

SEAFARERS



LOG

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

Jones Act Remains Vital to America's National, Economic, Homeland Security

Facts Overtake Erroneous Attacks on U.S. Cabotage Law

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SIU Helps Deliver In Operation Agua

Six months after Hurricane Maria devastated Puerto Rico, SIU members are still assisting in relief operations – including via Operation Agua, a project led by the American Federation of Teachers. Operation Agua – also backed by Seafarers-contracted Tote Maritime – has delivered tens of thousands of water purification systems to residents of the territory. In photo at right, SIU Port Agent Amancio Crespo (third from left facing camera), and other volunteers pass out filters in Caguas, Puerto Rico. In photo below, volunteers, including SIU members, finish loading a truck with filters for distribution in the western and southern parts of the territory. To learn more on the relief effort, see Page 11.



Seafarers Reliably Crew RRF Vessels



America's Ready Reserve Force (RRF) is a critical part of the nation's sealift capability. Pictured aboard the RRF vessel *Cape Washington* in Baltimore are (from left) Patrolman DeCarlo Harris, GVA Mohamed Khodeiri, Electrician Dave Sexton, GUDE James Roy and Recertified Bosun Rick James. Learn more about the program by turning to Pages 12-13.

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President's Report

Jones Act an Indispensable Asset

Facts have a way of prevailing, and with that in mind I'm encouraged to see a recent shift in media coverage and chatter about the Jones Act. As many Seafarers know, this vital law took an unfair beating last year after Hurricane Maria. But, as has been said many times, the truth has a way of coming out. And people seem to be finally catching on to the truth about America's freight cabotage law.

That's not to say we won't still see a baseless editorial attack or a flat-out erroneous quote, but from the printed page to TV news, and from social media to Capitol Hill, I have seen and been informed about fairer coverage and increased accuracy.



Michael Sacco

If you somehow missed it, critics have wrongly claimed (going back to September) that the Jones Act hampered relief efforts in Puerto Rico, even though nothing could be further from the truth. They used their own flawed accusations as a basis to call for weakening or eliminating a law that has protected the United States and its territories for nearly a century. It did not matter that the backdrop for their stories showed stacks and stacks of containers delivered to the

San Juan docks by U.S.-flag vessels.

Jones Act ships were on the scene in Puerto Rico within hours after the first port reopened, and Jones Act vessels have continued delivering vital cargoes ever since. Because of damaged roads and numerous other infrastructure problems, much of the waterborne cargo initially stayed in the ports, but that had nothing to do with any maritime law.

The bottom line is that almost every statement that was put forth as justification to weaken or kill the Jones Act was wrong. Foreign-flag ships already carry around two-thirds of the cargo that arrives on the island. Groceries in Puerto Rico are substantially cheaper than in the U.S. Virgin Islands and British Virgin Islands, both non-Jones Act territories. Shipping rates from the mainland to Puerto Rico compare favorably with rates to other islands where the Jones Act doesn't apply (and which are served by foreign-flag ships). Easily verifiable information on the web also shows that, on average, consumer prices in Puerto Rico are lower than in Miami, Jacksonville and Orlando. Some people still insist on blaming the Jones Act for all of Puerto Rico's problems, but whether that's a gigantic stretch or a red herring or genuine misunderstanding, it's still completely false.

Check out our Jones Act coverage elsewhere in this issue, and be sure to read about Operation Agua, too. That's a great project, led by our sisters and brothers from the American Federation of Teachers. The SIU is proud to be on board with the outreach.

Headed to the Hill

This month, we are participating in the annual Maritime Congressional Sail-In. The all-day mission on Capitol Hill has become a staple for representatives from every segment of the American maritime industry, and I think its importance grows with each passing year.

I'm grateful that the maritime industry in general and the SIU in particular can count many friends on both sides of the aisle, but between the regular turnover in Congress and the ongoing attacks on our industry, we can never let up when it comes to promoting the U.S. Merchant Marine. You all know we work in a heavily regulated industry, and that's precisely why we never stop speaking up for Seafarers and for the laws and programs that keep Old Glory flying on the rivers, coasts and high seas. We'll be going to bat for mariners, for the Jones Act and cargo preference, for the Maritime Security Program and the Ex-Im Bank and more. America's national, economic and homeland security depend on us, and that's a message we're proud to deliver here in Washington, just as you do back in your hometowns.



U.S. Sen. Ben Cardin (standing second from left) speaks with students at the school. SIU Exec. VP Augie Tellez is at far left.



