

SEAFARERS LOG

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

SIU Celebrates Inouye Christening

Union-Built Matson Containership Honors Late Maritime Stalwart

Seafarers and SIU officials joined in welcoming the largest U.S.-built containership – Matson’s *Daniel K. Inouye* (immediate right) – during a June 30 ceremony at Philly Shipyard. The vessel is named after the late senator from Hawaii who was an ardent backer of the U.S. Merchant Marine – and an honorary SIU book holder. Numerous speakers at the christening voiced support for American mariners and U.S.-flag shipping, including high-level representatives from the military and the administration. Pictured from right to left in second photo at right are SIU Port Agent Joe Baselice, VP West Coast Nick Marrone, Exec. VP Augie Tellez and his wife, Susan, and VP Atlantic Coast Joseph Soresi. Some of the 350-plus attendees are shown below. *Page 3.*



SLNC York Signals New SIU Jobs



Seafarers are sailing aboard the newly contracted general cargo ship *SLNC York*, part of the Argent Marine fleet. Pictured aboard the ship during a recent stop in Jacksonville, Florida, are (from left) QMED Derrick Sullivan, Bosun Basil D’Souza, AB Clifford Carroll and AB Erick Toledo. Turn to Page 3 for additional information and more photos.

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President's Report

Earning Every Gain

August is the birth month of a dedicated leader who served as the second president of the Seafarers International Union of North America, the late Paul Hall. While I realize that for our younger members, Paul's name is primarily associated with our affiliated school in Piney Point (his brainchild), we could all benefit from remembering how hard he fought to advance workers' rights and the U.S. Merchant Marine.



Michael Sacco

Paul was a visionary when it came to maritime training, but I know from directly working for him that he was also a battler who pushed himself – and who demanded maximum effort from everyone around him. He knew that nothing would be given to our union, and that we had to work for every single gain. He knew that we also had to fight to maintain those gains, whether they involved contracts or legislation or facilities or benefits.

That's the right mindset for us now, just a couple of months shy of our organization's 80th anniversary. The labor movement is under attack. The U.S. Merchant Marine is under attack. The future isn't guaranteed for anyone, in any line of work, but if we don't continue helping lead the charge to revitalize our movement and our industry, it won't be pretty.

On the labor side, to name a couple of prominent examples, we go into detail elsewhere in this edition about the recent Supreme Court ruling in the Janus case, which can be a big blow to working families if we let it. This month, Missourians go to the polls to vote on repealing its so-called right-to-work (for less) law. There is regular talk about pushing national right-to-work (for less) in the private sector. For now, I'll just say to anyone who truly believes that the people behind Janus and right-to-work actually have workers' best interests in mind, I've got a nice bridge for sale.

On the maritime side, there are a lot of resources being lined up to take another shot at weakening or eliminating the Jones Act this year. I find those attacks disgraceful. The Jones Act is one of the most important laws in our entire country, not just in the maritime industry. It protects our national, economic and homeland security. It's a huge source of good jobs.

These attacks are nothing new. For example, within just a few years of our union's formation, we teamed up with the Sailors' Union of the Pacific to protect America's freight cabotage law. That was one of our first Jones Act fights (the law was enacted in 1920), and like all the ones that followed, it was a win.

We've got plenty of fight left in us today, as evidenced by two recent triumphs against sneak attacks on cargo preference. Those salvos, led by political extremists, would have eliminated at least a half-dozen American-flag vessels right off the bat (and the SIU jobs that go with them). We thank all elected officials, from both parties, who stood with us.

And our union brothers and sisters in the public sector aren't taking Janus lying down. Make no mistake, the Court's decision was anti-worker – but it has further awakened people, union and unrepresented alike, about why unions exist in the first place. Just like teachers across the country, it'll make us work harder to spread the message, but that's not entirely bad.

Put all of that together and you'll understand why we reach out to rank-and-file members for grassroots support, both for maritime laws and for pro-maritime, pro-worker political candidates, no matter the party. You all know this is an election year. Make sure you're registered to vote. Talk to your family members, neighbors and friends about getting out to the polls on Election Day. Talk to them about supporting the candidates who'll back America's working families.

If your port agent asks for help with a block walk or a phone bank, donate your time. If you're not contributing to SPAD, the SIU's voluntary political action fund, please consider signing up. It's an important tool for us.

Brothers and sisters, if Paul Hall were with us today, I've got a pretty good idea of what he'd say. He'd tell us to roll up our sleeves and get to work. He'd remind us that politics is pork chops. And he'd exhaust every resource in the fights for workers' rights and our maritime industry.

That's exactly what we'll continue to do, no matter the arena.

Defense Secretary Backs Mariners

U.S. Secretary of Defense James Mattis recently offered strong words of support for the U.S. Merchant Marine.

Speaking June 16 to new graduates of the U.S. Merchant Marine Academy, Mattis said, "You're going to be the fourth arm of the defense. You're going to sustain our allies and fuel our ships and ferry our warriors."

During his remarks in Kings Point, New York, the secretary stated, "As small as our merchant marine may be today, it is absolutely essential. We're going to need you as we see the storm clouds gather elsewhere as our diplomats are in a position where we have to buy time for them to solve problems."

Mattis told the gathering of

nearly 4,500 people that his father had been a merchant mariner during World War II. He relayed a 1935 quote from the leader who guided America's effort during that war, President Franklin D. Roosevelt, recalling his time as Assistant Secretary of the Navy during World War I: "In the event of a war, American-flag ships are obviously needed not only for Naval auxiliary, but also for the maintenance of reasonable and necessary commercial intercourse. We should remember the lessons learned in the last war."

Mattis reminded the graduates and audience, "Those lessons that he was speaking to are timeless, and I would tell you the essential nature of an efficient and a resilient merchant marine that is fear-

less and that is what we still need today."



James Mattis
Secretary of Defense

Outgoing Coast Guard Commandant: 'Not the Time to go After Jones Act'

A few weeks before finishing his time at the helm of the U.S. Coast Guard, Adm. Paul Zukunft reiterated his support for America's freight cabotage law.

During a question-and-answer period following a speech he gave in Washington, D.C., the admiral responded, "There's this fixation that we need to get after the Jones Act. The consequences of the Jones Act [repeal] could have severe repercussions as well."

The Jones Act requires that cargo moving between domestic ports be carried on vessels that are crewed, built, owned and flagged American. The law enjoys strong bipartisan support and military backing, but also regularly comes under attack by

foreign-flag interests.

Zukunft spoke May 8 at the Center for Strategic and International Studies. Continuing with his answer, he warned that if the Jones Act is weakened or eliminated, "All of our coastwise trade will probably be done by a third nation, namely China, [and] not just coastwise trade, but plying our inland river systems as well. If we're looking at, 'hey, if we can lower the cost of doing business, we can have a third nation do it on our behalf.'"

"The next thing that goes away is the (U.S. and state) maritime academies," he continued. "You don't need them because we have foreign mariners. We don't know who they are, but they're foreign mariners plying our waters and our internal waters as well to conduct maritime commerce, which is a \$4.6 trillion enterprise in the United States."

He concluded, "Then the next thing that goes is our shipyards – our shipyards and the technology that goes with the shipyards.... This is not the time and place to go after the Jones Act."

That wasn't the first time Zukunft spoke in favor of the Jones Act. During a House hearing in 2016, he said, "You take Jones Act away the first thing to go is these shipyards and then the mariners. If you take the mariners away, what is the world going to look like 10 years from

now? If we don't have a U.S. fleet or U.S. shipyard to constitute that fleet how do we prevail? I am concerned that any repeal of the Jones Act would cut at the heart of that industrial base.

"We inspect foreign ships that we trade with and on any given day we detain two or three ships because they are not in compliance even though the flag state claims they are in compliance," he said. "The U.S. does have a higher standard for safety and security and no one does it better than the United States."

During that hearing, conducted by the House Subcommittee on Coast Guard and Maritime Transportation, Zukunft also said that if the Jones Act were eliminated, "Quite honestly, it will bankrupt our maritime resiliency. When we look at the challenges that the Maritime Administrator and TRANSCOM are facing in the event of a contingency and we don't have a lift within the U.S. fleet to respond to a contingency at a point in time that we are seeing the re-emergence of pure competitors – it is in our nation's best interest to protect our maritime resiliency and the Jones Act does provide that wherewithal."

Adm. Karl L. Schultz became the new Coast Guard commandant during a change-of-command ceremony June 1 in Washington.



Adm. Paul Zukunft

NY Waterway Crew Rescues Teen From Overturned Vessel on Hudson

Three Seafarers who work aboard NY Waterway passenger ferries recently pulled off their second rescue in two months.

Capt. **Gil Rivera** and Deckhands **Selena Sobers** and **Ignacio Minutillo** on July 9 pulled a teen to safety after his sailboat overturned in the Hudson River. A New York Police Department Harbor Unit crew pulled the other teen (who also had been in the sailboat) onto its vessel.

All three of the Seafarers

have taken safety training at the SIU-affiliated Paul Hall Center, located in Piney Point, Maryland. They were sailing aboard the *York* when the more recent rescue happened – and were on that same boat May 7, when they aided a main in distress in the river near the Brookfield/Battery Park City Ferry Terminal.

According to a NY Waterway news release, both teens were taken to Paulus Hook, where Jersey Police and ambulance crews tended to them.

"My deckhands did an excellent job, working well under pressure. We were able to get the young man out of the water quickly. Once again, our training paid off," Rivera said.

In 31 years, SIU NY Waterway crews have rescued almost 300 people from the waters of New York Harbor, including 143 people rescued from U.S. Airways Flight 1549 in "The Miracle on the Hudson," billed as the most successful marine rescue in aviation history.

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

Matson Ship Inouye Christened in Philly

Administration States Support For Jones Act, Cargo Preference

More Jones Act tonnage is on the way, following the June 30 christening of the Seafarers-contracted containership *Daniel K. Inouye* at Philly Shipyard.

The *Inouye* is the largest U.S.-built containership (850 feet long, 3,600 TEUs). It is named in memory of the late U.S. Senator from Hawaii – and honorary SIU book holder – who was a longtime backer of the U.S. maritime industry and its role in supporting Hawaii's economy. Inouye passed away in December 2012.

Among those attending the ceremony for the SIU were Executive Vice President Augie Tellez, Vice President West Coast Nick Marrone, Vice President Atlantic Coast Joseph Soresi and Philadelphia Port Agent Joe Baselice.

Dr. Peter Navarro, assistant to the president and director of the White House Office of Trade & Manufacturing Policy, was a featured speaker. He also wrote an article prior to the ceremony in which he expressed the administration's strong support for the Jones Act and cargo preference – and he pointed out that the *Inouye* was built with union labor.

Other speakers at the christening included Gen. Darren McDew, commanding officer of the U.S. Transportation Command; Maritime Administrator Mark Buzby; former Pennsylvania Gov. Ed Rendell; company and shipyard officials, and more. Irene Hirano Inouye, Sen. Inouye's widow, christened the vessel by breaking a ceremonial bottle of champagne against the ship's hull.

The *Daniel K. Inouye* is the first of two Aloha Class vessels being built for Matson at Philly Shipyard. When the yard announced the start of construction, it said in a news release that the new tonnage would constitute "Matson's largest ships. They will also be faster, designed to operate at speeds in excess of 23 knots, helping ensure timely delivery of goods in Hawaii. Though bigger, the ships are also designed to accommodate future needs by being able to navigate safely into some of Hawaii's smaller ports. The new vessels will incorporate a number of 'green ship technology' features that will help protect the environment, including a more fuel-efficient hull design, dual fuel engines that can be adapted to use liquefied natural gas (LNG), environmentally safe double hull fuel tanks and fresh water ballast systems."

The second ship is scheduled for delivery in 2019.

"This is a proud day for all of us at Matson," said Matt Cox, Matson's chairman and chief executive officer, at the shipyard ceremony. "Over our first 136 years, Matson's fleet has evolved from sailing ships to larger steamers to diesel power, consistent with changes in technology and always evolving in step with the needs of a growing Hawaii economy."

"This new vessel, designed specifically to serve Hawaii and built with LNG-compatible engines, is the next generation of vessel and sets a new standard for cargo transportation in Hawaii," he continued. "It also symbolizes Matson's continuing commitment to serving our island home in the most efficient, effective and environmentally sound way into the future."

Steinar Nerbovik, Philly Shipyard president and CEO, said, "It is with tremendous gratitude and pride that we celebrate the christening of *Daniel K. Inouye*, alongside Matson, a returning customer. When this ship is delivered, no matter where it travels, it will represent the finest craftsmanship of Philadelphia shipbuilders, and fulfill our promise to provide American



More than 350 people attended the ceremony at Philadelphia Shipyard, a union facility (though the event hadn't begun when this photo was taken).

built and owned ships that will safely and securely service our nation."

Buzby commended the shipbuilders and the vessel itself and then added, "America has a proud maritime history, but it has never been just about ships and ports. To me it's more about the American mariner; the men and women who have advanced the American way of life by serving at sea, and the men and women of the U.S. Merchant Marine. They are always among the first called to action to support and sustain our armed forces in national and international crises. Those same mariners will breathe life into this new ship and sail her confidently and competently for years to come."

