He last sailed aboard the *Liberty Island* and lives in Royal, Arkansas.



ROBERT STONE

Brother Robert Stone, 62, joined the SIU in 1978, when he shipped on the *Portland*. He sailed in both the deck and engine departments and upgraded often at the union-affiliated Paul Hall Center. Brother Stone concluded his career working for Crowley Towing and Transportation. He settled in Willow Grove, Pennsylvania.



NMU

ROBERT HART

Brother Robert Hart, 65, became a member of the SIU in 2001 during the SIU/NMU merger. He resides in Sherman, Connecticut.



Final Departures



DEEP SEA

URSEL BARBER

Pensioner Ursel Barber, 67, passed away November 2. He donned the SIU colors in 1968, first sailing on the *R Semmes*. Brother Barber sailed in the engine department. The Texas native also worked on shore gangs, most recently in Houston. He retired in 2013 and lived in Midway, Texas.



ZAINE BASIR

Pensioner Zaine Basir, 82, died August 21. Born in Malaysia, he signed on with the SIU in 1966 when he sailed aboard the *Steel Scientist*. Brother Basir was a deck department member and most recently shipped on the *Maersk Virginia*. He became a pensioner in 2007 and settled in New York.

GEORGE BRADLEY

Pensioner George Bradley, 67, died August 19. He joined the SIU in 1968, first sailing on the *Seatrain New Jersey*. Brother Bradley was a member of the deck department. After sailing aboard his final vessel, the *Enterprise*, he went retired in 2016. He lived in San Francisco.

MATTHEW CARROLL

Pensioner Matthew Carroll, 74, passed away November 8. He became an SIU member in 1965 and first sailed on the *Producer*. Brother Carroll was a member of the deck department and last shipped aboard the *Defender*. He retired in 2009 and settled in El Paso, Texas.



WALTER CHANCEY

Pensioner Walter Chancey, 77, died October 16. He joined the SIU in 1958, first sailing on the *Alcoa Partner*. An engine department member, brother Chancey most recently sailed on the *Express*. He became a pensioner in 1999 and resided in Troy, Alabama.



FRANCISCO CHARNECO

Pensioner Francisco Charneco, 89, passed away October 14. He joined the union in 1955 and first sailed aboard the *Cubore*. A deck department member, Brother Charneco last sailed aboard a Michigan Tankers vessel. He retired in 1978 and was a resident of Bayamon, Puerto Rico.



DONNIE COLLINS

Pensioner Donnie Collins, 93, died November 5. He joined the SIU in 1948 and first sailed on the *Del Mundo*. Brother Collins was a steward department member and last sailed on the *OMI Dynachem*. He went on pension in 1990 and made his home in Kenner, Louisiana.



MARCUS DENNIS

Pensioner Marcus Dennis, 93, passed away October 17. He joined the union in 1967 when he sailed with Isthmian Lines. An engine department member, he last sailed aboard the *USNS Capella*. Brother Dennis retired in 1990 and settled in Jacksonville, Florida.

RAUL GIRON

Pensioner Raul Giron, 95, passed away November 24. He signed on with the SIU in 1970, first sailing on the *Keva Ideal*. Brother Giron worked in all three departments and last sailed on the *Overseas Arctic*. He became a pensioner in 1988 and lived in Del Rio, Texas.



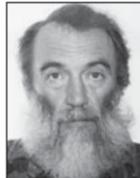
ROSS HARDY

Pensioner Ross Hardy, 79, died November 7. He joined the union in 1965 and first sailed on the *Del Valle*. Brother Hardy was a member of the engine department. His last vessel was the *Cape Texas*. He began collecting his pension in 2001 and called La Marque, Texas, home.



LOUIS HACHEY

Pensioner Louis Hachey, 75, passed away October 27. He signed on with the SIU in 1964, initially sailing on the *Del Sud*. A deck department member, Brother Hachey last sailed aboard the *Overseas Valdez*. He retired in 1996 and settled in Manchester, Michigan.



MAURICE HETRICK

Pensioner Maurice Hetrick, 69, died November 11. He became an SIU member in 1991 when he sailed on the *Sealift Arctic*. Brother Hetrick was a deck department member, and last sailed aboard the *Ocean Atlas*. He began collecting his pension in 2014 and lived in Veedersburg, Indiana.



VAN JOYNER

Pensioner Van Joyner, 72, passed away October 18. He began his career with the SIU in 1973, first sailing aboard an Anchor-age Tankship vessel. Brother Joyner worked in all three departments and concluded his career aboard the *Overseas Vivian*. He became a pensioner in 2015 and was a Houston resident.