The senator tries his hand on a simulator. Observing are SIU Exec. VP Augie Tellez (left) and Rachel Jones, field representative for Sen. Cardin.

Senator Cardin Tours Piney Point-Based PHC

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) on Feb. 2 welcomed U.S. Sen. Ben Cardin (D-Maryland) for a tour. In addition to checking out the main campus (where he took a spin on the full-mission bridge simulator), the senator also visited the nearby Joseph Sacco Fire Fighting and Safety School, which is part of the PHC. Before shoving off, he dropped in on a class of apprentices and chatted with them. The PHC opened in 1967 and is located in Piney Point, Maryland.



Pictured from left are PHC Director of Training Priscilla Labanowski, PHC Acting VP Tom Orzechowski, Sen. Cardin, SIU Exec. VP Augie Tellez and PHC Hotel/Conference Manager Howard Thompson.

IMB Piracy Report Reflects Lower Incident Totals in 2017

The International Chamber of Commerce's (ICC) International Maritime Bureau (IMB) has released its 2017 Piracy Report, which shows that a total of 180 incidents of maritime piracy and armed robbery were reported in that year. That is the lowest annual number since 1995, according to the IMB.

The report states that 136 vessels were boarded; there were 22 attempted attacks; 16 vessels were fired upon; and six vessels were hijacked. Additionally, 91 crew members were taken hostage, while 75 were kidnapped and taken from their vessels. Three crewmembers were killed in 2017 and six injured.

Despite those lower overall numbers, there are a few areas that saw an increase in pirate activity last year.

In the Gulf of Guinea, 36 incidents were reported to the IMB, with 10 kidnapping incidents involving 65 mariners in or around Nigerian waters. Of the 16 vessels world-wide that reported being fired upon, seven of them were in this region.

"Although the number of attacks is down this year in comparison with last year, the Gulf of Guinea and the waters around Nigeria remain a threat to seafarers. The Nigerian authorities have intervened in a number of incidents helping to prevent incidents from escalating," said Pottengal Mukundan, Director of IMB.

Somalia also saw an increase of reported incidents in 2017 with nine, up from just two in 2016. One specific incident saw armed pirates east of Mogadishu fire rocket-propelled grenades at a containership after their boarding

attempts were evaded. The grenades missed, and six of the pirates involved were later captured by the European Union Naval Force. They were then transferred to the Seychelles, charged with "committing an act of piracy," and could face up to 30 years in prison if convicted.

"This dramatic incident, alongside our 2017 figures, demonstrates that Somali pirates retain the capability and intent to launch attacks against merchant vessels hundreds of miles from their coastline," said Mukundan.

Piracy numbers were down slightly from 2016 in Indonesia, and the report noted that Indonesian Marine Police patrols continue to be effective in the country's 10 designated safe anchorages. The document explained that elsewhere in Southeast Asia, reported incidents are up sharply, especially in the Philippines. The majority of incidents in the Philippines (22 were reported in 2017) were low-level attacks on anchored vessels, mainly at the ports of Manila and Batangas. In the first quarter of 2017, vessels sailing off the Southern Philippines were boarded and their crews were kidnapped, but alerts broadcast by the IMB's Piracy Reporting Center (PRC), on behalf of the Philippine authorities, have since helped to avoid further successful attacks.

Launched in 1991, the IMB PRC is a 24-hour manned center that provides the maritime industry, governments and response agencies with timely and transparent data on armed robbery incidents received directly from the master or owner of vessels. All attacks reported last year can be viewed online on the 2017 IMB Live Piracy Map.

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

Media Reports Underscore Jones Act's Benefits

Maritime Law Vital in Many Ways, Including Recovery in Puerto Rico

Despite ongoing efforts to unfairly discredit a key United States maritime law, a recent wave of media coverage is helping to set the record straight.

Articles about the Jones Act (both online and in print) have reinforced what the domestic maritime industry has known all along – namely, that the longstanding law is vital to America's national, economic and homeland security. Some of the recent coverage also reinforced the Jones Act's critical role in helping facilitate delivery of relief cargoes to Puerto Rico.

The Jones Act requires that cargo moving between U.S. domestic ports is carried on vessels that are crewed, built, owned and flagged American. On the books since 1920, it has always enjoyed strong bipartisan political support and military backing. Nevertheless, the law also regularly comes under fire from those who either truly don't understand it or whose agendas don't include preserving the U.S. Merchant Marine.