Navarro said the following in his published article and echoed the same points at the ceremony: "The merchant marine helps to provide our military the mobility it requires, in both troops and equipment, to confront threats around the world. The *Inouye* and its sister ship will materially help add to the pool of highly trained merchant seamen. The same shipbuilding industrial base that constructs ships such as the *Inouye* is therefore essential to the maintenance and resilience of a robust United States Navy. The Jones Act and cargo preference were designed to meet these national security objectives, and the Trump administration is committed to im-

proving both so that we once again have a robust United States-flag fleet and shipbuilding industry."



Dr. Peter Navarro (left), director of the White House Office of Trade & Manufacturing Policy, expressed strong support for mariners, the Jones Act and cargo preference. With him are (center) Matson Chairman/CEO Matt Cox and SIU Exec. VP Augie Tellez.



Senator Inouye's widow, Irene Hirano Inouye (left), christened the ship. She is pictured with SIU Exec. VP Augie Tellez.

With Seafarers Aboard *SLNC York*



Built in 2010, the *SLNC York* (photo at left) reflagged earlier this year under the Stars and Stripes. SIU members began sailing aboard the 466-foot-long vessel in mid-May. An outright addition to the SIU-contracted fleet, the *York* features two cranes and a stern ramp for roll-on/roll-off capability. The ship has a 76-foot beam and a gross tonnage of 12,679. Pictured aboard the Argent Marine-operated vessel in Jacksonville, Florida, are (from left) Chief Cook Rosalie Long and Steward/Baker Victor Jimenez.



Personnel from the *USNS Trenton* (photo at right) render assistance to mariners in distress whom they encountered while conducting routine operations in the Mediterranean Sea, June 12, 2018. The Seafarers-crewed *USNS Trenton* (photo above) has been part of the U.S. Military Sealift Command fleet since 2014. (U.S. Navy photos)

USNS Trenton Assists Adrift Migrants

SIU CIVMARS recently assisted in a dramatic rescue at sea.

On June 12, SIU Government Services Division members leapt into action to aid 41 men and women while sailing aboard the *USNS Trenton* in the Mediterranean Sea. The crew of the *Trenton*, a Spearhead-class expeditionary fast transport vessel, rescued the group of maritime migrants from an inflatable raft off the coast of Libya, using two rigid-hull inflatable boats (RHIBs) and one fast rescue boat to facilitate the transit. The survivors were then provided with food, water, clothing and medical care aboard the *Trenton*.

However, due to the complicated politi-

cal situation between Mediterranean countries concerning migrants, this rescue was far from over.

Once the rescued migrants were safely aboard, according to the U.S. Navy, "The *Trenton* asked the NGO rescue vessel *Sea-Watch 3* to take the survivors on board for transfer to a safe harbor. *Sea-Watch 3* agreed, but the transfer did not occur, and ... the *Trenton* got under way for Augusta, Sicily to bring the survivors to shore."

After six days aboard the vessel, the rescued migrants were transferred to Italian Coast Guard ships off the coast of Lampedusa, and the *Trenton* resumed her

normal operations.

"Although it is seldom that we run into people in distress at sea, it is something we plan, practice and prepare for routinely," said Susan Orsini, ship master aboard the *Trenton*. "A rescue at sea involves all hands aboard the ship. I was so proud and impressed by the thoughtful resourcefulness of all hands on board *USNS Trenton*; it filled my heart with hope and gratitude." She added, "The pivotal role the shore side units and personnel play in a rescue at sea cannot be minimized; the ship cannot do it alone. Their efforts involve intense and intricate coordination, timely and critical communications to all units and personnel

involved. The reward for our efforts was seeing the rescued personnel transferred, in good spirits and good health, heading to their next destination."

The *Trenton*, a 338-foot-long aluminum catamaran, is capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots, with berthing space for up to 104 personnel and airline-style seating for up to 312. It can operate in a variety of roles to include supporting overseas contingency operations, conducting humanitarian assistance and disaster relief, supporting special operations forces and supporting emerging joint sea-basing concepts.

IMB: Piracy Rate Up Sharply in Q1 2018; Gulf of Guinea Dubbed Incident Epicenter

The overall downward trend of acts of piracy in recent years has reversed, according to the latest International Chamber of Commerce International Maritime Bureau (IMB) Piracy and Armed Robbery Against Ships Report for Q1 2018.

Sixty-six incidents were reported to the IMB's Piracy Response Center (PRC) between January 1 and March 31, an increase of 35 percent over the same period in 2017. According to the report, the incidents can be broken down as 39 vessels boarded, 12 attempted attacks, 11 vessels fired upon and four vessels hijacked. In addition, 100 crew members were taken hostage, and 14 were kidnapped.

There is a clear epicenter for this increased activity. As stated in the report, "As a region, the Gulf of Guinea accounts for 29 of the 2018 Q1 incidents and all four of the vessel hijackings. With the exception of one crew member, all crew kidnappings and hostages taken occurred in the Gulf of Guinea. As a country, Nigeria recorded 22 incidents. Of the 11 vessels fired upon, eight occurred off the coast of Nigeria."

Carriers, Tankers Targets of Choice

Other regions which have seen an increase in pirate activity include Haiti, Benin, Venezuela and Indonesia. According to the report, the clear targets of choice for pirates remain bulk carriers and product tankers, accounting for 62 percent of all vessels attacked.

An example of these attacks, as outlined in the report, details one of the numerous attacks: "On February 26, 2018, a Luxembourg-flagged product tanker *Marseille* was attacked by five armed persons while anchored at ... Cotonou Anchorage, Benin at approximately 2330 UTC. While boarding the tanker, the armed persons

commenced firing and injured one Benin naval guard. All crew except the D/O retreated into the citadel. As the armed persons made their way to the bridge, and demanded the master, chief officer and chief engineer emerge from the citadel and come to the bridge. The armed persons instructed the master to heave up the anchor. When they were told that the tanker was in ballast, they stole crew properties, and kidnapped the master and one engineer and left the tanker in the tanker's rescue boat. The Benin Navy was notified to medivac the injured guards. Once the armed persons, in the rescue boat, were safely ashore, they released the master and engineer who were able to make contact with the local police and later re-joined the tanker."

IMB PRC Issues Warning to Vessels

Because of these sharp increases in piracy, as well as the prevalence of violence towards the crews, the IMB PRC has issued a warning for Nigeria and Benin. Off the coast of Somalia, merchant and fishing vessels operating in the area are encouraged to continue to adhere to the recommendations and guidelines in the Best Management Practices (BMP4).

Established in 1992, IMB PRC offers a 24-hour and free service for ship masters to report any piracy, armed robbery or stowaway incidents. PRC is an independent and non-governmental agency based in Kuala Lumpur, working as a single point of contact for ship masters anywhere in the world whose vessels have been attacked or robbed by pirates. All information received is immediately relayed to the local law enforcement agencies requesting assistance. Information is also immediately broadcast to all vessels in the region.

Hiring Halls Closing on Saturdays

Change takes Effect September 1, 2018

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

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

Seafarers Appeals Board Action 478

Effective: September 1, 2018

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

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

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

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

Janus Verdict Weakens Workers' Rights

Corporate-Funded Case Blatantly Attacks Labor Movement

On June 27, the Supreme Court issued its opinion in the much-anticipated *Janus v. AFSCME Council 31* case, which overturned 40 years of public-sector collective bargaining policy. The 5-4 decision bars states from requiring non-members from paying what are known as agency or fair-share fees to unions who collectively bargain on behalf of an entire unit in a public-sector workplace.

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

"We stand with our brothers and sisters directly and indirectly affected by this decision," stated SIU President Michael Sacco. "We will not allow the Court's action to deter us from fighting for the rights of workers."

According to AFL-CIO President Richard Trumka, "The Supreme Court's 5-4 decision in *Janus v. AFSCME, Council 31*, abandons decades of commonsense precedent. In this case, a bare majority of the court, over the vigorous dissent of four justices, has conceded to the dark web of corporations and wealthy donors who wish to take away the freedoms of working people. Until it is overturned, this decision will be a political stain on what is intended to be the most honorable, independent body in the world. But more importantly, it will further empower the corporate elites in their efforts to thwart the aspirations of millions of working people standing together for a better life.

"But here's the thing: America is heading in a different direction," Trumka continued. "All over the country, workers are organizing and taking collective action as we haven't seen in years. More than 14,000 workers recently formed or joined unions in just a single week. This followed a year where 262,000 workers organized and the approval rating of unions reached a nearly 14-year high. Working families know the best way to get a raise, better benefits and a voice on the job is through a union con-

tract. The corporate narrative of the labor movement's downfall is being dismantled by working people every single day."

International Association of Machinists President Robert Martinez Jr. stated, "The *Janus* decision is just the latest tactic of corporations and wealthy donors who want to take away our freedom at work. The

can't get a fair hearing before the corporate-controlled Supreme Court," AFSCME President Lee Saunders said. "We are recommitted to mobilizing and organizing. This was about corporate CEOs and wealthy special interests rigging the economy."

International Association of Fire Fight-

rules in right-to-work and non-collective bargaining states for decades. We have proven you can have strong affiliates that deliver better pay, health care, retirement security, health and safety provisions and a voice in keeping their communities safe in these tough environments. We represent more than 85 percent of all professional fire fighters and paramedics in the U.S. because we consistently demonstrate our value, through our strong affiliates, that being union fire fighters provides a significantly better standard of living and safer working environment than those who are not union. That difference will become even more stark, and we are working to represent that small percentage of fire fighters who aren't in our union so that we can raise their standard of living and increase their ability to have a strong voice in public safety."

American Federation of Government Employees President J. David Cox noted, "On behalf of the wealthiest one percent and special interest groups, the Supreme Court has attempted to strike the death knell for public-sector unions, but the workers themselves will ultimately decide their own fate. Workers know the importance of unions in the workplace and they will survive.... If you're covered by the union contract but you don't belong to the union, it's time to join your union and pay for the benefits you receive – because those benefits could vanish tomorrow unless workers take a stand and fight for their rights at the worksite."

American Federation of Teachers President Randi Weingarten said, "Our members are sticking with us and we are sticking with the community. We will continue fighting, organizing, campaigning, showing up – and voting. We're doubling down."

The AFL-CIO pointed out, "When union membership is high, entire communities enjoy wages that represent a fair return on their work and greater social and economic mobility. And unions use our collective voice to advocate for policies that benefit all working people – like increases to the minimum wage, affordable health care, and great public schools."

'Black-Robed Rulers Overriding Citizens' Choices'

Justice Elena Kagan penned the dissent to the Court's ruling on *Janus v. AFSCME Council 31*, joined by Justices Breyer, Ginsburg and Sotomayor. Below are excerpts from the full dissention.

"There is no sugarcoating today's opinion," Kagan wrote. "The majority overthrows a decision entrenched in this Nation's law – and in its economic life – for over 40 years. As a result, it prevents the American people, acting through their state and local officials, from making important choices about workplace governance.

"But the worse part of today's opinion is where the majority subverts all known principles of *stare decisis*. The majority makes plain, in the first 33 pages of its decision, that it believes *Abood* was wrong. But even if that were true (which it is not), it is not enough.

"Over 20 States have by now enacted statutes authorizing fair-share provisions. To be precise, 22 States, the District of Columbia, and Puerto Rico – plus another two States for police and firefighter unions. Many of those States have multiple statu-

tory provisions, with variations for different categories of public employees.... Every one of them will now need to come up with new ways – elaborated in new statutes – to structure relations between government employers and their workers. The majority responds, in a footnote no less, that this is of no proper concern to the Court....

"And maybe most alarming, the majority has chosen the winners by turning the First Amendment into a sword, and using it against workaday economic and regulatory policy. Today is not the first time the Court has wielded the First Amendment in such an aggressive way.... And it threatens not to be the last. Speech is everywhere – a part of every human activity (employment, health care, securities trading, you name it). For that reason, almost all economic and regulatory policy affects or touches speech. So the majority's road runs long. And at every stop are black-robed rulers overriding citizens' choices. The First Amendment was meant for better things. It was meant not to undermine but to protect democratic governance – including over the role of public-sector unions."

radical right will never defeat a wave of working people joining together for a better life. Union membership is growing and we will continue to organize, mobilize and defeat those who want to destroy unions and silence workers. This is war and working people are going to fight back."

"It's perfectly clear working people

ers President Harold Schaitberger said, "We are ready to take the best punch and deliver some blows ourselves to those that want to see fire fighters and their unions weakened. Every attack can be turned into an opportunity, and we are determined not to let this decision hold us back. The IAFF has operated successfully under *Janus*-like

Labor Organizations File Lawsuit Against Exec. Orders Attacking Worker, Union Rights

Thirteen labor organizations, all members of the Federal Workers Alliance (FWA), have sued the administration for violating the rights of government workers and their unions throughout the federal government.

Three executive orders were issued on Friday, May 25 in the late afternoon right before the start of Memorial Day weekend. The unions' lawsuit was filed June 13 in the U.S. District Court of the District of Columbia. Oral arguments and a decision both were expected at press time for this edition of the *LOG*.