ALEX RESENDEZ

Pensioner Alex Resendez, 71, passed away August 31. He embarked on his SIU career in 1972, first working for G&H Towing. Brother Resendez was an engine department member and sailed in both the inland and deep sea divisions. He most recently sailed on the *Baldomero Lopez*, and resided in San Antonio, Texas.

ROBERT SCOTTI

Pensioner Robert Scotti, 86, died November 14. He joined the union in 1953 and initially sailed aboard the *Chiwawa*. Brother Scotti worked in both the deck and engine departments, last sailing aboard the *Integrity*. He became a pensioner in 1989 and lived in Lachine, Quebec.



OLIE WEBBER

Pensioner Olie Webber, 73, passed away November 2. Born in Boston, he joined the SIU in 1969. One of the engine department member's first vessels was the *OMI Willamette*. Brother Webber last shipped on the *Horizon Enterprise*. He went on pension in 2017 and made his home in Pah-rump, Nevada.



GREAT LAKES

DAVID AKERSTROM

Pensioner David Akerstrom, 72, passed away November 1. He signed on with the union in 1967 when he worked with Great Lakes Associates. Brother Akerstrom worked in the deck department and last sailed aboard the *St. Clair*. He began collecting his pension in 2001 and lived in Duluth, Minnesota.



INLAND

AUGUSTUS BLAKE

Pensioner Augustus Blake, 87, died November 7. He began his career

with the Seafarers in 1960 and initially worked for Gulf Atlantic Transport. Brother Blake was a deck department member and retired in 1995 after sailing with Allied Transportation. He resided in Belhaven, North Carolina.



ALFRED DOHERTY

Pensioner Alfred Doherty, 90, passed away November 17. He signed on with the SIU in 1957, working for J.I. Hass. A deck department member, he retired in 1991 after sailing with Crowley Towing and Transportation. Brother Doherty lived in Tarpon Springs, Florida.

ALFRED McCULLEN

Pensioner Alfred McCullen, 84, died October 29. He joined the union in 1967 and first worked for Michigan Tankers. A deck department member, Brother McCullen sailed with Taylor Marine Towing. He began collecting his pension in 1996 and made his home in West Deptford, New Jersey.



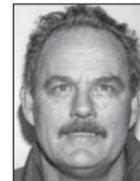
WILLIAM MORRIS

Pensioner William Morris, 74, passed away November 11. He became an SIU member in 1960, initially sailing aboard the *Sampan Knot*. Brother Morris sailed in both the deep sea and inland divisions and was a deck department member. He last worked for Crowley Towing and Transportation before his retirement in 2008. Brother Morris settled in Galveston, Texas.



MICHAEL PRIVETTE

Pensioner Michael Privette, 64, died November 5. He signed on with the union in 1975, first sailing aboard the *Yukon* in the deep sea division. Brother Privette worked in both the deck and engine departments. After concluding his career with Crowley Towing and Transportation, he retired in 2009. He called Lancaster, California, home.



STEVEN SORENSON

Brother Steven Sorenson, 65, passed away September 26. He began his career with the Seafarers in 1993 when he worked for American Marine. Brother Sorenson sailed in the deck department and remained with the same company for the duration of his career. He became a pensioner in 2018 and resided in Westminster, California.

NMU

ANDRES ANDUJAR

Pensioner Andres Andujar, 86, died October 20. Brother Andujar was native to Puerto Rico and became a pensioner in 1997. He lived in Midlothian, Virginia.

NORMAN BUSH

Pensioner Norman Bush, 83, passed away November 22. He was born in Honduras and became a member of the SIU in 2001 during the SIU/NMU merger. A member of the steward department, Brother Bush's first SIU vessel was the *Ocean Atlas*. He most recently sailed aboard the *Yorktown Express* before settling in Tampa, Florida.



FRANK MCDOWELL

Pensioner Frank McDowell, 91, died November 10. He was an NMU member before the 2001 SIU/NMU merger. Brother McDowell was an engine department member and last sailed aboard the *Global Mariner*. He was a resident of Baltimore.

ELVIS MCLURE

Pensioner Elvis McLure, 74, passed away October 15. He joined the SIU in 2001 during the SIU/NMU merger. Brother McLure's first SIU vessel was the *Perseverance*; his last, the *Comet*. The deck department member became a pensioner in 2009 and resided in Wilmington, California.