Among those recently speaking out for the nation's freight cabotage law were U.S. Maritime Administrator Mark Buzby; Matson Navigation President and CEO Matt Cox; Crowley Maritime Puerto Rico Vice President Jose Ayala; and, from the law firm K&L Gates, Mark Ruge, Darrell L. Conner and Sarah M. Beason.

Speaking to port and inland waterway officials and security industry representatives Feb. 8 in Newport News, Virginia, Buzby spotlighted the direct connection between the Jones Act and America's military capabilities. Many of the civilian mariners who sail in the Jones Act trades would also be available to crew up military support ships in

times of need.

"The stakes surrounding our nation's homeland security and national defense have never been higher," Buzby said, according to an article in *The Virginian-Pilot*.

A few weeks earlier, during a mid-January hearing in the U.S. House of Representatives, Buzby cited "the critical role that the Jones Act plays. A lot of people, I think, focus on strictly an economic view of the impact of the Jones Act and fail to recognize the significance to national security."

And, at an industry event late last year, he criticized the media for scapegoating the Jones Act in its coverage of Puerto Rico relief operations.

"The vital [relief] contribution of U.S.-flagged Jones Act shipping was obliterated by a barrage of false narratives and uninformed reporting," Buzby said.

Cox honed in on the Puerto Rico situation during remarks at a Propeller Club event Feb. 6 in southern California. According to an article in the *Journal of Commerce*, Cox asserted that shipping rates between Puerto Rico and the U.S. mainland are the lowest in the Caribbean and as much as 20 to 50 percent lower than those of foreign-flag services to other islands in the region.

"Dedicated service to Puerto Rico provides price efficiencies," he said.

Cox also pointed out that two-thirds of the cargo arriving in Puerto Rico is carried aboard foreign-flag ships.

The headline on the K&L Gates Piece succinctly captured much of the media coverage of the maritime law and the territory. It read: "The Eerie Similarities Between The Gulf Spill In 2010 And Hurricane Maria In Puerto Rico 7 Years Later: How the Facts About the Jones



Mark Buzby
U.S. Maritime Administrator



Matt Cox
Matson Navigation President/CEO

Act Got Thrown Overboard."

In part, the article pointed out, "The massive public attention focused on the Jones Act in Puerto Rico immediately after Hurricane Maria was eerily analogous to the public spotlight on the law during the Deepwater Horizon oil spill (the "Gulf Spill") in the spring of 2010. In both cases, the Jones Act was almost immediately singled out for public criticism as an impediment to the recovery efforts. In both cases, many of the criticisms reflected a material misunderstanding of the mechanics of the Jones Act and the operational rhythms of the domestic maritime industry. In both cases, opponents used the Jones Act as

a political tool to attack the sitting president, criticizing him for not waiving the Jones Act to assist with the relief effort. And, in both cases, at the end of the day, it was clear that the Jones Act had been falsely accused – that is, that the law had in no way impeded the recovery efforts. One lesson is abundantly clear: In the middle of a national emergency, political crisis, humanitarian disaster, and media circus, the facts sometimes get left by the wayside."

The writers described the Jones Act as "a foundational law of the American maritime and industry" and added that

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USNS Miguel Keith Signals Additional SIU Government Services Division Jobs

New tonnage means more jobs – in this case for SIU Government Services Division members – as construction recently began on the latest addition to the Military Sealift Command (MSC) fleet.

Work started on the future *USNS Miguel Keith*, an expeditionary sea base (ESB) vessel, on Jan. 30 at the General Dynamics NASSCO shipyard in San Diego. The ceremony served as a formal recognition of the start of the ship's construction, with the vessel expected to be delivered in 2019.

NASSCO is a union shipyard.

Capt. Scot Searles, program manager of MSC's Strategic Sealift and Theater Sealift, weighed in on the ceremony for the *Keith*, saying, "A keel laying is the first major milestone in the construction of a new ship. The keel is the symbolic backbone of the ship. Over the next several months, ESB-5 will begin to take shape and I look forward to seeing its progress as we continue constructing this versatile ship."

The ship is named for a Vietnam-era Marine machine gunner who, while severely wounded and outnumbered by the enemy, charged the approaching attackers in order to save the lives of his fellow Marines. Keith posthumously received the Medal of Honor for his heroism. His mother, Delores Keith, serves as the sponsor of the vessel that bears her son's name, and though she was too infirm to attend the keel-laying, a family friend welded Delores' initials onto the keel block in her stead.