The FWA represents approximately 300,000 federal workers in hundreds of occupations ranging from mariners, teachers in Department of Defense Dependent Schools, welders at Navy yards, firefighters, NASA rocket scientists, nurses, and immigration judges.

"This is a democracy and not a monarchy with a king who can unilaterally eliminate the rights of Congress and federal workers," said Paul Shearon, who serves as secretary-treasurer of the International Federation of Professional and Technical Engineers (IFPTE).

The unions contend the executive orders violate the due process and collective bargaining rights of workers employed by the federal government.

"Donald Trump did not have the authority to issue these executive orders because the power to do so was not

granted to him by either Congress or by the Constitution," said Sarah Suszczyk, National Association of Government Employees and FWA co-chair.

The unions' lawsuit specifically addresses:

- Several sections of Executive Order 13836 (concerning time spent representing workers by union representatives) usurp Congress's legislative authority. The same executive order prohibits representatives from using official time to "prepare or pursue grievances (including arbitration of grievances) brought against an agency," but allows it for employees working on their own behalf. Treating a union and its representatives differently from individual employees encroaches on a union's right to take collective action.

- Executive Order 13837 (concerning due process rights) violates rules related to collective bargaining delegated to the Federal Labor Relations Authority, not the president. The executive order illegally limits how much time employee representatives are able to use to help their fellow unit employees, will not allow payment for union representatives who may need to travel to represent employees in their units, will charge unions to use office space and equipment which the Federal Labor Relations Authority has ruled is negotiable between a union and agency, and will make union repre-

sentatives take personal leave time to help process grievances, among other newly imposed restrictions.

■ Executive Order 13839 (concerning merit principles) is an attempt to exclude matters from the negotiated grievance procedure, such as removals based on misconduct and incentive awards. Order 13839 also excludes from the negotiated union and arbitration procedures disputes over employee performance ratings, incentive pay, cash awards, quality step increases, retention and relocation expenses despite the fact that Congress has allowed these issues to be included for decades.

In their lawsuit, the unions argue that Trump exceeded his authority by interfering with rights granted by Congress to unions and federal agencies to decide which matters are and are not subject to the negotiated grievance procedure.

"President Trump has made it clear that he believes he is above the law," said Randy Erwin, National Federation of Federal Employees' national president and FWA co-chair. "Trump seeks nothing more than the full authority to fire anyone who disagrees with him or challenges his ideology. By limiting the rightful authority of unions to lawfully represent their members, he gets closer to instilling a culture of fear and intimidation in the Executive Branch."

The coalition is concerned that as systematic protections – such as representation, due process, and the right to communicate with Congress – are eroded for federal employees, whistleblowers and other workers will fall prey

to political corruption and extortion.

"These protections were put in place to ensure that the men and women, who defend our borders and care for our veterans, have a voice in a workplace that is free from political influence," said Erwin.

Other unions representing federal workers have also filed suit, including the American Federation of Government Employees, AFMSCE and the American Federation of Teachers. The National Treasury Employees Union filed a suit citing violations of the First Amendment and other grounds. The cases have been consolidated and will be heard by Judge Ketanji Brown Jackson.

The 13 labor organizations that are party to the Federal Workers Alliance lawsuit are: Federal Education Association/National Education Association (FEA/NEA); International Association of Machinists and Aerospace Workers (IAMAW); International Brotherhood of Teamsters (IBT); International Federation of Professional and Technical Engineers, AFLCIO (IFPTE); Marine Engineers' Beneficial Association, AFLCIO (MEBA); Metal Trades Department, AFL-CIO (MTD); National Association of Government Employees, SEIU (NAGE); National Federation of Federal Employees, IAMAW, AFL-CIO (NFFE); National Labor Relations Board Professional Association (NLRBPA); National Labor Relations Board Union (NLRBU); National Weather Service Employees Organization (NWSEO); Patent Office Professional Association (POPA), and Seafarers International Union of North America, AFL-CIO (SIU).

Op-Ed Stresses Jones Act's Importance To Alaska's Economy, National Security

In a recent op-ed featured in *Alaska Economic Trends*, Alaska Department of Labor Commissioner Heidi Drygas extolled the virtues of the U.S. domestic shipping trade as it relates to the Alaskan economy.

"Since joining Governor Walker's cabinet as labor commissioner, I have been working to achieve his goal of improving Alaska Hire," said Drygas. Alaska Hire is an initiative designed to help Alaskan residents get jobs in several industries through a resident hire preference.

She continued, "As most Alaskans know, we can't achieve that goal without good state and federal policies. I want to highlight one federal policy that is essential to Alaska Hire: the Merchant Marine Act, commonly known as the Jones Act."

She continued, "The Jones Act requires that interstate and intrastate shipping is conducted through ships that are built, owned, and crewed by Americans. Today, the Transportation Institute estimates 1,200 Alaskans have jobs in the maritime sector thanks to the Jones Act. In addition, maritime companies have invested \$350 million in infrastructure for shipping in Alaska over the last 10 years."

Drygas said that America's freight cabotage law, which has protected U.S. national, economic and homeland security for nearly a century, is a commonsense policy. "Without the Jones Act, many of those jobs and investment dollars would have gone overseas, to the detriment of our economy," she wrote. "The math is simple. It is cheaper to build boats in overseas factories, where workers have few or no rights, than to employ Alaskans at shipyards such as our world-class facility in Ketchikan.

It is cheaper to operate boats with underpaid foreign workers rather than hire Alaskan seamen who earn a good middle-class wage."

She also mentioned one of the most critical ways the Jones Act fleet supports the nation: "We also must consider national security preparedness. Maintaining a strong shipbuilding industry in the United States means we have the capacity to scale up production quickly. That capacity helped us win World War II, and we should never surrender our industrial strength to overseas adversaries."

Speaking specifically on the domestic maritime industry's importance to Alaska, she said, "There are always those who think a race to the bottom will somehow create jobs or attract investment. In the maritime sector, nothing could be further from the truth. We know based on decades of experience that the Jones Act creates thousands of solid middle-class careers for Alaskans while sustaining our region's shipbuilding industry. Repeal of or exemptions from the Jones Act would put our shipyards out of business and send Alaskans' jobs overseas. It would also raise the risk of oil spills and undermine national security."

She concluded, "At the state, we're working hard to strengthen Alaska Hire policies, and repeal of the Jones Act would be contrary to those efforts. Alaskans are fortunate in that our congressional delegation has a long record of supporting the Jones Act because its repeal would be devastating for our economy. Alaska's current maritime workers, and the generations to come, are best served by keeping the Jones Act intact."



Alaska Department of Labor Commissioner Heidi Drygas



The work of SIU crews and SIU-contracted companies contributes to many of the statistics included in this graphic from the American Maritime Partnership (AMP), to which the union is affiliated. The legislative heart of the domestic maritime industry is the Jones Act, which has boosted U.S. national, economic and homeland security for nearly a century. Much more information about America's freight cabotage law is available online at americanmaritimepartnership.com

Notice to Seafarers: New Password Requirements for Member Portal

Seafarers changed the password requirements for signing on to the portal in order to increase protection of your personal information, effective July 16. The new password requirements are more complex, to prevent others from guessing your password and gaining access to your information.

All portal account passwords expired on July 16, even if they already met the new rules.

The new password must meet the following requirements:

- Must be at least 8 characters long
- Cannot contain any spaces
- Must have at least one uppercase letter
- Must have at least one lowercase letter
- Must have at least one number

- Must have at least one symbol
- Cannot be one of your previous 6 passwords
- Cannot re-use passwords set in the previous 365 days

Beginning on July 16, you should get a prompt to change your password the first time try to sign on to the portal. That screen will include all of the new requirements (the same ones listed above).

Your new password will last for one year.

The information contained in this notice also was emailed to all member portal users the week of July 9.

For help, contact the Membership Assistance Department at (800) 252-4674 (option 2) or map@seafarers.org

Your password has expired.

You must create a new password in order to proceed.

* Password:

* Confirm Password:

* Password must meet the following requirements:

- Be at least 8 characters long
- Cannot contain any spaces
- Contain at least one upper case letter
- Contain at least one lower case letter
- Contain at least one number
- Contain at least one symbol
- Cannot re-use previous 6 passwords
- Cannot re-use passwords set in previous 365 days

[Change](#)

This prompt will greet members the first time they sign on to the portal beginning July 16.

USNS Mercy Supports RIMPAC 2018

Fresh from participating in Pacific Partnership, the Military Sealift Command hospital ship *USNS Mercy* joined this year's Rim of the Pacific (RIMPAC) exercise by conducting a humanitarian assistance and disaster relief (HADR) drill on Joint Base Pearl Harbor-Hickam from July 11-13.

The inclusion of the *Mercy*, which is crewed by SIU Government Services Division members, allows the mission commanders to take the HADR exercise from a tabletop scenario inside a conference room into the real world, the Navy noted. RIMPAC 2018 is the second time that the *Mercy* has answered the call, though SIU-crewed vessels routinely participate in the exercise.

"It's really special to be a part of something like RIMPAC," said Captain Brian Mershon, *Mercy's* civil service master. "This is a once-every-two-years exercise and it's exciting for all of us to be a part of it and to show off this awesome capability to other nations in a controlled environment like this, instead of in a time of national disaster."

According to the U.S. Navy, "The HADR scenario featured the fictional nation of Griffon and the national disaster situation found in the aftermath of a 7.1 earthquake and a follow-on tsunami. Victims of the disaster were brought to a field treatment area for assessment and triage. Many of these patients were then transported to *Mercy* either by U.S. Coast Guard helicopter or by small boats from the Coast Guard Cutter *Bertholf* (WMSL 750) and Japanese Maritime Defense Force destroyer helicopter ship *JS Isi* (DDH 182). Once on board, the military treatment



Civilians wave as the Seafarers-crewed Military Sealift Command (MSC) hospital ship *USNS Mercy* arrives at Joint Base Pearl Harbor-Hickam in preparation for the Rim of the Pacific (RIMPAC) 2018 exercise. (U.S. Navy photo by Mass Communications Specialist 1st Class John Herman)

facility (MTF) conducted assessment and treatment protocols that included chemical decontamination and orthopedic injuries."

According to Mershon, while the MTF tested its skills, the *Mercy's* civilian mariner crew played a major role in the mission, including delivering the ship to the exercise area, and conducting flight and small boat operations, all of which ensured patients made it safely to the ship for medical care. In addition, the approximately 70 CIVMARS who crew the ship contributed by navigating, conducting shiphandling and technical maneuvering while under-

way, and providing the fresh water and electricity needed to run the shipboard hospital and to support the mission personnel living and working aboard.

For civil service mariner Julie Flaherty, *Mercy's* navigator, the excitement of RIMPAC came during the pre-sail planning conference aboard the Japanese ship.

"It was really interesting to be over on the Japanese ship and talking with some of the people from the other nations participating in RIMPAC, and hearing how they do business," Flaherty explained. "We also got to tour some of the other navies' ships. We see a lot of countries on our Pacific Partnership missions, but we don't get to tour other navies' ships, so this was pretty exciting."

Twenty-five nations, 46 surface ships, five submarines, more than 200 aircraft and

25,000 personnel are participating in the biennial RIMPAC exercise June 27 to Aug. 2.

This year's exercise includes forces from Australia, Brunei, Canada, Chile, Colombia, France, Germany, India, Indonesia, Israel, Japan, Malaysia, Mexico, Netherlands, New Zealand, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Sri Lanka, Thailand, Tonga, the United Kingdom, the United States and Vietnam.

As the world's largest international maritime exercise, RIMPAC provides a unique training opportunity designed to foster and sustain cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's interconnected oceans. RIMPAC 2018 is the 26th exercise in the series that began in 1971.

Maritime Leaders Get Nod to Receive AOTOS Awards

The United Seamen's Service (USS) 2018 Admiral of the Ocean Sea Awards (AOTOS) will be presented to Paul Doell, national president of the Seafarers-affiliated American Maritime Officers (AMO); Salvador Bruno, president and CEO of Hapag-Lloyd USA; and Raymond F. Fitzgerald, chairman of the ARC Group, one of the leading U.S.-flag transportation and logistics enterprises.

The prestigious awards will be distributed at the 49th annual gala in New York City on November 2, 2018. Also during this event, American mariners will receive recognition for their specific acts of bravery and heroism while at sea during the past year.

In announcing the primary recipients, Lt. Gen. Kenneth Wykle, (U.S. Army,

Ret.), AOTOS committee chairman, said, "The U.S. maritime industry is fortunate to have such outstanding leaders who continue to make significant contributions to the U.S.-flag fleet and are deserving of the AOTOS Award. Tony Bruno has devoted his entire career to operating American liner services. Paul Doell has made a lifelong commitment to maritime labor. Ray Fitzgerald has 35 years in ship management and focuses on innovation in our industry. USS is proud to recognize their collective accomplishments."

Proceeds from the AOTOS event benefit USS community services abroad for the U.S. Merchant Marine, seafarers of all nations, and U.S. government and military personnel overseas.