JOHN PENA

Pensioner John Pena, 84, died October 3. He sailed with the NMU prior to the 2001 merger with Seafarers International Union. A deck department member, Brother Pena last sailed on the *Delaware Trader*. He retired in 2002 and called Lake-wood, California, home.

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

Name	Age	DOD
Callender, Reuben	83	11/03/2018
Castagna, Oscar	85	11/05/2018
Cenac, Walton	99	10/27/2018
Coleman, Robert	92	11/07/2018
Freedman, Alvin	92	09/30/2018
McCoy, Ephrim	85	10/24/2018
Pimentel, Luis	91	11/18/2018
Rodriguez, Charles	95	09/19/2018
Schreib, Emil	84	01/11/2016
Vieira, Eduardo	81	10/19/2018



Digest of Shipboard Union Meetings

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

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

ALASKAN EXPLORER (Alaska Tanker Company), September 9 – Chairman **Jose Loureiro**, Secretary **John Huyett**, Educational Director **Tristan Brand**, Deck Delegate **Francisco Hernandez Davila**, Engine Delegate **Kevin Kelly**, Steward Delegate **Roberto Martinez**. Crew still waiting for recliner repair or replacement. Chairman reviewed importance of shipboard meetings. Sister ship *Alaskan Frontier* was laid up. Funds will be distributed to three other vessels. Secretary went over free college and Union Plus program. Bosun mentioned availability of new training at Piney Point for various shipboard positions. No beefs or disputed OT reported. Crew requested radio. Members hope to receive YETI cups, printed with SIU logo. Steward department was thanked for good food and service. Next Port: Valdez, Alaska

ALASKAN NAVIGATOR (Alaska Tanker Company), September 9 – Chairman **Gregory Hamilton**, Secretary **Cayetano Toledo**, Educational Director **Leland Peterson**, Deck Delegate **Manuel Enrico**, Engine Delegate **Anne Scott**, Steward Delegate **Wilson Peniston**. Recliner and heat lamp in need of repair. Store intake planned at Port Angeles. Ship schedule includes anchoring at Long Beach. Chairman reminded members to stay current on dues. Secretary announced provisions at Port Angeles. Crew was encouraged to contribute to SPAD. Educational director advised members to be sure documents are up to date. He encouraged everyone to upgrade at the Piney Point school. No beefs or disputed OT reported. Steward department was thanked for a job well done and crew commended for keeping house clean. Next Port: Long Beach, California.

SANTORINI (Overseas Ship Management), September 23 – Secretary **Isaac Newsome**, Steward Delegate **Noel Segovia**. Crew reviewed health

and benefits plan improvements. Educational director urged members to upgrade their skills at the union-affiliated Paul Hall Center. Members were encouraged to go on SIU website. No beefs or disputed OT reported. Members pleased with right-to-work (for less) victory in Missouri. Crew requested changes to pension compensation formula.

ALASKAN EXPLORER (Alaska Tanker Company), September 30 – Chairman **Jose Loureiro**, Secretary **John Huyett**, Educational Director **Tristan Brand**, Deck Delegate **Charles Ford**, Engine Delegate **Kevin Kelly**, Steward Delegate **Yolanda Martinez**. Broken-chair issue to be clarified with captain. Chairman reminded members to go through proper chain of command to resolve problems and encouraged everyone to start within SIU. Educational director urged crew to keep documents current and to attend courses at Piney Point. Help with applications available for members. Crew discussed Union Plus benefits and installation of DirectTV system. No beefs or disputed OT reported. Members requested increase to vacation days and were reminded to keep mess hall clean after hours. Next Port: Valdez, Alaska.

ALASKAN LEGEND (Alaska Tanker Company), September 30 – Chairman **Alvin Martin**, Secretary **Just Self**, Educational Director **Corey Hann**, Deck Delegate **Woodrow Brown**, Engine Delegate **Eric Garcia**, Steward Delegate **Roberto Coronado**. Crew still waiting for update on cell phone boosters. Pinup board for union minutes installed. Water leaks reported on both scullery sinks. Steamtable insert in need of replacement. Educational director announced ATC conference at Piney Point set for Spring 2019. No beefs or disputed OT reported. Members requested new recliners and increase of vacation days. Steward department

doing a great job. Next Port: Long Beach, California.