The 784-foot-long *Miguel Keith* will serve as a floating base, with a 52,000-square-foot flight deck, fuel and

equipment storage, repair spaces, magazines, and mission-planning spaces. The vessel will carry up to 250 personnel, along with support helicopters and other aircraft for mine countermeasures, counter-piracy operations, maritime security operations, humanitarian aid and disaster-relief missions.

The *Miguel Keith* will be the third ESB produced by NASSCO in the Montford Point class, and the fifth overall in its class. The Montford Point class is comprised of two variants, all crewed by SIU members and working to support the U.S. Maritime Prepositioning Force. The

USNS Montford Point and *USNS John Glenn*, which have been dubbed Expeditionary Transfer Docks (ESD), have been delivered and are currently in service. The first of the ESB variant, *USS Lewis B. Puller*, was delivered to the Navy in 2015, while the *USNS Hershel "Woody" Williams* was christened in October 2017 and is expected to be delivered to MSC at the end of February.

The primary difference between an ESB and an ESD vessel is that an ESB is outfitted with a flight deck and hangar that can support helicopters and tilt-rotor aircraft, while an ESD is not so equipped. This additional flight deck affects the stability of the vessel, which helps dictate the types of missions each ship can undertake.

According to the Navy, "The Expedi-

tionary Transfer Dock (ESD) / Expeditionary Sea Base (ESB), formerly known as the Mobile Landing Platform (MLP) / Afloat Forward Staging Base (AFSB), is a highly flexible ship that provides logistics movement from sea to shore supporting a broad range of military operations. ESD/ESB class ships leverage an existing commercial design of the Alaska class crude oil carrier built by General Dynamics National Steel and Shipbuilding Company (NASSCO), to ensure design stability and low developmental costs. These ships operate within Maritime Prepositioning Ship squadrons as mobile sea bases or as the component commander requires providing the U.S. Navy fleet with a critical access infrastructure that supports the flexible deployment of forces and supplies."



A rendering of the future *USNS Miguel Keith*, courtesy NASSCO



Pictured at the presentation are (front, from left) Bosun's Mate Larry Dizon, Steward/Baker Dante Cruz, shelter personnel Lauri Ogumoro, Sr. Stella Mangona and Junnie Masga, Recertified Bosun Ken Steiner, AB Dylan Casuga and (rear) Third Mate Nguyen

SIU Deep Sea Crews Donate to Saipan Shelter

SIU members from two vessels sailing overseas rang in the New Year by showing heartfelt generosity to others.

Seafarers from the *USNS Montford Point* and the *MV Capt. David Lyon* chipped in along with the respective ships' officers to donate \$3,100 for the children served by the Guma Esperanza Women's Shelter in Saipan. The mariners also helped wrap gifts for the kids.

Recertified Bosun **Ken Steiner** from the *Montford Point* noted, "It is always gratifying to be able to help others and to be part of something that's bigger than yourself." He pointed out the donation continued a Christmastime tradition that began a dozen years ago, and although this one was slightly delayed because of scheduling issues, "it's never too late to do this and to show love for our children."

The donation happened Jan. 6 at

Veterans of Foreign Wars (VFW) Post 3457. (Saipan, the most populated of the Northern Mariana Islands, is a United States commonwealth.)

For the bosun, the philanthropy was a family affair of sorts. Capt. David Steiner, his brother, is the *Lyon's* vessel master.

"This is our ship's first donation," David Steiner said, "but we stand on the foundation built before which has been a tradition that started in 2006. It feels good to share love with the people of Saipan, especially with the children."

Sr. Stella Mangona of the shelter said she deeply appreciated the mariners' generosity.

"It's not the first time, and these gifts are for the children of Guma Esperanza, Karidat and the Division of Youth Services, so all of them will receive special gifts, and that's why my feeling right

now is a feeling of thanksgiving," she told newspaper *Marianas Variety*. "[The mariners] are giving so much from their hearts; the generosity is overflowing and I am really touched by their gesture."

Lauri Ogumoro, the shelter's director, told the publication, "We are really blessed every year by the generosity of these men. Their love for their families translates to the love for the children here on Saipan."

During the same gathering at the VFW, Ambyth Shipping and Trading Inc. and its sister company Seafix Inc. donated \$500 each to Guma Esperanza, according to the newspaper.

The *Montford Point* is operated by Ocean Shipholdings, while the *Lyon* is Operated by Sealift, Inc.