Michigan State AFL-CIO Selects Powell As Newest Member of Executive Board

On June 7, SIU Assistant Vice President Bryan Powell was sworn in as the newest member of the Michigan State AFL-CIO's Executive Board. He is now serving a four-year term, as dictated by the federation's constitution. For more information on the Michigan State AFL-CIO, visit <http://miaflcio.org/>.

Powell launched his career with the SIU at the union-affiliated Paul Hall Center, attending the apprenticeship program in 1993. Since then, he has worked in several capacities and in various locations for the organization. In addition to serving as an assistant vice president of the SIU, he also serves as an assistant vice president for the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU).

Powell has served as secretary-treasurer of the Detroit/Wayne County Port Authority since April 2018.



Bryan Powell
SIU Asst. VP



American Maritime

A Cost Efficient Way to Transport Fuel

Regular Gas (April 2018)

1. Crude Oil

1.55

2.76

per gallon

American - Crewed
American - Built
American - Owned

In markets where ocean-going transportation plays a key role in distribution, the average transport costs are less than:

\$0.01

per gallon

2. Taxes

0.47

3. Refining

0.47

4. Distribution

0.28

*Source: Study - Gasoline Prices and the Jones Act, Navigators Consulting for the Transportation Institute, 11 May 2013

**Based upon 2014 data

†Due to details of accounting, the breakdown slightly exceeds the price per gallon.

American Maritime Facts

The domestic maritime industry is made up of more than 40,000 American vessels built in American shipyards, crewed by American mariners and owned by American companies. These vessels operate in our waters 24/7, and this commerce sustains nearly 500,000 American jobs, \$29 billion in labor compensation, and almost \$100 billion in annual economic output.

americanmaritimepartnership.com

A study for the Transportation Institute analyzed the domestic gasoline transportation markets and concluded that when looking at the entire U.S. gasoline market, the maximum potential impact of domestic shipping on the cost of gasoline is approximately one tenth of a cent per gallon. It also determined that only about 6.7 percent of the gasoline sold in the United States could be impacted by the domestic shipping requirements of Jones Act.

SHBP Office Releases Notice Regarding Yellow Fever Vaccine

The following information is provided by the Seafarers Health and Benefits Plan.

For most people, a single dose of yellow fever vaccine provides long-lasting protection, and a booster dose of the vaccine is not needed. However, certain countries might also require a booster dose of the vaccine. Talk to your shipping company to determine if you need a yellow fever booster shot before your trip to an area at risk for yellow fever.

Due to the ongoing yellow fever vaccine shortage (referred to as a total depletion of the YF vaccine by the Centers for Disease Control and Prevention) (CDC) many members are experiencing difficulty obtaining the YF vaccine necessary for their shipping jobs.

The YF vaccine is expected to be available by the end of 2018, per the CDC, according to the manufacturer.

In the meantime, an alternative, Stamaril, has been approved as a replacement for the YF vaccine. Stamaril has been distributed to limited clinics and physician offices around the United States. Members may face unusual travel time to reach an authorized facility. Many non-coastal states only have one facility in the entire state authorized to administer Stamaril.

Comprehensive Health Services (CHS) will work closely with members to find the most suitable clinic in their area.

Following are some additional strategies for obtaining a YF (Stamaril) vaccine:

1. If the mariner is attending class in Piney Point it may be possible for CHS to schedule an appointment at a Baltimore clinic that is able to provide Stamaril (to be scheduled through CHS outside of classroom time).

2. If the mariner has a military background it may be possible for him or her to get a YF vaccination through a military medical facility (for example, a VA clinic). The member should submit vaccination documentation to the Seafarers Health

and Benefits Plan (SHBP) Medical Department.

3. Mariners may check their local health departments for YF vaccine availability and present an itemized receipt to the SHBP Claims Department for possible reimbursement. The member should submit vaccination documentation to the SHBP Medical Department.

4. If the mariner is traveling to a port to catch a job, it may be possible to be scheduled for Stamaril there (through CHS).

It is important to remember that yellow fever/Stamaril are live vaccines. If the member is supposed to have other live vaccines, like the MMR, they must be administered at the same time or the member must wait 30 days in between live vaccine administration.

In the event that a member finds an office or clinic outside of the CHS network that has YF vaccine in stock or one that administers Stamaril, the member should ask if the office participates with Cigna and will they bill Cigna directly (give them your insurance card so they may verify participation). If the office participates with Cigna you will still incur out-of-pocket expenses for office co-pay, deductible, etc. If the office does not participate with Cigna you may still obtain the vaccine by paying out of pocket for the office visit and vaccine. You may submit a request for reimbursement to our claims department. The claim will still be sent to Cigna for repricing. You will be reimbursed at a rate of what Cigna would pay for the vaccine, not necessarily what you paid out of pocket.

For more information call the SHBP Claims Department at 1-800-252-4674.

You will need the following information to request reimbursement:

- Itemized bill including the diagnosis
- CPT/HCPCS code
- Date of Service
- Charge
- Provider Tax ID

Members should submit vaccination documentation to the SHBP Medical Department.

EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER !

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

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

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

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

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



Enrollment Information

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

Resident courses at Piney Point begin

October 15, 2018

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

The following classes will convene at SHLSS:

October 15, 2018 through November 7, 2018

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

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



Spotlight on Mariner Health

Understanding Causes, Types of Cancer

The following article was provided by the Seafarers Health and Benefits Plan Medical Department.

Your body is made up of many, many cells. These cells become the building blocks of your body. Normally, your body will form new cells as they are needed that will replace the old ones as they die out. Sometimes this process goes wrong for no apparent reason. The cells will start to divide at an uncontrolled and abnormal rate. These cells may then turn into tumors, which can either be benign or malignant. Benign tumors are not cancerous; malignant tumors are cancerous.

Cells become cancerous due to the accumulation of defects, or mutations, in their DNA.

Cells from malignant tumors can invade nearby tissues or can break away and spread to other parts of the body.

There are more than 100 different types of cancers. Cancers are usually named from the area where they begin.

Cancer can be inherited – especially the BRACA 1 and 2 mutations. Certain infections can cause cancer, while environmental influences such as air quality and pollution are also causes.

Poor lifestyle choices such as smoking and heavy alcohol use can also damage DNA and lead to cancer.

Most of the time the cell can detect and repair DNA damage. Cancer happens when a damaged cell starts to grow.

Symptoms and treatments depend on the type of cancer a person has and how advanced it is. Most treatment consists of an operation, radiation and possibly chemotherapy. Some may involve hormone therapy or immunotherapy. Some even require stem cell transplantation.

There are many tests to screen and possibly diagnose cancer. The definite diagnosis is made by the examination of a biopsy sample.

Cancer staging is often determined by biopsy results and helps to determine the cancer type and the extent of the cancer spread. Staging (zero to four) helps the doctor determine the type of treatment needed. The more aggressive types of cancer have cells that multiply rapidly and invade other tissues quickly.

Staging methods are different with the type of cancer that a person has, and must individually be discussed with your doctor.

Treatment protocols vary according to the type and stage of the cancer involved. Most treatment is designed to fit that individual's type of cancer.

There are many alternative treatment options for cancer. Patients are encouraged to discuss these with their personal doctor.

The prognosis of cancer can range from excellent to poor. This is determined by how quickly the cancer is found and what stage it is. Other important factors include the selected treatment options and how well the patient tolerates the side effects of that treatment.

The most common types of cancer in men are prostate, lung, and colorectal. For women, the most common types are breast, lung and colorectal. For children, the most common ones are leukemia, brain tumors, and lymphoma.

The National Cancer Institute lists these additional types of cancer that are seen worldwide: bladder, kidney, liver, melanoma, lymphoma, stomach, pancreatic, and thyroid.

Remember that cancer is the leading cause of death worldwide. The incidence of cancer and cancer types are influenced by many factors such as age, gender, race, local environmental circumstances, diet, and genetics.

Healthful Recipe

Braised Codfish Italiano

Servings: 25

- 7 1/2 pounds cod fillets, 4 oz portions
- 2 2/3 tablespoons Mrs. Dash seasoning
- 2 2/3 tablespoons kosher salt
- 2 2/3 tablespoons olive oil
- 2 1/2 quarts tomato filets, or puree
- 1/3 cup garlic, minced fine
- 1 1/3 cups olives, halved
- 1 1/3 cups onions, diced small
- 1/3 cup fresh basil, stems removed/ripped in pieces
- 2 tablespoons fresh parsley, chopped

Season the cod with the Mrs. Dash and kosher salt.

Grill the fish on an oiled grill or flat top, 3-5 min each side. Place the fish in 2" hotel pans about 1" apart.

In a steam kettle or stock pot sauté the onions and garlic, 3-5 min until tender. Add the tomato, olives, and basil.

Pour the sauce around the fish equally.

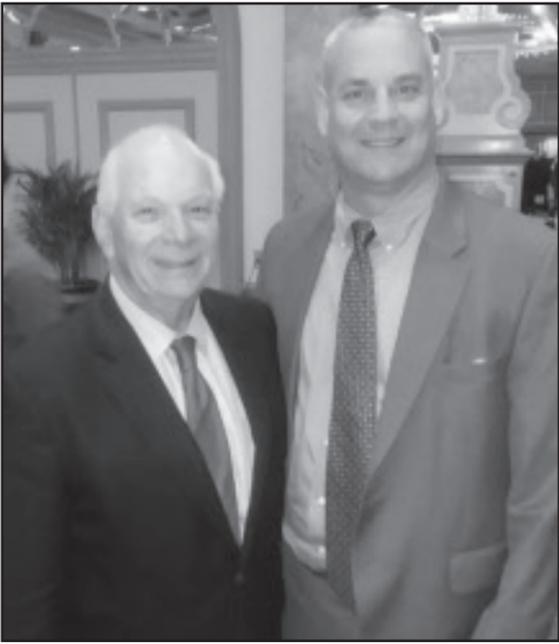
Bake the fish in a 325-degree F oven uncovered, 10-15 min until flaky. Cover and serve. Garnish with fresh chopped parsley.

Per Serving (excluding unknown items): 154 Calories; 3g Fat (20.0 percent calories from fat); 25g Protein; 5g Carbohydrate; 1g Dietary Fiber; 59 mg Cholesterol; 745 mg Sodium. Exchanges 3 1/2 Lean Meat; 1 Vegetable; 0 Fruit; 1/2 Fat.

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



Union Backs Pro-Maritime Candidates



U.S. Sen. Ben Cardin, SIU Port Agent John Hoskins

SIU members and officials recently took advantage of several opportunities to promote the U.S. Merchant Marine to political officeholders and candidates. One such occasion was the Maryland State and D.C. AFL-CIO Salute to Leadership Awards dinner in mid-June, in Baltimore. The others were a mix of grassroots political gatherings and a Hawaii Ports Maritime Council event in the Aloha State.

The photos on this page were taken at those respective get-togethers.



U.S. Sen. Mazie Hirono, GUDE Saber Naser

Pictured from right to left in the photo at the immediate left are Recertified Bosun Rene Govico, QMED Julius Bollozos, U.S. Sen. Mazie Hirono and Lyn Govico (Rene's wife). The senator is running for reelection.



Several Seafarers marched with U.S. Rep. Tulsi Gabbard (third from left) during an Independence Day parade. The congresswoman is running for reelection. Also pictured (from left) are Recertified Bosun Rene Govico, SA Luis Guardado, QMED Julius Bollozos, Asst. Refer Engineer Raymond Orosco and OMU Ferdinand Cabanlit.



Port Agent John Hoskins, U.S. Rep. Steny Hoyer



Port Agent John Hoskins, U.S. Rep. Dutch Ruppersberger, SIU Safety Director DeCarlo Harris



Maritime labor has strongly endorsed Donna Mercado Kim (center) in her campaign for U.S. Congress. Currently a state senator, she is pictured with (from left) SIU Port Agent Hazel Galbiso, Luke Kaili of MEBA, Donovan Duncan of IBU, Randy Swindell of MM&P, Sal Alvarado of MFOW, and Mike Dirksen of SUP.



In photo at left, union representatives show support for Jill Tokuda's run for lieutenant governor. Tokuda, a state senator, is in the center. Among those also pictured are Port Agent Hazel Galbiso (third from right).

The 2018 United States mid-term elections will be held on Tuesday, November 6, 2018. All 435 seats in the United States House of Representatives and 35 of the 100 seats in the United States Senate will be contested. In addition, 39 state and territorial governorships and numerous other state and local elections also will be contested.

It's definitely not too soon to make sure that you have everything in order to exercise your Constitutional right to cast your ballot during these important contests. If you are not sure about your status, just go online to Vote.org and take it from there.

- Among other actions, you can:
- Register to vote
 - Find out if you are registered to vote
 - Obtain an absentee ballot
 - Find out where to vote, and more.



See You At The Polls!



WORKING WITH NAVY PERSONNEL – SIU members aboard the Ocean Duchess-operated *USNS Algal* participated in a cargo-handling exercise with members of the U.S. Navy in San Francisco from June 28-July 1. Recertified Bosun Ritche Acuman (left in photo at left) shares some tips with USN ET1 Tory Powell as the crane is used to pick up 38.1 long tons of hatch cover. The same two individuals also are shown in the photo at right, this time with the bosun at right.