NATIONAL GLORY (Crowley), September 30 – Chairman **Joseph White**, Secretary **Lionel Packnett**, Educational Director **Oswald Bermeo**, Deck Delegate **John Schmanski**, Engine Delegate **Jose Urrea**, Steward Delegate **Jesus Pacheco**. Chairman thanked crew for their hard work when preparing for ABS inspection. He reminded everyone to keep common areas clean and to be considerate while shipmates sleep. New remotes purchased for Blu-ray player and new remote ordered for sound bar. Chairman reminded members to take care of equipment. Educational director advised crew to upgrade at Piney Point. No beefs or disputed OT reported. Members discussed importance of cargo preference and Jones Act. Next Port: Puerto Rico.

HORIZON ENTERPRISE (Sunrise Operations), October 1 – Chairman **George Khan**, Secretary **Raymond Garcia**, Educational Director **Trent Sterling**, Deck Delegate **Gary Cardillo**, Engine Delegate **Albert Dulig**, Steward Delegate **Bernie Igot**. Chairman reminded members that company gives allowance for safety shoes only. He commended deck gang for great job preparing for ABS inspection. Educational director encouraged members keep all documents up to date. No beefs or disputed OT reported. Crew read and discussed *Seafarers LOG*. Members requested cost of living increases to occur every two years for pensioners. Crew would like to increase vacation pay. Steward to order new sheets, pillows and bedspreads.

OVERSEAS LONG BEACH (Overseas Ship Management), October 6 – Chairman **David Martinez**, Educational Director **Edgardo Barrios**, Deck Delegate **Basil McMillan**, Steward Delegate **Lissette Ramirez**. Members received communication

from union concerning Wi-Fi. All departments practicing work safety. Crew was encouraged to join Seafarers 401K and donate to SPAD. Educational director advised members to attend upgrading courses at Paul Hall Center. No beefs or disputed OT reported. Captain announced plans to contact company for internet booster.

ALASKAN LEGEND (Alaska Tanker Company), October 7 – Chairman **Alvin Martin**, Secretary **Just Self**, Educational Director **Corey Hann**, Deck Delegate **Tawnia Stucker**, Engine Delegate **Eric Garcia**, Steward Delegate **Joshua Bingham**. Educational Director plans to check with chief engineer for cell phone boosters. Crew still needs a microwave oven plate. Lockers now available in change-out room for steward department. Galley sinks, garbage disposal and steamtable insert are now in working order. Chief engineer will order parts needed for oven door repair. Ship is going through maintenance for next two-and-a-half months and will be carrying four extra riders. ATC conference dates have been posted. Deck delegate urged members to check overtime sheets. No beefs or disputed OT reported. Crew still waiting for response about recliners and vacation day increase requests. Members asked for detailed information regarding P310 form, and were reminded to secure two other forms. Next Port: Cherry Point, Washington.

LIBERTY EAGLE (Liberty Maritime), October 7 – Chairman **Robert Hoppenworth**, Secretary **George Quinn**, Educational Director **Shawn Yancey**, Deck Delegate **Brian Jackson**, Steward Delegate **Sherre Wilson**. Restricted to ship in Singapore. Chairman discussed expiration dates on credentials. Educational director reminded members to attend upgrading courses at Piney Point. No

beefs or disputed OT reported. Crew discussed mattress replacement and Wi-Fi. Steward department thanked for excellent food. Next Port: Orange, Texas.

MAERSK MONTANA (Maersk Line, Limited), October 7 – Chairman **Sunnil Motley**, Secretary **Johnny Sawyer**, Educational Director **Monroe Monseur**, Deck Delegate **George Phillips**, Engine Delegate **Antonio McAdams**, Steward Delegate **Malcolm Holmes**. Chairman reiterated importance of learning computer skills. He advised crew to be sure documents are up to date when applying for a job. Secretary thanked crew for pulling together and working safely. Educational director encouraged members to upgrade and to take Maersk safety training at Piney Point. Crew requests Wi-Fi access and transportation to stores from port. Deck delegate commended members' hard work, making the ship look sharp and staying safe. No beefs or disputed OT reported. Copies of new contract needed on ship. Members requested more linen and suggested change to vacation benefits. Crew discussed interest in reducing time required for retirement. Next Port: Charleston, South Carolina.