In addition to Ken Steiner, Seafarers aboard the *Montford Point* when

the donation took place included Bosun's Mate **Larry Dizon**, ABs **Jason Bentz**, **John Garrett**, **Dylan Casuga**, **Edmar Guanzon**, **William McIntyre** and **Dhindo Faulve**, Ordinary Seamen **John Diaz**, **Leighanne Deano** and **Alan Boiser**, QMEDs **Thomas Jones**, **Richard Digman**, **Michael Gray** and **Ryan Palmer**, **GUDE Clark Castrodes**, Storekeeper **Rodolfo Ayaton**, Steward/Baker **Dante Cruz**, Chief Cook **Joseph Arigo** and SAs **Hezam Alshabaei** and **George Lavender**.

The *Lyon* crew included Bosun **James Heincy**, ABs **Jonmala Floresca**, **Daniel Harris**, **Pablo Laboriel**, **John Wahl** and **Marvin Williams**, OMUs **Mahdi Fedhel Ali**, **Mil Jonas Rivera Castro** and **Douglas Pentecost**, Steward/Baker **Edna Torres**, Chief Cook **Engracio Moratin** and SA **Richard Palacios**.

Seafarers-Crewed USNS Grumman Completes Overseas Deployment

Members of the SIU Government Services Division recently helped a Military Sealift Command (MSC) vessel wrap up a lengthy, successful mission.

The Seafarers-crewed replenishment

oiler *USNS Leroy Grumman* returned to Naval Station Norfolk (Virginia) on Feb. 4, thus completing an overseas deployment in support of U.S. Navy and allied forces operating in the U.S. Sixth Fleet's

area of responsibility.

"The *Leroy Grumman* left for our deployment to the Mediterranean Sea in September of 2017," said vessel master Capt. Kevin Tapp. "While we were deployed, the crew conducted over 30 underway replenishments at sea, providing 3.7 million gallons of fuel, 1,019 pallets of materials and provisions to U.S. Navy and NATO units from Canada, Italy, Turkey, Germany and the United Kingdom."

As noted by the U.S. Navy, the *Grumman* is crewed by civil service mariners "who perform all required tasks and provide all needed support aboard the ship."

Tapp added, "As the ship's master, one of my responsibilities includes sailing the vessel alongside customer ships during underway replenishment operations. Our rig captains supervise at-sea fueling and cargo transfer operations alongside customer ships. The able-bodied seamen man the underway replenishment stations during at-sea fueling operations while the engineers keep the ship's engines maintained and running at optimum performance. Our operations chief coordinates rendezvous and cargo requirements with

customer ships at sea while the ship's master and navigators safely navigate the vessel between ports and underway replenishment evolutions."

Fleet replenishment oilers provide resupply services to U.S. Navy and allied ships while at sea so the combatant vessels are able remain on station longer. The *Grumman* has five underway replenishment stations.

While on its most recent deployment, the *Grumman* visited Rota, Spain; Naples, Italy; Souda Bay, Island of Crete (Greece); Augusta Bay, Sicily; and Malaga, Spain.

"The crew's performance on this deployment was superior," added Tapp. "The *USNS Leroy Grumman's* civil service mariners were outstanding ambassadors of goodwill for our country during all of our port visits, and all of our missions were conducted successfully and safely."

The ship's namesake, Leroy Grumman, was an American aeronautical engineer, test pilot, and industrialist who founded the company now known as Northrop Grumman.



The NATO Maritime Group Two flagship, *HMS Duncan* (left), takes on fuel during an underway replenishment Jan. 18 in the Mediterranean Sea with the Seafarers-crewed *USNS Leroy Grumman*. (NATO photo by GBRN LPhot Paul Hall)

Promoting Maritime in Virginia



Pictured Jan. 28 during the Virginia AFL-CIO Legislative Conference in Richmond are (from left) Virginia Governor Ralph Northam, SIU Port Agent Georg Kenny, Virginia Delegate Jeion Ward, U.S. Rep. Bobby Scott (D-Virginia), and Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan. Kenny and Duncan reminded many in attendance about the importance of the U.S. Merchant Marine.

USA Maritime Sets Record Straight On Vital Food for Peace Program

The coalition USA Maritime recently posted a rebuttal to comments that were made during a Senate hearing about the PL 480 Food for Peace Program.

USA Maritime's members include the SIU, other maritime unions and American-flag carriers. The organization is dedicated to promoting and protecting the U.S. maritime industry.