OBSERVING INDEPENDENCE DAY – SIU AB/Tankerman Jimmy Hargrove shows the Fourth of July spirit aboard the OSG tug and barge *Intrepid/254* in Galveston, Texas.

At Sea and Ashore with the SIU



ABOARD OCEAN CRESCENT – Pictured from left aboard the Crowley-operated heavy-lift vessel in Concord, California, are QEE Gregg Jensen, Oiler Anthony Henry, ACU Oscar Catabay, AB Gerald Freeman, AB Aurelio Ortiz, Recertified Bosun Joseph Casalino, Port Agent Nick Marrone II, AB Amer Saleh and Steward/Baker Antonio Bragado. Be sure to visit the SIU Facebook page (@SeafarersInternational) and check out the July 3 photo album for snapshots of some delicacies served up by Bragado.



ABOARD USNS SEAY – Bosun John Wells (left) and Capt. Dave Centofanti, an SIU hawsepiper, are pictured on the U.S. Marine Management vessel in a Boston shipyard. The bosun is a graduate of Trainee Class 50, while the captain graduated with Class 235. “We’ve had a lot of hawsepipers on here over the years,” Wells said. “Shows if you work on it, you can make it to the top.”



ABOARD ATB MILLVILLE – Pictured aboard the Key Marine vessel in Vidor, Texas, are (photo at left) AB/Tankerman Connor Shea, and (center photo, from left) Engineers Kevin Hale and Christopher Beath. Shea is signing up for inland dues check-off, while the other Seafarers are displaying copies of their new contract.



ABOARD MAERSK IDAHO – SIU Asst. VP Kris Hopkins (center) is pictured with Recertified Bosun Ron Mena (left) and Recertified Steward Zein Achmed aboard the vessel in Port Everglades, Florida.



ABOARD (AND NEAR) CROWLEY TUG PATRIARCH – Both of these snapshots were taken while servicing the boat at the Talleyrand Terminal in Jacksonville, Florida. The photo at left includes SIU Asst. VP Archie Ware (far left), Capt. Leon Verdin, CM Angel Ayala, 2M William Kerns, CE Robert Thorne, AB Mark Ballengee, AB Gabron Turner and AB Arthur Stubbs. The photo above includes CM Jeffery Jones, Capt. Ray Adams, Capt. Nicholas Conway, AB Timothy Jackson, AB Mark Stuart and Capt. Steve Sears.

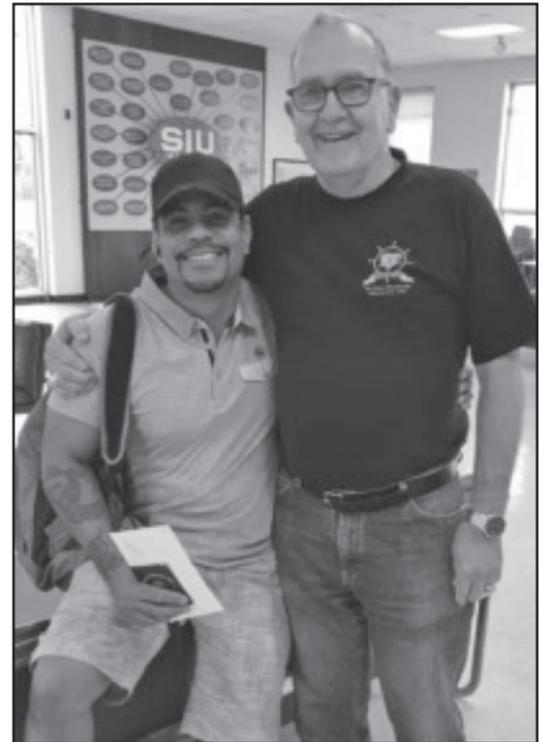
At Sea and Ashore with the SIU



B-BOOK IN HAWAII – AB Lindsey Austin (left) picks up her full B book at the hall in Honolulu. She's pictured with Port Agent Hazel Galbiso.



B-BOOK IN HOUSTON – QMED Orlin Thomas (right) receives his probationary B-book after taking the oath at the hall. He's pictured with Patrolman John Niday.



MILESTONE IN NORFOLK – After sailing with the SIU since 2000, Talib Aekins (left) has climbed the hawsepipe, having recently earned his third assistant engineer's license. Congratulating him at the hiring hall is Port Agent Georg Kenny.



AROUND THE JACKSONVILLE HALL – In photo at left, Bosun John Cedeno (right) happily displays his letter of acceptance into the recertification program. He's pictured with Patrolman Joseph Koncul. In the center photo, Cole Shuford (right) takes the union oath (administered by Patrolman Adam Bucalo) while receiving his A-seniority book. In the photo at right, Asst. VP Archie Ware (left) presents a first pension check to longtime member Patrick Ray. A recertified bosun, Ray started sailing with the SIU in 1979. (Note: Brother Ray's fully restored Oldsmobile 442 isn't actually hauling an anchor, but a reliable source told the LOG that his trunk did contain golf clubs.)



CONTRACT AT PENN TERMINAL – Seafarers recently approved an agreement at the Eddystone, Pennsylvania, facility (near Philadelphia). Pictured from left are members George Vazquez, John Harvey, Jeff Pope, Mike Fay, Vernell Cornell, and Scott Musick, Port Agent Joe Basalice, Safety Director Andre MacCray and Seafarer John Wozunk.



SEASONED SAILORS – These gentlemen, pictured on the *Maersk Peary*, have a combined 160 years of service in the U.S. Merchant Marine. From left: Recertified Bosun Ahmed Mihakel (41 years), Captain Chris Fox (39 years), AB Lloyd La Beach (40 years), and Recertified Steward Tony Spain (40 years). The captain is an SIU hawsepiper.

AS SEEN IN LONE STAR STATE – The SIU-crewed *Independence II* sails near Pier 10 in Galveston, Texas. The ship is operated by TOTE Services.



ABOARD TUGBOAT EXPORTER – Pictured from left are Captain Cory Arnaud, Cadet Jared Yawn, AB Jason Moody, Mate Nick Berger and Chief Engineer Jim Callahan. Thanks to Patrolman John Niday for the photo. The boat is operating under the G&H Towing contract.

Indiana Harbor



The *Indiana Harbor* docks in St. Clair, Michigan.



Bosun Jeremy Shennett
Indiana Harbor



Chief Cook Saleh Saleh
Indiana Harbor



ACU Dave Warner
Indiana Harbor

Walter J. McCarthy



A boom extends from the *Walter J. McCarthy*, ready to unload cargo.



Bosun Bill Mulcahy,
Conveyorman Dean Parks
Walter J. McCarthy

**Seafarers Keep Cargoes Moving
On Nation's 'Fourth Sea Coast'**

SIU members are in the midst of another active season on the Great Lakes, where they help transport cargoes that are vital to the U.S. economy.

Seafarers sail aboard dozens of self-unloading vessels that call on ports along Lakes Superior, Huron, Michigan, Ontario and Erie. They also sail on tugboats that are vital to overall operations throughout the region.

Known as America's fourth sea coast, the Great Lakes feature 60 federally maintained ports as well as others that are privately operated.

According to the Lake Carriers' Association, which represents a number of SIU-contracted companies, Great Lakes ships transport materials "that are the foundation of American manufacturing, power generation, and construction: iron ore, limestone, coal, cement, and other dry bulk materials such as grain and sand. In turn, these cargoes generate and sustain more than 103,000 jobs in the eight Great Lakes states and have an annual economic impact of more than \$20 billion."

The association further notes that in a strong economy, American-flag Lakes vessels can deliver upwards of 100 million tons of cargo per year.

The photos on these two pages (courtesy of SIU Port Agent Todd Brdak) were taken from late April to late May. The respective locations were as follows: *St. John*, Erie, Pennsylvania; *Walter J. McCarthy* and *Indiana Harbor*, St. Clair, Michigan; and *H. Lee*

White, Detroit. The *Indiana Harbor*, *H. Lee White* and *McCarthy* are part of the American Steamship Company fleet; the *St. John* is operated by Carmeuse Lime Inc., Erie Dock Operation.



Chief Cook Theo Igielski
Walter J. McCarthy

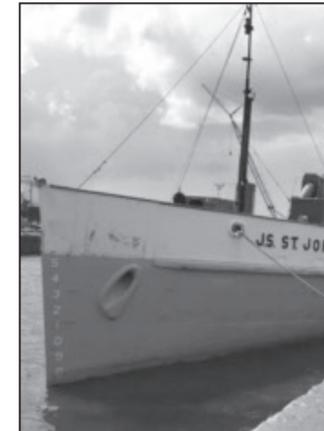


AB/Wheelsman Abdo Alasaadi
Walter J. McCarthy

St. John



Pictured in the photo above (from left) aboard the *St. John* are SIU Asst. VP Bryan Powell, Pumpman Matt Smith, Port Agent Todd Brdak and AB/Deckhand Dan Fish. Pensioner Gerald Bollinger (left in photo at immediate left) pays a visit to the *St. John*. Pictured at right is AB/Deckhand Dan Fish. Attending a meeting aboard the *St. John* (next photo, from left) are AB/Deckhand Mike Sweeny, Pumpman Matt Smith and Asst. VP Bryan Powell. The SIU-crewed *St. John* (immediately below) is pictured in Erie, Pennsylvania.



H. Lee White



Port Agent Todd Brdak, Bosun Nagi Musaid
H. Lee White



Port Agent Todd Brdak, GUDE Eli Lopez
H. Lee White



Chief Cook Steve Eberspacher
H. Lee White



ACU Mohamed Alhubaishi
H. Lee White



The Stars and Stripes flies proudly from the sterns of all four vessels.



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8/18

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Ready to Ship Out?

Make sure your documents and paperwork are current:

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

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

- Transportation Worker Identification Credential (TWIC)

- Passport
- ServSafe Management (chief cook and higher)

- ServSafe Food Handler (entry level)

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

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

- Drug test (every six months unless continuously sailing)

- If you take prescription drugs, make sure your medications will last longer than the duration of your voyage.

If you need early or extended refills, contact the claims department for assistance. Dial 1-800-252-4674 and follow the prompt for prescriptions.

August & September 2018 Membership Meetings

Piney Point.....	Monday: August 6; *Tuesday; September 4
Algonac.....	Friday: August 10, September 7
Baltimore.....	Thursday: August 9, September 6
Guam.....	Thursday: August 23, September 20
Honolulu.....	Friday: August 17, September 14
Houston.....	Monday: August 13, September 10
Jacksonville.....	Thursday: August 9, September 6
Joliet.....	Thursday: August 16, September 13
Mobile.....	Wednesday: August 15, September 12
New Orleans.....	Tuesday: August 14, September 11
Jersey City.....	Tuesday: August 7, September 4
Norfolk.....	Thursday: August 9, September 6
Oakland.....	Thursday: August 16, September 13
Philadelphia.....	Wednesday: August 8, September 5
Port Everglades.....	Thursday: August 16, September 13
San Juan.....	Thursday: August 9, September 6
St. Louis.....	Friday: August 17, September 14
Tacoma.....	Friday: August 24, September 21
Wilmington.....	Monday: August 20, September 17

* Piney Point change due to Labor Day holiday

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

ATTENTION SEAFARERS

Another New Ship



SPAD Works For You.