MAGNOLIA STATE (Intrepid Personnel and Provisioning), October 12 – Chairman **Adel Ahmed**, Secretary **Maili Wang**, Educational Director **Eddie Pittman**, Deck Delegate **Ryan Boltz**, Steward Delegate **Tracey Newsome**. Chairman discussed upcoming federal elections and reminded crew to be sure documents are up to date. Members requested fresh produce to be supplied bi-weekly. Crew waiting on Wi-Fi connection for computer in crew lounge and DVR availability in all state-rooms. Members requested change in vacation benefits and relief schedules. Crew would like more visits from union representative.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

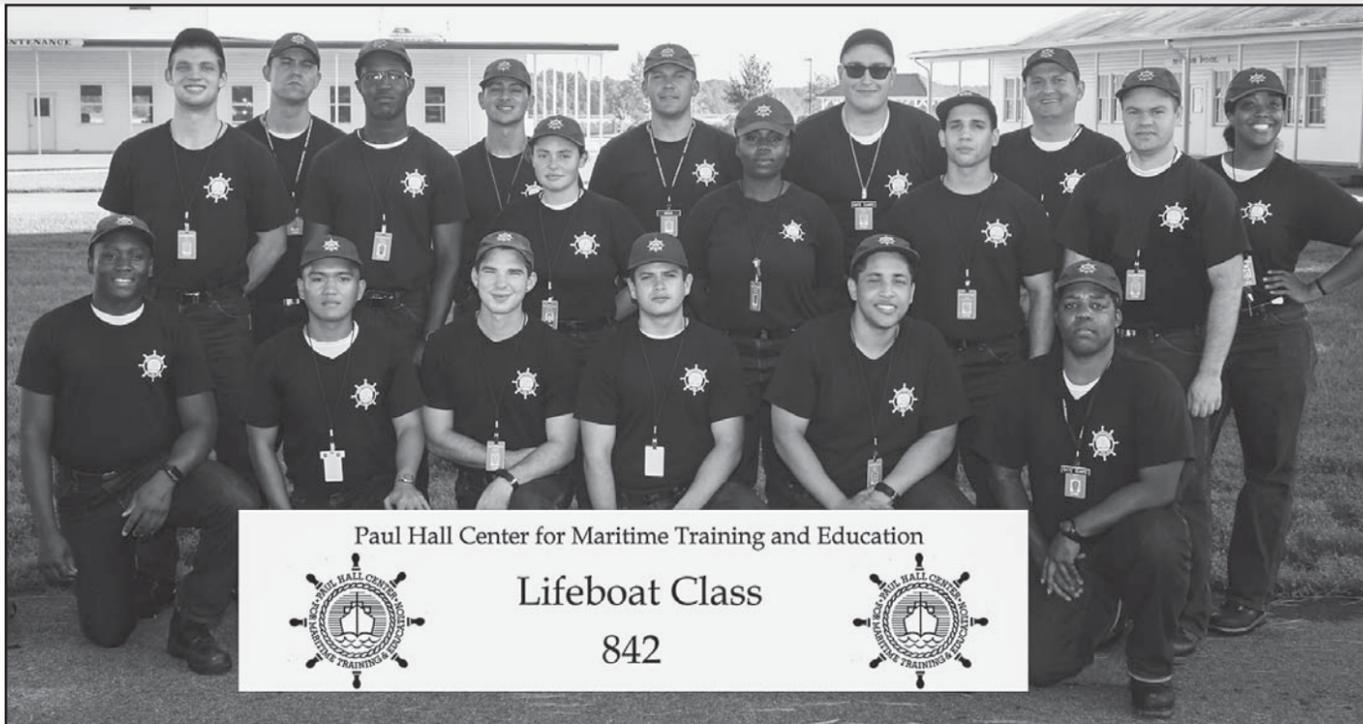
DONATION (SPAD). SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment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

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

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

Paul Hall Center Classes

Apprentice Water Survival Class #842 – Graduated Oct. 10 (photo at right, in alphabetical order): Zachary Anderson, Sharde Baker, Jason Bottari, Kyree Carter, Christopher Eke, Joshua Glancy, Travon Gordon, Ernest Grant Jr., David Hain-Mendez, Kenneth Kauffman, Manuel Gerard Manzur Rosado, Christopher Nicolosi, Keauni Natele Pullett, Abraham Quiner, Neil Laconsay Tupas, Oliver Vickers, Dax Walton and Danielle Woodward.



Important Notice To All Students

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



Machinist – Graduated September 21 (above, in alphabetical order): Latiffe Brooks, Jonathan Collier, David Garrett, Antonio Griffin, Timothy Hetz, Ronilo Rublica Monares and Gajatri Normatova. Class instructor William Dodd is at the far left.



RFPNW – Graduated August 24: Sosiua Faasavaliga Peau (center) and Patricia Placek (right). Bernabe Pelington, their instructor, is at the left.