In its detailed response to testimony given to the Senate Foreign Relations Committee, USA Maritime addressed several assertions by a representative of the Office of Food for Peace. One such declaration by that individual claimed that the program's budget is hurt by the cost of shipping aid cargoes on U.S.-flag vessels.

But the coalition pointed out, "The requirement to ship U.S.-flag only applies when such vessels are 'offered at fair and reasonable rates.' Therefore, if the rates are not fair and reasonable, a resort may be to use foreign-flag carriers, which USAID (the United States Agency for International Development) does often. Shipping on U.S.-flag vessels instead of foreign competitors costs Food for Peace less than one percent of the program budget. In fact, all of Food for Peace's expenditures on ocean freight – foreign and U.S.-flag shipping combined – consume only 8.2 percent of the Food for Peace program budget, compared with the 60.2 percent of the program that USAID spends on overhead items other than commodities, ocean freight, and inland transportation. Owners have repeatedly approached USAID's Division Chief of Transportation with great concern to discuss the additional unnecessary clauses now being placed in freight tenders, which significantly increase the cost per ton to the U.S. Government. These clauses place an open-ended financial liability onto the Owner for situations which are completely outside of their control and they must include this risk in the form of an increased freight rate to cover their liability.

"If these restrictions were removed, USAID would realize significant savings on ocean transportation for both U.S.- and foreign-flag vessels," USA Maritime continued. "The statement completely ignores the much larger savings to the U.S. taxpayer because the Department of Defense can rely upon the commercial fleet supported by cargo preference requirements. The cost to replicate this

capacity is approximately \$13 billion in vessel capital costs and over \$1 billion annually in operating costs. The statement also ignores the leadership role that the U.S.-flag community takes in advocating for and supporting the Food for Peace budget before Congress and the additional funds available to USAID, a result which more than compensates for any cargo preference premium needed to support our national defense sealift fleet."

Another statement by the office representative indicated that cargo preference laws are meant to address the "desire to have a U.S.-flag commercial fleet with enough vessels and qualified mariners to meet our military sealift requirements."

USA Maritime responded, "The statement is only partially accurate. Cargo preference is not just a policy, but a collection of federal laws applicable to all federal government cargo shipments. The purpose of the Merchant Marine Act and related statutes is to provide national security, firstly by supporting U.S. commerce, and secondly by providing sealift capacity for use in wars or emergencies such as

the recent wars and hurricane relief efforts. The need for a national merchant marine goes beyond just carrying military supplies to the battlefield. It contemplates that American commerce, which is deeply dependent upon imported goods and exports overseas, must never be held hostage to foreign interests or global politics (as happened, for example, during World War I)."

The entire USA Maritime statement is available on the coalition's website: usamaritime.org

Cargo preference requires shippers to use U.S.-flag vessels to transport certain government-impelled, ocean-borne cargoes. References to cargo preference often pertain to the 1954 Food for Peace initiative, specifically governing the shipment of domestically grown agricultural goods and government aid programs. However, it also includes the Cargo Preference Act of 1904, which dictates that 100 percent of military cargoes be shipped under the Stars and Stripes. And, it includes Public Resolution 17 (enacted in 1934), which requires all cargo generated by the U.S. Export-Import Bank be moved via U.S.-flag vessels unless granted a waiver by the U.S. Maritime Administration.

Media Brings Jones Act Facts to Fore

Continued from Page 3

dozens of other countries maintain similar laws.

Turning back to Puerto Rico, they continued, "Similar to the Deepwater Horizon crisis, critics argued that the Jones Act was impeding the delivery of relief cargoes to Puerto Rico. However, it was soon proven that getting the goods to the island was not the problem. Instead, the goods were piling up at Puerto Rico's ports because the inland infrastructure necessary to deliver the goods from the ports to the people was completely destroyed. The U.S. Coast Guard recognized this problem when they noted in a Marine Safety Information Bulletin that "the sheer number and size of vessels [from around the nation] entering the [Puerto Rico and the U.S. Virgin Islands] have led to congestion and logistical issues which may result in the delay of recovery activities." Similarly, congressional leaders who studied the issue recognized that a short-term waiver had no effect on the provision of goods in Puerto Rico, since "supplies have been getting to the island and have been backlogged at the ports, due to the devastation of logistics on the land."