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Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

June 12, 2018 - July 15, 2018

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	33	14	0	26	10	0	7	32	9	2
Anchorage	1	5	3	2	1	2	2	3	6	3
Baltimore	5	1	3	4	1	2	3	7	2	2
Fort Lauderdale	39	15	9	15	8	2	9	45	18	10
Guam	1	0	1	3	3	1	0	3	1	0
Harvey	13	3	6	9	2	1	7	17	3	5
Honolulu	7	5	3	4	6	2	4	16	5	3
Houston	42	19	14	33	14	11	25	99	24	25
Jacksonville	53	17	5	37	19	7	25	56	22	19
Jersey City	43	19	8	32	8	5	10	76	20	6
Joliet	2	4	2	3	4	2	1	2	6	1
Mobile	12	3	5	4	3	7	1	19	6	6
Norfolk	29	17	11	14	12	7	8	33	21	9
Oakland	20	5	6	15	6	1	11	22	5	12
Philadelphia	5	1	1	3	1	0	2	8	4	2
Piney Point	2	2	1	0	1	0	1	5	3	1
Puerto Rico	5	3	3	6	3	1	1	12	7	3
Tacoma	30	8	5	30	6	4	15	57	12	10
St. Louis	1	1	1	2	1	2	0	2	2	1
Wilmington	33	17	6	26	13	3	13	55	16	11
TOTALS	376	159	93	268	122	60	145	569	192	131
Engine Department										
Algonac	9	3	2	6	3	0	0	9	6	2
Anchorage	1	0	0	1	0	0	0	1	0	0
Baltimore	2	4	0	2	3	0	3	4	7	1
Fort Lauderdale	9	6	3	8	3	1	3	15	10	2
Guam	1	0	0	1	0	0	0	2	1	0
Harvey	3	5	2	1	3	1	5	5	4	1
Honolulu	4	6	0	2	4	0	3	17	4	0
Houston	14	9	3	10	6	0	6	32	16	8
Jacksonville	21	19	0	16	9	2	10	45	30	0
Jersey City	13	3	2	11	1	0	3	26	10	2
Joliet	5	2	0	2	0	0	1	5	2	0
Mobile	5	3	1	0	2	1	1	9	5	1
Norfolk	16	15	6	14	10	4	4	16	18	4
Oakland	8	7	2	10	3	2	3	10	5	3
Philadelphia	2	3	0	2	4	0	1	4	2	0
Piney Point	2	1	0	1	0	0	1	2	2	0
Puerto Rico	4	1	2	4	1	1	0	5	6	4
Tacoma	17	8	2	14	3	3	6	25	16	4
St. Louis	1	3	1	2	1	1	2	0	4	1
Wilmington	14	10	5	11	9	4	10	20	13	14
TOTALS	151	108	31	118	65	20	62	252	161	47
Steward Department										
Algonac	3	1	2	5	1	1	0	5	5	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	2	2	0	1	3	0	0
Fort Lauderdale	14	7	2	9	1	2	3	19	11	3
Guam	1	0	0	1	0	0	0	1	1	0
Harvey	8	1	0	3	1	0	2	11	1	0
Honolulu	8	1	0	8	1	0	2	7	1	1
Houston	26	5	2	19	1	1	7	35	7	4
Jacksonville	19	8	2	16	4	1	6	28	13	2
Jersey City	13	5	0	6	3	0	3	22	4	1
Joliet	1	1	0	0	0	0	0	2	1	0
Mobile	3	2	1	2	2	1	1	7	3	0
Norfolk	18	3	0	17	6	0	7	21	10	0
Oakland	26	3	2	17	2	1	8	32	4	0
Philadelphia	3	0	0	0	0	0	0	5	0	0
Piney Point	3	1	1	1	1	0	1	7	3	1
Puerto Rico	1	2	0	2	3	0	3	4	6	0
Tacoma	18	0	0	8	2	0	5	29	5	0
St. Louis	2	0	0	1	0	0	0	3	0	1
Wilmington	23	8	0	11	6	1	5	37	13	1
TOTALS	190	48	12	128	36	8	54	278	88	15
Entry Department										
Algonac	0	13	17	0	5	5	2	1	15	15
Anchorage	0	1	4	0	0	2	0	0	4	5
Baltimore	0	1	3	0	1	2	2	0	2	3
Fort Lauderdale	1	7	3	1	3	0	2	1	6	6
Guam	0	0	0	0	1	0	0	0	0	2
Harvey	1	2	2	1	2	1	1	1	3	5
Honolulu	2	3	9	0	8	6	2	2	3	10
Houston	2	13	14	1	7	4	3	16	12	35
Jacksonville	3	16	36	3	14	29	4	3	26	72
Jersey City	1	10	9	0	6	8	1	3	25	17
Joliet	0	3	2	0	0	1	0	0	4	2
Mobile	0	1	3	0	2	2	2	0	0	4
Norfolk	0	15	26	0	10	9	2	1	21	44
Oakland	6	14	14	1	6	5	3	6	17	19
Philadelphia	1	1	2	0	0	0	0	3	1	4
Piney Point	0	3	0	0	0	0	0	0	3	1
Puerto Rico	0	0	1	0	0	1	0	0	0	0
Tacoma	3	16	12	4	10	3	0	8	25	21
St. Louis	0	0	1	0	1	0	0	0	0	1
Wilmington	1	24	22	2	13	8	2	9	38	59
TOTALS	21	143	180	13	89	86	26	54	205	325
GRAND TOTAL:	738	458	316	527	312	174	287	1,153	646	518

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

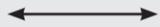
Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



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422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

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(815) 723-8002

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(251) 478-0916

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

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(510) 444-2360

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

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(301) 994-0010

PORT EVERGLADES

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(954) 522-7984

SANTURCE

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Santurce, PR 00907-4601
(787) 721-4033

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

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

Question: What's the best vacation you've ever taken?



Giancarlo Thomae
AB

Probably last year, just being a surf bum in Hawaii and basically camping out two weeks straight. I have friends on the island and I'm a marine biologist. I've always been fascinated by the area.



Shawn Cox
Chief Cook

I guess when my parents took me to Hilton Head Island. I was 11 years old and it was the first time I saw the ocean. I got stung by a jellyfish – that was memorable. We lived in Morristown, Tennessee, at that time and I'm still there.



Anthony Harrell
Chief Cook

The one I'm about to go on with my kids. I'm going to take them to a water park, stuff like that. We're going to Orlando. I'm from Jacksonville, so it's not too far. There's a lot to choose from around there.



Alonzo Griswell
Electrician

South Beach, Miami, just recently. I had quite a good time there. There are nice restaurants, and the beaches. There are also a lot of old houses and culture that's off the beaten path. That vacation was a suggestion by my girlfriend.



Shantaz Harper
AB

I just came off one in the Bahamas with my wife and kids. We had a lot of fun. I'm always traveling with this job, but the family finally had a chance to go somewhere. We went to Freeport, Nassau. It was fun.



Darrell Bell
Chief Cook

There have been so many of them, but my best was in south Florida, visiting family. I've got a lot of family in Fort Lauderdale and Miami. That was two years ago. We went to the beach and went out to eat a lot.

Pic From The Past



Bosun/AB Joseph LeBeau recently brought this snapshot to the New Orleans hall. That's him as an OS aboard the Delta Lines vessel *Del Mundo* in 1969, en route to Africa. Brother LeBeau started sailing with the SIU in 1968 and he's still at it, most recently aboard the *USNS Bellatrix*.

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

CONFESOR ARZU

Brother Confesor Arzu, 65, joined the SIU in 2001 and first sailed aboard the *Global Link*. He was a member of the deck department and last sailed on the *ATB Freeport*. Brother Arzu makes his home in Miami.



MICHAEL BROWN

Brother Michael Brown, 60, signed on with the union in 1978, initially sailing aboard the *USNS Potomac*. He worked in the engine department and upgraded on several occasions at the Paul Hall Center. Brother Brown last sailed on the *Midnight Sun*. He resides in Elma, Washington.



EBERTO CASTRO

Brother Eberto Castro, 66, joined the SIU in 1999 and first sailed on the *Performance*. He worked in the deck department and in 2001 upgraded his skills at the union-affiliated Paul Hall Center. Brother Castro last sailed on the *Maersk Pittsburgh* before settling in Channelview, Texas.



HARDIN CHANCEY

Brother Hardin Chancey, 65, joined the union in 1971, initially sailing aboard the *Pittsburgh*. He was an engine department member and upgraded at the Paul Hall Center on multiple occasions. Brother Chancey last sailed aboard the *Horizon Producer* and resides in Deland, Florida.



JUDITH CHESTER

Sister Judith Chester, 65, signed on with the union in 1989 after she worked as a member of the SIU-affiliated United Industrial Workers. She was a steward department member and initially sailed on the *Independence*. Sister Chester upgraded her skills often at the Piney Point school. She last sailed on the *Overseas New York* and settled in Baden, Pennsylvania.



JON DILLON

Brother Jon Dillon, 57, began his career with the SIU in 1985, when he worked for Orgulf Transporta-



tion. He was a deck department member and upgraded at the Paul Hall Center on several occasions. Brother Dillon most recently sailed on the *Isla Bella*. He makes his home in Brooksville, Florida.

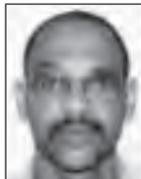
HAZEL JOHNSON

Brother Hazel Johnson, 62, donned the SIU colors in 1978, initially shipping on the *Point Margo*. The steward department member upgraded his skills at the union-affiliated Piney Point school on several occasions. Brother Johnson last shipped on the *Florida*. He calls Wilmington, Delaware, home.



THEOPOLIS JORDAN

Brother Theopolis Jordan, 65, signed on with the SIU in 1972. He first worked aboard the *Overseas Arctic* and was a member of the engine department. He upgraded his skills at the Piney Point school in 1977 and last sailed aboard the *American Heritage*. Brother Jordan resides in Mobile, Alabama.



HARRY KINSMAN

Brother Harry Kinsman, 61, signed on with the union in 1977, first working on the *Fort Hoskins*. A member of the engine department, Brother Kinsman upgraded often at the Piney Point school. He most recently sailed on the *USNS Pililaau* and makes his home in Zephyrhills, Florida.



VINCENT KIRKSEY

Brother Vincent Kirksey, 62, joined the SIU in 1976, initially sailing aboard the *Yukon*. He worked in the engine department and upgraded often at the maritime training center in Piney Point, Maryland. Brother Kirksey most recently sailed on the *Ocean Grand*. He lives in Eight Mile, Alabama.



JORGE LANAS

Brother Jorge Lanas, 66, joined the SIU in 2001 when he sailed aboard the *Wave Sentinel*. A deck department member, he upgraded



on multiple occasions at the maritime training center in Piney Point. Brother Lanas most recently sailed on the *Tyco Decisive* and makes his home in Reisterstown, Maryland.

ERIC MANLEY

Brother Eric Manley, 55, donned the SIU colors in 1987 when he worked on the *LNG Gemini*. He was a steward department member and upgraded on multiple occasions at the Paul Hall Center. Brother Manley most recently sailed aboard the *Cape Intrepid*. He lives in Tacoma, Washington.



ALLEN RICE

Brother Allen Rice, 65, signed on with the union in 1990, when he worked aboard the *Great Land*. He was a deck department member and last sailed aboard the *Comet*. Brother Rice makes his home in Reno, Nevada.



GREGORY WHITE

Brother Gregory White, 66, signed on with the SIU in 1978. He first shipped on the *Maine* and was a deck department member. Brother White upgraded often at the Piney Point school. He last sailed on the *USNS Wright* and resides in Clinton, Maryland.

settled in Englewood, Florida.

INLAND

MICHAEL ARENDT

Brother Michael Arendt, 62, signed on with the union in 1976. He first worked for National Marine and was a member of the deck department. Brother Arendt upgraded his skills on several occasions at the maritime training center in Piney Point. He most recently worked for Piney Point Transportation, and resides in Meridian, Mississippi.



PATRICK BRADLEY

Brother Patrick Bradley, 63, signed on with the SIU in 1996 when he worked with Crowley. He upgraded his skills at the Piney Point school in 2008. Brother Bradley worked for the same company for the duration of his career. He settled in Aston, Pennsylvania.

EDWARD BROWN

Brother Edward Brown, 58, became an SIU member in 1996, after he worked as a member of the Seafarers-affiliated United Industrial Workers. He was employed by Crowley for the duration of his SIU career. Brother Brown resides in Media, Pennsylvania.



JOHN CHAPIN

Brother John Chapin, 58, joined the union in 1996, after he worked as a member of the SIU-affiliated United Industrial Workers. Brother Chapin upgraded his skills at the Paul Hall Center in 2008. He worked for Crowley throughout his SIU career and makes his home in Bensalem, Pennsylvania.

RANDAL GOODISON

Brother Randal Goodison, 65, donned the SIU colors in 1990, initially working for Mariner Towing. A member of the deck department, Brother Goodison upgraded at the Piney Point school in 2001. He last sailed with OSG Ship Management and lives in Gulfport, Mississippi.



BRUCE HEATH

Brother Bruce Heath, 57, started shipping with the SIU in 1993. He was a member of the deck department and initially sailed on the *Padre Island*. Brother Heath concluded his career on the same vessel after many upgrades at the Paul Hall Center. He settled in Panama

City Beach, Florida.

RANDY HOPSON

Brother Randy Hopson, 62, signed on with the union in 1975, when he worked for Higman Barge Lines. The deck department member remained with the same company for the duration of his career. Brother Hopson resides in Nederland, Texas.



TIMOTHY HUGHES

Brother Timothy Hughes, 59, became an SIU member in 1989, after initially being a member of the Seafarers-affiliated United Industrial Workers. He was employed by Crowley for his entire SIU career. Brother Hughes calls Bensalem, Pennsylvania, home.



KENNETH JOHNSON

Brother Kenneth Johnson, 60, became a union member in 1979. He first sailed aboard the *El Paso Arzew* and was a member of the deck department. After upgrading on several occasions at the Paul Hall Center, Brother Johnson last worked for Penn Maritime. He is a resident of Warren, Maine.

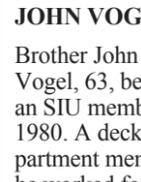
GREGORY LUKOWSKI

Brother Gregory Lukowski, 62, started shipping with the SIU in 1975, when he worked for McAllister Towing. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Lukowski concluded his career with the same company, after working with them for the majority of his career. He resides in Glen Arm, Maryland.



CHARLES POWELL

Brother Charles Powell, 61, donned the SIU colors in 1979, when he worked for Virginia Pilot Corporation. A member of the deck department, he remained with the same company for the duration of his career. Brother Powell resides in Port Haywood, Virginia.