Government Vessels – Graduated September 14 (photo at left, in alphabetical order): Julian Beasley, Robert Bryson III, Joseph Hernandez, Jamison McIntyre, Mason Con Melland, Lawrence Mills Jr., Christina Price, Annie Scriven, David Wakeman, Brian Wiley, Andre Winningham and Shaun Wood.



UA to AS-Deck – Graduated September 21 (above, in alphabetical order): Rizaldy Ano Jr., Arnold Dimaandal Baluyot, Phillip Borders, Hector Ulises Garibaldi, Macey Horne, Jared Nichols, Patricia Placek, Levon Prophet, Tiyhana Shonye Roddy, James Russell, Charles Turner Jr., and Jerald Welcome.

Paul Hall Center Classes

Tankship Familiarization

LG – Graduated August 24 (photo at right, in alphabetical order): Joshua Barber, Allan Bombita, Ana Marie Chona Razon Calma, Antony Chapman, Donell Criswell, Sherron Davita DeCoteau, Artemio Galabo Galaura, Jasmine Garrett, Timothy Hetz, Bud Sok Khuth, Nadzeya Mikhailovna Kuptsova, Steven Ariel Lopez Ferrer, Mark Mahoney, Sonny Perez, Atm Zahid Reza, Paul Riley Jr., Adam Riley, Leroy Andres Ramos Sierra, Leonard Elad Soriano, Jason Stahl, Iker Emanuel Urruchi Lugo and Reginald Yeager. (Note: Not all are pictured.)



Government Vessels – Graduated August 17 (above, in alphabetical order): Allan Bombita, Prentice Baptista Conley, Kelly Doyle, Artemio Galabo Galaura, Martin Garcia, Bud Sok Khuth, Michael Maldonado, Sterling McCosh, Scott Opsahl, William Rackley, Marlon Suazo Fernandez and Reginald Yeager. (Note: Not all are pictured.)



MSC Storekeeper – Graduated August 10 (above, in alphabetical order): Julian Beasley, Phillip Best, Rocky Dupraw, Joseph Hernandez, Christina Price and Shaun Wood. Instructors Zak Schaver and Matthew Rogers are at the far left and far right, respectively.

BAPO – Graduated August 24 (photo at right, in alphabetical order): Adam Brundage, Elyser Valdez Carpio, Dion Cheeseborough and Carlos Manuel Noriega. John Wiegman III, their instructor, is at the far left.



Tank Barge DL – Graduated August 31 (above, in alphabetical order): Jose Argueta, Raibonne Charles, Scott Forrer, Luke Yves Fouilloux, Matthew Hargrove, Gilbert Johnson, John Kehoe, Mark Mahoney, William Mercer, Adam Riley, Michael Riley, Glen Williams and Damon Zschoche.

Paul Hall Center Classes



Basic Training (Basic Firefighting) – Graduated August 24 (photo at left, in alphabetical order): Jamel Akia Anders, Keithan Bland, Kirk Chambers, Alexandra Erickson, Paisami Gay, Jurgen Gottschlich, Charles Kamaualii Hanohano III, Daniel Howard, L.G. Johnson, Lamarai Jones, Shadonna Jones, EsStonia Moore, Eugenia Porter, Noah Susumu Santiago-Stephens, Ben Skuban, Lareesa Warren, Jessica Williams, Kendra Williams and Jarid Wilson.



WATCO – Graduated August 10 (above, in alphabetical order): Ibrahim Awadalla Abdelkarim, Nabeel Ahmed Alawi, Nicholas Mora, Joseph Negron, Kyle Pillsworth, Timothy Pillsworth, Orlando Reveron, Michael Sedita and Richard Serrano. William Dodd, their instructor, is at the far right.

Small Arms – Graduated August 10 (above, from left): Rick James, Eric Van Mose and Joshua Rawls. Class instructor John Thomas is at the far right.



Basic Training (Advanced Firefighting Revalidation) – Graduated August 24 (above, in alphabetical order): Michael Maldonado, Andre Skevnick, Jared Smith and Dean Lopaka Waiwaiole.

Chief Steward – Graduated August 24 (above, in alphabetical order): Bernard Butts, Roberto Odchimar Coronado Jr., Susan Emmons, Ingrid Soveira Ortiz-Rosario and Rommel Reston. (Note: Not all are pictured.)