They concluded, "During two of the largest disasters of the last decade, the Jones Act has been unfairly blamed for preventing the quick provision of necessary support. Yet in both situations, as the facts now show, the American domestic maritime industry was an integral part of the recovery effort."

Finally, Ayala submitted an op-ed to the *Jacksonville Business Journal* in which he detailed the robust efforts by Crowley and other Jones Act carriers to assist the people of Puerto Rico. He described sacrifices made by Crowley employees who put off trying to take care of their own respective properties in order to take part in the relief mission.

"The dedicated response by [individual employees], Crowley and other U.S. maritime companies resulted truly because our U.S.-flag carriers operate the world's most dependable and efficient cargo shipping supply chain between the U.S. mainland – particularly Jacksonville – and Puerto Rico," Ayala wrote. "The longstanding U.S. cabotage law called the Jones Act is the foundation for this unparalleled supply chain service.... It has allowed our company and other U.S. carriers to make major investments in American jobs, vessels and infrastructure to modernize this fast, direct and modern cargo pipeline."

He continued, "Despite the myths, these economies of scale and efficiencies allow Jones Act carriers to offer less expensive shipping rates to and from Puerto Rico than foreign-flag ships operating between the U.S. and the nearby Caribbean islands.... While recovery will take time, U.S. maritime workers are committed to Puerto Rico's recovery for the long haul."

At Sea and Ashore with the SIU



CARRYING RELIEF TO PUERTO RICO – The *Horizon Spirit* is one of many Seafarers-crewed vessels that have carried relief cargoes to Puerto Rico. Thanks to vessel master Capt. Mike Smith for these snapshots of the crew and ship, and thanks also to Recertified Steward Alan Hollinger for assisting with a follow-up request from the LOG.



CATCHING UP IN TACOMA – SIU Secretary-Treasurer David Heindel (left) and Recertified Bosun LBJ Tanoa are pictured at the recent Seafarers Health and Benefits Plan conference at the union hall in Tacoma, Washington.



SOLIDARITY IN MARYLAND – Maryland State and D.C. AFL-CIO President Donna Edwards (center) is flanked by (left) Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan and SIU Port Agent John Hoskins. The photo was taken in Pikesville, Maryland, where the labor organization conducted its convention. Hoskins was sworn in as a vice president of the Maryland State and D.C. AFL-CIO.



WELCOME ASHORE IN LAUDERDALE – AB Kevin White (left) is pictured at the SIU hall in Fort Lauderdale, Florida, receiving his first pension check (that's SIU Asst. VP Kris Hopkins at right). Kevin started sailing with the SIU in 1976.

ROCK AND ROLL CONNECTION – SIU VP Gulf Coast Dean Corgey (right) made a recent maritime connection with rock and roll artist Alejandro Escovedo (left). The acclaimed Texas recording talent and prolific songwriter met with Corgey after a concert in Houston on February 9; Corgey presented him with a painting of a tugboat as a salute to the musician's song of the same name. The song "Tugboat" was written in honor of fellow musician, friend and former SIU member the late Sterling Morrison, a founding member of the legendary rock group The Velvet Underground. Escovedo recognized the SIU when performing the song. Morrison captained the G&H Towing vessel shown in the painting, the *W. Douglas Master-son*, and sailed with the SIU for 20 years. The print itself was created by Capt. Roger Horton, an SIU pensioner who sailed with the union for decades.



ABOARD MANOA – Pictured from left to right on the Matson vessel are SIU Port Agent Nick Marrone II, ACU Hilario David and Chief Cook Tammy Bingisser



ABOARD ATB RESOLVE – Pictured on the Crowley vessel early last month are (from left) Capt. Andrew Hook, Chief Engineer Chris Carlson, Asst. Engineer John Nordberg and Patrolman J.B. Niday.



ABOARD ATB CORPUS CHRISTI – Port Agent Pat Vandegrift snapped this photo during an evening servicing of the USS Transport vessel in Piney Point, Maryland. Pictured from left are AB Romel Saweress, AB Jenica Fotache, Recertified Steward Richard Jones, Capt. Robert Corbett (an SIU hawsepiper) and AB Henry Bermudez.



ABOARD ATB SEA POWER – Pictured from left on the Seabulk vessel are AB/Tankerman Oscar Lopez, Chief Cook Julie Major and AB/Tankerman Kenneth Cooper.