JOHN VOGEL

Brother John Vogel, 63, became an SIU member in 1980. A deck department member, he worked for Virginia Pilot Corporation for his entire career. Brother Vogel calls Virginia Beach, Virginia, home.



Final Departures



DEEP SEA

OSWALD CHASE

Pensioner Oswald Chase, 88, passed away May 27. He joined the union in 2000 and first sailed on the *Independence*. Brother Chase was a member of the engine department and last worked aboard the *APL Cyprine*. He retired in 2007 and settled in Brooklyn, New York.



CHARLES LUDWICK

Pensioner Charles Ludwick, 89, died June 23. He joined the SIU in 1952, initially sailing on the *Santa Venetia*. Brother Ludwick was a steward department member and last worked for Michigan Tankers. He went on pension in 1974 and made his home in Houston.



PAUL PAINTER

Pensioner Paul Painter, 90, died May 18. He was born in South Carolina and joined the union in 1946 when he shipped with Delta Lines. An engine department member, he last worked aboard the *Cape Lobos*. Brother Painter retired in 1997 and lived in Laurinburg, North Carolina.



EDWIN RIVERA

Pensioner Edwin Rivera, 68, passed away April 18. He signed on with the SIU in 1989, initially sailing on the *Anders Maersk*. A member of the



deck department, Brother Rivera last sailed on the *Edward A. Carter Jr.* He became a pensioner in 2014 and was a resident of Spring Hill, Florida.

BRETT WHEATLEY

Brother Brett Wheatley, 22, died June 2. He signed on with the union in 2015 and first sailed on the *Invincible*. Brother Wheatley was a steward department member. He last sailed on the *Maersk Atlanta* and lived in his hometown of Jacksonville, Florida.

GREAT LAKES

HOWARD HEROLD

Pensioner Howard Herold, 75, passed away June 12. He became a member of the SIU in 1968 and first worked for Inland Lakes Management. A member of the deck department, Brother Herold last sailed on the *American Republic*. He became a pensioner in 2001 and called Griffith, Indiana, home.

INLAND

WILLIAM BRAINARD

Pensioner William Brainard, 69, died June 8. He signed on with the union in 1995, first sailing on the *Long Island*. The steward department member primarily sailed with Great Lakes Dredge & Dock, including many voyages on the *Manhattan Island*. Brother Brainard retired in 2018 and resided in Portsmouth, Virginia.

TOM CAMPBELL

Pensioner Tom Campbell, 83, passed away June 16. He signed on with the SIU in 1978 when he worked for G&H Towing. As a member of the engine department, Brother Campbell re-



mained with the same company until his retirement in 1998. He made his home in Killeen, Texas.

STEVEN HARDIN

Pensioner Steven Hardin, 71, passed away June 25. He joined the union in 1971 and first sailed with McAllister Towing of Baltimore. Brother Hardin sailed in the deck department and remained with the same company for the majority of his SIU career. He became a pensioner in 2003 and was a resident of Baltimore.



DAVID LAFFAN

Pensioner David Laffan, 72, died June 3. He donned the union colors in 1977, initially working for Allied Transportation. A member of the steward department, brother Laffan remained with the same company until his retirement in 2001. He lived in St. Petersburg, Florida.



BERNARD PALOMBO

Brother Bernard Palombo, 58, died May 15. He was born in New Orleans and signed on with the SIU in 1990. A member of both the deck and engine departments, Brother Palombo worked for Crescent Towing and Salvage for the duration of his career. He called Gretna, Louisiana, home.

GLENN RANSOM

Pensioner Glenn Ransom, 71, passed away July 2. He signed on with the SIU in 1989 when he worked for OLS Transport. Brother Ransom was an en-



gine department member. He last worked for Ameristar Casino, and went on pension in 2010. Brother Ransom settled in Sodus, Michigan.

WALLACE ROSSER

Pensioner Wallace Rosser, 68, passed away June 16. He became a union member in 1970, initially working for White-man Towing. Brother Rosser was a deck department member and most recently worked for Turecamo Maritime. He lived in Waggaman, Louisiana.



ROBERT SANDERS

Brother Robert Sanders, 69, died May 20. Born in Alabama, he joined the SIU in 2002. Brother Sanders worked for OLS Transport and was a member of the deck department. He resided in Elberta, Alabama.

BEN MCLENDON

Pensioner Ben McLendon, 93, passed away June 5. Brother McLendon joined the union in 1943 and became a pensioner in 1985. He made his home in Savannah, Georgia.



NMU

RUDY FLOWERS

Pensioner Rudy Flowers, 80, passed away May 7. Brother Flowers was native to Honduras and became a pensioner in 1995. He lived in New Orleans.



LUCIO PIRES

Pensioner Lucio Pires, 72, died June 9. After working as a deck department member, Brother Pires became a pensioner in 2008. He was a resident of Providence, Rhode Island.



JOHN SHURTLEFF

Pensioner John Shurtleff, 78, passed away June 22. Born in Montclair, New Jersey, he was a member of the deck department. Brother Shurtleff last worked aboard the *Delaware Bay* and began collecting his pension in 2005. He made his home in Honey Brook, Pennsylvania.

LUMAN WHITTAKER

Pensioner Luman Whittaker, 76, died March 24. He became a pensioner in 2006 and resided in the Cayman Islands, his birthplace.

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
Beech, Freddie	69	06/26/2018
Bullock, Paul	88	04/25/2018
Campbell, Homa	93	06/30/2018
Conley, John	92	06/23/2018
Cotton, Charlie	107	05/29/2018
Davis, Levoid	90	07/09/2018
Deniso, Anthony	92	02/01/2018
Ferreira, Lloyd	87	06/12/2018
Formyduval, Bunsen	90	06/04/2018
King, Egbert	103	05/29/2018
Lofton, George	85	05/25/2018
Nieves, Felix	85	03/10/2018
Osborne, Daniel	91	04/11/2018
Seminario, Valentine	91	07/01/2018
Soto, Jose	82	07/05/2018
Thompson, Ruben	87	06/22/2018
Zirk, Frederick	67	07/05/2018

Seafarers Help Supply Carrier

The Seafarers-crewed *USNS Arctic* welcomes an American helicopter July 11 in the Atlantic Ocean during an at-sea replenishment with the aircraft carrier *USS Harry S Truman*. The *Arctic* is crewed by SIU Government Services Division members. The *Truman* is deployed as part of an ongoing rotation of U.S. forces supporting maritime security operations in international waters around the globe. (U.S. Navy photo by Mass Communication Specialist 3rd Class Gitte Schirmmacher)



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.

USNS SBX (TOTE Services), April 1 – Chairman **Weldon Hebllich**, Secretary **Larry Pugh**, Educational Director **Michael Rueter**, Engine Delegate **James Ross**, Steward Delegate **Tania Ramirez-Diego**. Crew discussed vacation benefits. Members were encouraged to contact vacation department at headquarters if pay not received. Chairman reminded members that SPAD is voluntary and urged them to stay on top of their documents. Secretary reminded members to update beneficiary cards and to register as soon as possible. Educational director advised members to upgrade at their earliest convenience. No beefs or disputed OT reported. Members discussed lodging fees during last port period and motioned to increase retirement benefits. Crew requested ability to pay membership dues using PayPal and discussed company policies on alcohol and personal conduct. Crew may now send Coast Guard physical documents directly to NMC. Possible changes to training certification requirements noted by chairman. Malfunctioning TVs and DVD players to be replaced.

MARJORIE C (Pasha), April 7 – Chairman **Daniel Davenport**, Secretary **Thomas Kleine**, Educational Director **Michael Papaioannou**, Deck Delegate **Abdulataef Ali**, Engine Delegate **Steven Rollins**, Steward Delegate **Jatniel Aguilera Santiago**. Crew discussed modifying requirements for physical. Chairman anticipates arrival of new refrigerators for cabins and confirmed possibility of internet by the end of the year. Steward department was thanked for great

food. Secretary urged members to be sure physicals are valid before submitting applications to upgrade. No beefs or disputed OT reported. Crew requested clarification for trip requirements after noting past trips lasting less than the current 70 days. Next Port: San Diego.

SAFMARINE NGAMI (Maersk Line, Limited), April 9 – Chairman **Mathew Bevak**, Secretary **Cleto Lindong**, Educational Director **Allan Bombita**, Deck Delegate **Tirso Sarmiento**, Engine Delegate **Justin Nicholson**. Washing machine and old mattresses replaced. Chairman reiterated importance of safety. He thanked members for participating in union meetings and reminded them of SPAD and union dues. Members thanked steward department for good food. Secretary thanked all members for help with stores. Educational director encouraged crew to check availability of classes and to be sure documents are up to date. Departmental delegates reported disputed OT and no launch service. Members requested replacement carpet in cabins and elsewhere. They suggested increasing pension benefits.

ALASKAN EXPLORER (Alaskan Tanker Company), April 29 – Chairman **Michael Moore**, Secretary **John Huyett**, Educational Director **Winfred Opore**, Deck Delegate **Domingo Cazon**, Steward Delegate **Deandre Speight**. Crew continues to wait for repairs to broken chairs. Chairman discussed various reports including Washington Activities, which described recent happenings related to Jones Act

and (separately) federal budget. Secretary continued sharing reports featuring information about W-2s and the union's disaster relief fund. Educational director discussed benefits and urged members to utilize facilities at the Piney Point school. Treasurer encouraged members to donate to SPAD and discussed contracts. No beefs or disputed OT reported. Steward department was thanked for good food and purchase of specialty snacks. Next Port: Valdez, Alaska.

MIDNIGHT SUN (TOTE Services), April 29 – Chairman **Darryl Smith**, Secretary **Norman Cox**, Educational Director **Ronald Embody**, Steward Delegate **Christopher Hopkins**. Chairman requested that vacation checks consist of 45 days. Otherwise, he suggests a minimum of 60-day reliefs. He encouraged Seafarers to contribute to SPAD, the union's voluntary political action fund. Secretary reminded members to get all shipping papers in order. He recommended members pay union dues at the start of the year. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Members requested that temperature in ship house be cooler. Crew in need of more linens. Next Port: Anchorage, Alaska.

RESOLVE (TOTE Services), April 29 – Chairman **David Martinez**, Secretary **Donald Williams**, Deck Delegate **Joe Legree**, Engine Delegate **Jared Latta**, Steward Delegate **Ragab Ayed**. Chairman thanked each department for a job well done. Secretary reminded members to

take advantage of the upgrading opportunities at the Paul Hall Center. No beefs or disputed OT reported. Crew pleased with media's part bringing forth numerous positive facts about Jones Act. Members request new mattresses, new linen and better Wi-Fi aboard ship.

HORIZON KODIAK (Horizon Lines), May 2 – Chairman **Garry Walker**, Secretary **Scott Opsahl**, Educational Director **Kevin McCagh**. Chairman noted a smooth voyage and thanked crew for a job well done. He urged members to stay current on their dues. Secretary expressed appreciation for crew keeping mess hall and lounge clean. Educational director encouraged Seafarers to upgrade, stay up-to-date, and use the member portal online to keep track of expiration dates. Members were reminded to leave a clean room for oncoming crew. No beefs or disputed OT reported. Chairman motioned a vote of thanks to SIU President Mike Sacco for tireless efforts to keep union strong and secure. He went on to thank Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker and Plans Administrator Maggie Bowen. Citing personal experiences, chairman reiterated importance of medical insurance for members and credited the administrator for managing Seafarers Plans so well. He also thanked Port Agent Joe Vincenzo and entire Tacoma port staff. Recliners in need of replacement. Members request a minimum of 60 days for relief to allow the qualification for benefits. Members were encouraged to offer relief when

their union brothers or sisters are in need. Next Port: Tacoma, Washington.

ALASKAN NAVIGATOR (Alaska Tanker Company), May 13 – Chairman **Gregory Hamilton**, Secretary **Albert Sison**, Educational Director **Rollin Crump**, Deck Delegate **Nicholas Ciabatonni**, Engine Delegate **Aljohn Fernandez**, Steward Delegate **Steve Concepcion**. Crew awaits status update of new recliners. Reimbursement denied for humidifiers in crew's state room due. Chairman informed crew that no one showed up to deliver copies of new contract. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported. Members motioned for improvement in vision care insurance coverage. Crew requests repair to broken washing machine. Steward department recognized for job well done. Next Port: Valdez, Alaska.

GOLDEN STATE (Crowley), May 14 – Chairman **Philip McGeoghegan**, Secretary **Michael Carello**. New mattresses and linens in. New dryer installed, but satellite television still needs repair. Chairman explained written resolutions and motions and went over cabotage laws. Secretary stressed importance of maritime trades. Educational director urged crew to keep current on paperwork. No beefs or disputed OT reported. Members request replacement of microwave in crew mess hall and upgrade for crew lounge computer. Crew expressed concern with air conditioner vents. Members were reminded to secure mess hall fridge better.

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.