Chief Steward 2.0 – Graduated August 31 (above, from left): Meili Wang Seegers, Alan Hollinger and Elizabeth Remotigue Ibanez

Galley Ops – Graduated August 10 (above, in alphabetical order): Tayseer Alshaibi, Esmaralda Salazar Cueto, Jolanta Czeslawa Goch, Brandy Griffin, Nadzeya Mikhailovna Kuptsova, Liliana Oliveros, Sonia Pabon Barreto, Chad Sikorski and Dominique Wesley.

SEAFARERS LOG

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

**Paul Hall Center
Class Photos
Pages 21-23**

Cabotage Studies, New Tonnage Highlight 2018

Under the leadership of President Michael Sacco, the SIU steadily moved forward in 2018, with a list of accomplishments that included adding new jobs, ratifying solid contracts, improving its affiliated school in southern Maryland, opening a new hiring hall in Puerto Rico and helping lead the fight to defend cabotage laws.

The latter issue produced some of last year's biggest headlines, and involved (among other efforts) one study concerning the Jones Act's effect on Puerto Rico, and a separate, longer-term examination of cabotage laws around the world.

The latter issue produced some of last year's biggest headlines, and involved (among other efforts) one study concerning the Jones Act's effect on Puerto Rico, and a separate, longer-term examination of cabotage laws around the world. Economists from Boston-based Reeve & Associates and San Juan-based Estudios Técnicos, Inc. on July 18 released a joint report, "The Impact of the Jones Act on Puerto Rico," that concluded the Jones Act has no impact on either retail prices or the cost of living in Puerto Rico. In addition, the report found that the state-of-the-art maritime technology, Puerto-Rico focused investments, and dedicated closed-loop service offered by Jones Act carriers provide a significant positive economic impact to the island, at freight rates lower or comparable to similar services to other Caribbean Islands.

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

Later in the year, Seafarers' Rights International (SRI), an independent center for mariner advocacy and research, released its full report – "Cabotage Laws of the World" – on the findings of their global cabotage study. The study, commissioned by the International Transport Workers' Federation (ITF), provides the first independent analysis of maritime cabotage laws since the early 1990s.

Based on extensive research involving 140 countries, the SRI report revealed that 91 countries representing 80 percent of the world's coastal United Nations Maritime States have cabotage laws restricting foreign maritime activity in their domestic coastal trades.

Merriam-Webster defines cabotage as "trade or transport in coastal waters or airspace or between two points within a country."

ITF Seafarers' Section Chair David Heindel, who also serves as the SIU's secretary-treasurer, said, "The lack of accurate facts on cabotage laws around the world has been an impediment for policymakers considering implementing cabotage laws. This report represents a circuit breaker, providing policymakers with the relevant facts for proper decision-making. The SRI report debunks the myth that cabotage is an exception, not the rule. Laws governing maritime activity are widespread, currently existing in 91 countries covering 80 percent of the world's coastlines of U.N. maritime states. We know there are a number of countries considering introducing, strengthening or diminishing cabotage regulation. This report will assure those governments that it makes sense to enforce national cabotage laws."

Additionally, the SIU testified or otherwise supported several U.S. congressional hearings covering the Jones Act, cargo preference, and other laws and programs that are vital to the U.S. Merchant Marine.

The union threw its full support behind a new bill, the Energizing American Shipbuilding Act, which would boost shipboard jobs as well. Championed by U.S. Rep. John Garamendi (D-California), the bill has strong bipartisan support and legitimate prospects for approval in the new year.

Not all of the news from the nation's capital was positive for maritime or the labor movement. The Supreme Court ruled against working families with its long-awaited decision in the *Janus* case. However, unions have responded by significantly ramping up efforts to remind workers of the ongoing extreme

relevance of unions.

There were victories, too, both in the U.S. and in Canada. Missouri citizens soundly rejected a statewide, so-called "right to work" law. Meanwhile, the SIU of Canada led the way in winning major cabotage rights for that nation's mariners.

Also, the annual report from the U.S. Bureau of Labor Statistics showed that union membership grew by 262,000 in 2017 (the most recent year for which data was available).

New Ships

Seafarers and SIU CIVMARS welcomed many new vessels throughout the year, plus the start of construction on several ships.

Crowley acquired three tankers (*Oregon, Washington, California*) from SeaRiver mid-year, and later christened the ConRo *El Coqui*.

Matson launched the *Daniel K. Inouye*, the largest container ship built in the U.S. (850 feet). Construction also started on the *Matsonia*, a ConRo.

The general cargo ship *SLNC York* (Argent Marine) re-flagged under the Stars and Stripes, while the first steel plates were cut for the Pasha Hawaii Jones Act containership *George III*.

SIU Government Services Division members had much to applaud, including the christenings of the expeditionary fast transports *USNS Burlington* and *USNS Puerto Rico*, and the start of construction on the fleet replenishment oiler *USNS John Lewis* and the expeditionary sea base *USNS Miguel Keith*.

New Contracts and Benefits

It was a banner year for the Seafarers Health and Benefits Plan (SHBP), which bookended 2018 by announcing assorted new benefits for Seafarers and their dependents. The SHBP also awarded nine scholarships worth a combined \$132,000. Four of the grants went to Seafarers, while the other five were claimed by SIU family members.

SIU negotiating teams continued to defy nationwide trends by securing agreements that feature regular wage increases while maintaining or increasing benefits. Such was the case both at Great Lakes Dredge & Dock, where members ratified a five-year contract; and at G&H Towing, where SIU boatmen approved a three-year pact.

Piney Point

The union-affiliated Paul Hall Center and its Seafarers Harry Lundeberg School of Seamanship continued pressing ahead to set the standard for maritime training. Located in Piney Point, Maryland, the school introduced a new class for storekeepers and launched a totally revamped steward department curriculum – collectively dubbed Culinary 2.0 – that was a hit with the first students.

In the fall, the Paul Hall Center also hosted a packed meeting of the U.S. Transportation Command's executive working group on the Voluntary Intermodal Sealift Agreement. The group includes SIU Executive Vice President Augie Tellez.

In May, the school's advisory board examined current and future training needs, and discussed various upgrades being made to both the campus itself and the classes. The board includes representatives from the union, school, ship-operating companies and government agencies.

That same month, Piney Point was the site for the sixth annual Seafarers Waterfront Classic. The event benefits the American Military Veterans Foundation (AMMILVETS), previously called the Wounded Warriors Anglers of America.

New Hall and More

On Nov. 8, the SIU officially opened the new hiring hall in



SIU President Michael Sacco opens the winter meeting of the Maritime Trades Department executive board.

San Juan, Puerto Rico, with an event that included food, drinks and a live band.

"Welcome to your brand-new SIU union hall," SIU Port Agent Amancio Crespo began, before being interrupted by cheers and applause from the more than 150 members, elected officials, company executives and guests gathered outside the building for the ceremony.

The new facility, located at 659 Hillside Street in the Summit Hills neighborhood of San Juan, is immaculate, with all-new furniture in multiple member lounge areas, wheelchair-accessible restrooms, a modern galley and mess area, WiFi access and a second-floor conference room. Most importantly, it's in a safe and secure neighborhood – a huge improvement from the previous hall.

In other news, the SIU remained very active with the ITF, and Heindel was re-elected as chair of the federation's Seafarers' Section at its congress in Singapore.

Several SIU crews upheld the finest traditions of the Brotherhood of the Sea by executing rescues, including Seafarers from the *USNS Trenton*, *USNS Wally Schirra* and multiple NY Waterway ferries.

The National Transportation Safety Board published a summary of its investigation of the El Faro tragedy. Two books (by private authors) were published about the October 2015 sinking. Later in the year, the SIU conducted and participated in memorial services at sea and ashore for the 33 individuals (including 17 Seafarers) who lost their lives in the sinking.

Two longtime Seafarers called it quits: SIU Vice President Government Services Kermet Mangram retired after 40 years with the union, and SIU Assistant Vice President Contracts Archie Ware did the same, also capping a 40-year career. Former UIW National Director Kate Hunt made history when she succeeded Mangram, becoming the union's first female vice president.

Seafarers continued their philanthropy across the globe, including annual efforts in Tacoma, Washington, and Fort Lauderdale, Florida.

The Maritime Trades Department conducted a Jones Act-themed winter meeting, helping set the record straight on a law that is vital to U.S. national, economic and homeland security.

Finally, the union bid a solemn farewell to Charlie Stewart, retired vice president and former NMU official, who passed away at age 84.



The SIU gained jobs when the Oregon and two other tankers were acquired by Crowley.



The new hall in Puerto Rico is a hit with members, their families and other guests. Among those pictured at the ceremonial opening are (starting third from left) SIU VP Gulf Coast Dean Corgey, SIU Exec. VP Augie Tellez, former Puerto Rico Gov. Carlos Romero Barcelo, Port Agent Amancio Crespo and (third from right) Secretary-Treasurer David Heindel.