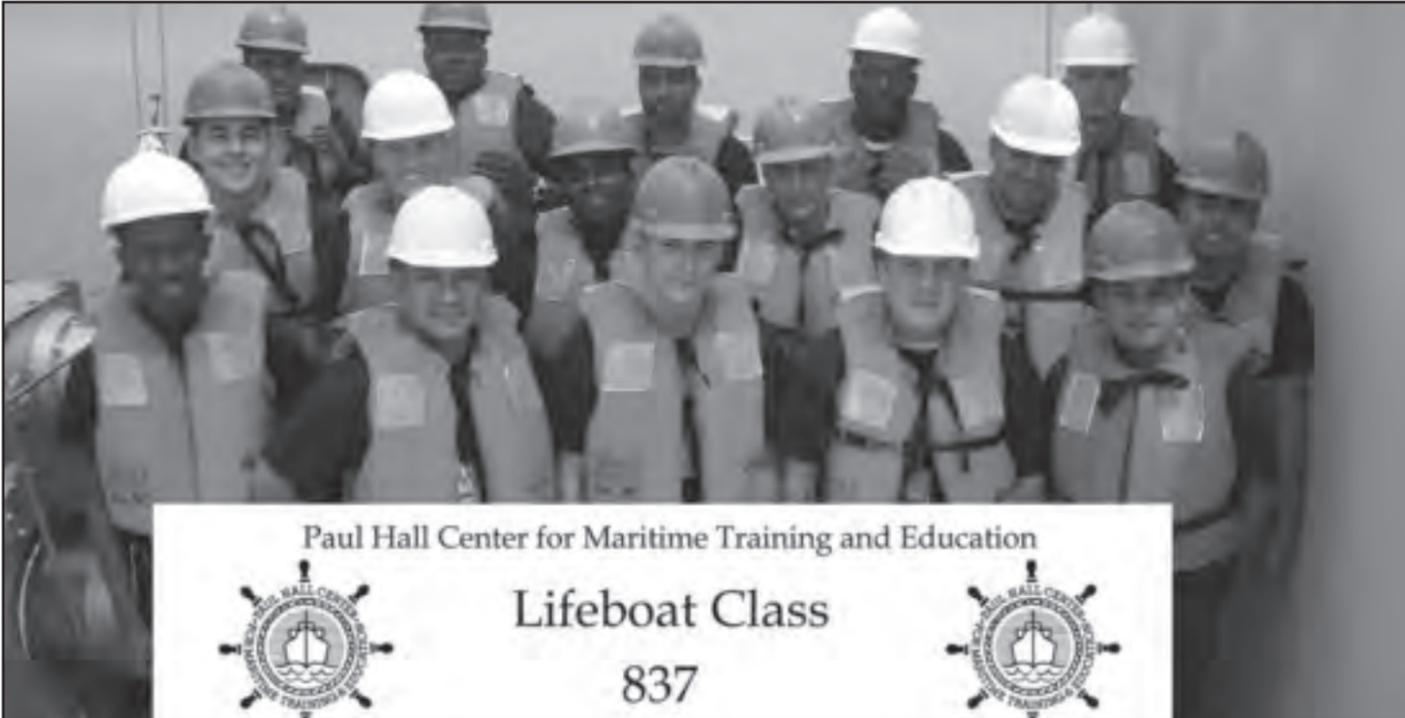
SEAFARERS POLITICAL ACTIVITY

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 #837 – Graduated May 18 (photo at left, in alphabetical order): Nicholas Banks, Robert Coleman III, Norman Comeaux Jr., Michael Cruz Cordova, Adam Salim Elmenani, Jovanni Capistrano Garcenila Michael Hickey, Nicolas Holt, Darius Jackson-Jordan, Julian Jordan, Cristian Lalin, Tanner Lipsky, Anthoine Nichols, Joseph Nicolosi, Nicholas Sweeney and Mervin Zamora. Upgrader George Arthur (pictured below) also graduated from this course.



Welding & Metallurgy – Graduated May 25 (above, from left): Tom Dary, John Zimmerman and Gregory Crowder. Instructor Chris Raley is at the far right.



Machinist – Graduated May 18 (above, in alphabetical order): Frank Harris III, Mark Loughman, Mario Toniza Moralita, Anatoli Vetsinov and Paul Watts. Class instructor Keith Adamson is at the far right.



Radar Observer – Graduated May 11 (photo at left, in alphabetical order): Michael Hodges, Brennon Hough, Reisa Marie Martinez-Serrano, Gavin Scott and Nicholas Otto Farrar Selle. Patrick Schoenberger, their instructor, is at the far left.

Notice to All Students

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



BAPO (Phase III Apprentices) – Graduated May 4 (above, in alphabetical order): Rahsaan Kwasi Alexander, Alberto Luis Alvarez-Gonzalez, Charles Bell, Mashrur Islam Dewan, Luzern Hawkins, Raphael Henson, Sherman Kennon Jr., Justin Krainis, William Means, Maksim Shpylyevyy, Shawn Smith, Tyler Summersill, Thomas Tooke and Kevin Willis. Class instructor John Wiegman III is at the far left. Upon the completion of their training, each of these apprentices plans to work in the engine departments of union-contracted vessels.

Paul Hall Center Classes



RFPNW (Phase III Apprentices) – Graduated May 4 (above, in alphabetical order): Julien Kei Charlet, Samuel Moore, Gian Antonio Nicolo, Devon Pullins, Alton Robinson, Dzmitry Sasnouski and Chauncey Wilkerson. Each of these apprentices plans to work in the deck department aboard union-contracted vessels at the conclusion of their training.



BAPO – Graduated May 4 (above, in alphabetical order): Clarence Kinson Jr., Gavin Kuehn Jr., Donte Sawyer, Leroy Turrentine, Roy Dinoy Villanueva and Shavis Williams. John Wiegman III, their instructor, is at the far left.



Basic Shiphandling & Steering Control System – Graduated April 20 (above, in alphabetical order): Martin Baker, Matthew Botterbusch, Joshua Gonzalez, Brian Luba, Bryan Page, George Steube III, Dexter Madrona Turija, James Wunder and Slavi Zahariev.



MSC Supply Configuration Management – Graduated April 6 (above, in alphabetical order): Tyesha Boyd, John Cedeno Jr., David Dunklin, Joseph Evans, Joseph Garnett, Christopher King, Sebastian Krowicki, William Mulcahy, Miles Partridge, Matthew Rogers, Zarko Vrbljanac and William Young. Instructor Matthew Rogers is at the far left. (Note: Not all are pictured.)



Basic Training Revalidation – Graduated April 6 (above, in alphabetical order): Mark Baclayon, Felsher Beasley, David Dingman, Robert Farley, Jackson Gourgue, Anthony Navarro Hermoso, Terry Hester, Gary Mann, Joel Marcano Sr., Jerry Mercer, Jeffery Pope Jr., Michael Ray, George Steube III and Annie Walker. Instructor Joseph Zienda is at the far left. (Note: Not all are pictured.)



Basic Training Revalidation – Graduated April 6 (above, in alphabetical order): Ahmed Mosad Al-Arashi, Monasser Mohamed Ali, Jose Argueta, Rolando Batiz, Clifford Christopher, Brian Dillon, Richard Flores, Gary Hirsch, Manuel Javier Lata, Charles McAllister III, Richard Molina-Blackman, Nee Tran, William White III and John Worae. Joseph Zienda, their instructor, is at the far left. (Note: Not all are pictured.)



Basic Training Revalidation – Graduated April 13 (above, in alphabetical order): Mohamed Elazzouzi, Richard Gathers, Rene Guity, Fadhel Hussein, Gerren Jenkins, David McCarthor, Meree Ali Mused, Walid Kassem Nasser, Richard Parks, Roy Patterson, Lea Emilia Ramos, Israel Micah Serrano and Sherre Wilson. (Note: Not all are pictured.)



Basic Training Revalidation – Graduated April 13 (above, in alphabetical order): Marciano Amancio Amandoron, Sylvestre Sam Llamido Bautista, Ines Armando Castillo Flores, Thomas Flanagan, Darrell Goggins, Catherine Hays, Casey Matheson, Amador Hernandez Mendez, Mohamed Husain Mosed, Paul Sharo, Lamont Stewart II, Steven Wilson and Papa Yankeh. (Note: Not all are pictured.)

Paul Hall Center Classes



UA to Able Seaman Deck – Graduated June 1: (above, in alphabetical order): Antony Chapman, William Doyle II, Scott Forrer, Luke Yves Fouilloux, Rainiel Natividad and Angel Thompson. Class instructor Tom Truitt is at the far left.



Pumpman – Graduated May 25 (above, in alphabetical order): Frank Harris III, Mark Loughman, Mario Toniza Moralita, Anatoli Vetsinov, Paul Watts and Jason Young. Keith Adamson, their instructor, is at the far right.



UA to FOWT (Steam) – Graduated June 1 (photo at left, in alphabetical order): Christian Cruz, Marsalis Dawson, Luke Leusoga Failauga, Deidra Hunter, Gavin Kuehn Jr., Jacob Laroche, Lionel Manuel Felix Lugo, Durrell Mitchell, Matthew Palmer, Samuel Parkinson, Benjamin Thuringer and Bryan Velazquez. Instructor Christopher Morgan is at the far left.



Medical Care Provider – Graduated May 25 (photo at right, in alphabetical order): Henry Callahan, Johnathon Gager, Kelly Krick Jr., Reisa Marie Martinez-Serrano, Mason Con Melland, Charles Ortiz Quinones, John Schmanski, Patrick Schoeberger, Harry Schrefer III, Gavin Scott and Nicholas Selle. Mike Roberts, their instructor, is at the far left.



SUA (Government Vessels) – Graduated May 4 (photo at left, in alphabetical order): Eric Manuel Cardona Rivera, Warrens Clark, Hyeyoung Choi Forrer, Barton Hatch, Kristina Jones, Tyson Mariano Ramirez, Fikera Winfield and Ludi Zamudio.



Galley Ops (Phase III Apprentices) – Graduated May 18 (above, from left): Brian Peralta, Philip Zulueta and Dante Jibre Moyer. Upon the completion of their training, each plans to work in the steward departments of union-contracted vessels.



SUA (Galley Ops) – Graduated April 20 (above, in alphabetical order): Seth Duke Alejandro Alonzo, Malia Arianna Bouchee, Shawna Freed, Ronald Glenn Jr., Charlotte Hardwick, Janelle Harper, Amelia LaBeur, Ana Mohler and William Johan Otero-Munoz.

Mariners Support Pacific Partnership 2018

SIU Members Back U.S. Military Personnel in Multinational Mission



The expeditionary fast transport ship *USNS Brunswick* arrives in Sattahip, Thailand, during Pacific Partnership 2018. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Fulton)

Always ready to answer the call, SIU Government Services Division mariners aboard the *USNS Mercy* and the *USNS Brunswick* participated in Pacific Partnership 18, which began in May and ran until June 21.

The annual multilateral, multi-service mission included stops in Japan, Indonesia, Malaysia, Sri Lanka, Vietnam and Thailand, among other places. During these mission stops, the Pacific Partnership team conducted 765 host nation engagements, including 546 medical events, in addition to conducting what the U.S. Navy described as “cooperative health engagements and subject matter expert exchanges.”

More than 12,700 patients were treated and around 62 surgeries were conducted aboard the hospital ship *Mercy* during the mission.

“It has truly been an honor to lead the dynamic men and women of Pacific Partnership 18,” said Captain David Bretz, Pacific Partnership 18 mission commander. “This mission is something myself, along with our entire team from *Mercy* and *Brunswick* will never forget. We set out to strengthen the bonds with our host and partner nations, and we achieved this with resounding success. I could not have done it without the hard work and dedication of our entire team and it is something I will look back on fondly for the rest of my life.”

“*USNS Brunswick* proved to be an incredibly valuable platform for Pacific Partnership,” said Royal Navy Captain Peter Olive, Deputy Mission Commander of Pacific Partnership 2018. “The versatility of the ship allowed us to transit shallow waters and visit ports like Yap and Palau, places that wouldn’t be able to accommodate *Mercy*.”

The mission’s final stop, in Nha Trang, Vietnam, saw the embarked medical professionals working alongside Vietnamese personnel in a variety of knowledge exchanges, seminars and patient care activities. In addition, civil engineers built and repaired schools and medical clinic facilities, as well as conducted workshops to discuss methods of

storm-resistant construction.

“Having U.S. and Vietnamese personnel work together on such a broad range of events highlights that we have forged a strong and lasting comprehensive partnership – one that benefits not just our two countries, but the entire Indo-Pacific region,” said U.S. Ambassador to

Vietnam Daniel J. Kritenbrink.

Now in its 13th year, Pacific Partnership consists of more than 800 U.S. military personnel stationed worldwide, working side by side with host-nation counterparts to be better prepared for potential humanitarian assistance and disaster relief situations.



Service members assigned to the Military Sealift Command hospital ship *USNS Mercy* for Pacific Partnership 2018 participate in an all-hands call on the flight deck. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kelsey L. Adams)



The Seafarers-crewed *USNS Mercy* (photo at left) arrives in Yokosuka, Japan as part of a goodwill port visit. (Photo by Ryo Isobe/ Released by FLEACT Yokosuka Public Affairs Office). In the photo above, the hospital ship, shown in Japan, helped treat more than 12,700 patients during this year’s Pacific Partnership mission. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jess E. Toner)