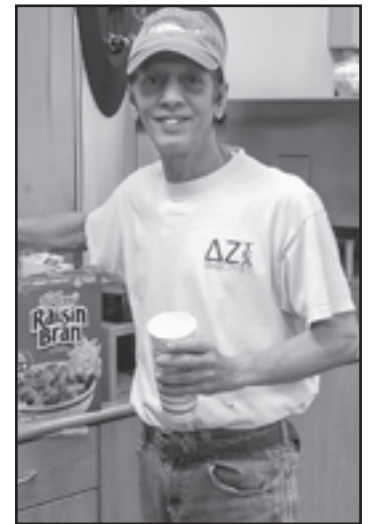


AT THE PIER IN TACOMA – AB Chris Linsley submitted this photo of the Seafarers-crewed *Matson Anchorage* docked in Tacoma, Washington.

At Sea and Ashore with the SIU



ABOARD MAGNOLIA STATE – Bosun John Cedeno (left in group photo) submitted these photos from the Intrepid Personnel and Provisioning ship. The group photo was taken during a union meeting, and it includes (from left) Cedeno, Chief Cook Mohsen Aladani and Steward/Baker Luis Santiago. The other photo shows SA Farook Essa.



ABOARD USNS LOYAL – Pictured aboard the Crowley-operated ship are Engine Utility Deondre Gardner, First Assistant Engineer James McLeod, Chief Engineer John Hewitt, Third A.E. Richard Brooks and Engine Utility Hussain Hafid. The officers are members of the Seafarers-affiliated AMO. Thanks to Chief Engineer Hewitt for the pic.



BOOKS ACQUIRED IN PHILLY – STOS Wadhah Mukbel (left in photo at left) with Safety Director Andre MacCray) recently secured his A-seniority book at the Philadelphia hall, while SA Natasha Staton (right in photo above, also with MacCray) picked up her B-book.



NEW ATB IN HOUSTON – The union recently welcomed new tonnage into the Seafarers-crewed fleet in the form of Key Marine's ATB *Millville* (above). Pictured from left in the group photo are Patrolman J.B. Niday, Asst. Engineer Tyler Durant, Barge Engineer Dylan Flanagan, Chief Engineer Kevin Hale, AB/Cook Sue Riedlinger, Capt. Joey Mesyna, Chief Mate Chris Gross, Capt. Buddy Davis and SIU Asst. VP Mike Russo.



ABOARD ATB VISION – Crew members discussed contract suggestions aboard the Crowley vessel during a meeting earlier this year on the West Coast. Pictured from left are Third Mate Brett Ruppert, Port Agent Nick Marrone II, Chief Cook Laura Deebach, Chief Mate Kenric Henry, Capt. Robert Albe, AB/Tankerman Casey Matheson, Asst. Engineer Edison Lalin and Chief Engineer John McCranie III.



STOPPING BY THE JACKSONVILLE HALL – The Greatest Generation includes many SIU members – among them, retired Chief Steward Bill Nihem (left), who's pictured at the Jacksonville, Florida, hall with Patrolman Adam Bucalo. Brother Nihem, 90, started sailing near the end of World War II. His last ship was the *Sea-Land Adventurer* in 1982.



Former NMU Member Races Through Retirement

Tom Reay has chosen to spend his retirement in an unusual way: hurtling down drag strips on motorcycles he builds and maintains himself. The 68-year old former seafarer, who was a member of the National Maritime Union (NMU) before the 2001 merger with the SIU, has been racing union-made American motorcycles since he came ashore.

"I got into racing after retirement to keep busy," Reay said in an interview with the *Seafarers LOG*. "I always wanted to race at Bonneville [Salt Flats in Utah], but could never get anyone to go with me. Now there are more land speed venues, closer and less costly. Every time I go racing, I get another record, so I keep going. I also go to bike shows, and every time I enter I get a trophy or plaque, so I keep going."

Reay lives in Lovington, Virginia, where he uses his union pension check to help fund his hobby. A lifelong fan of racing, he found his preferred style of motorcycle competition, which is called standing mile land speed racing. He holds several current records in the Production Pushrod 1,000cc division, at both the one-mile and one-and-a-half-mile distances.

He talked about his first (legal) motorcycle race: "I came across the standing mile land speed racing on the internet and thought to myself, 'I can do that.' I drove down to Wilmington, Ohio, to an East Coast Timing Association (ECTA) event to check it out, and talked to the guys racing. The next event, I signed up to race myself. I broke the record the first time out on my bike, with very minor modifications."

After that first race, he was hooked. "It's a great feeling to be the fastest in your class," he said.

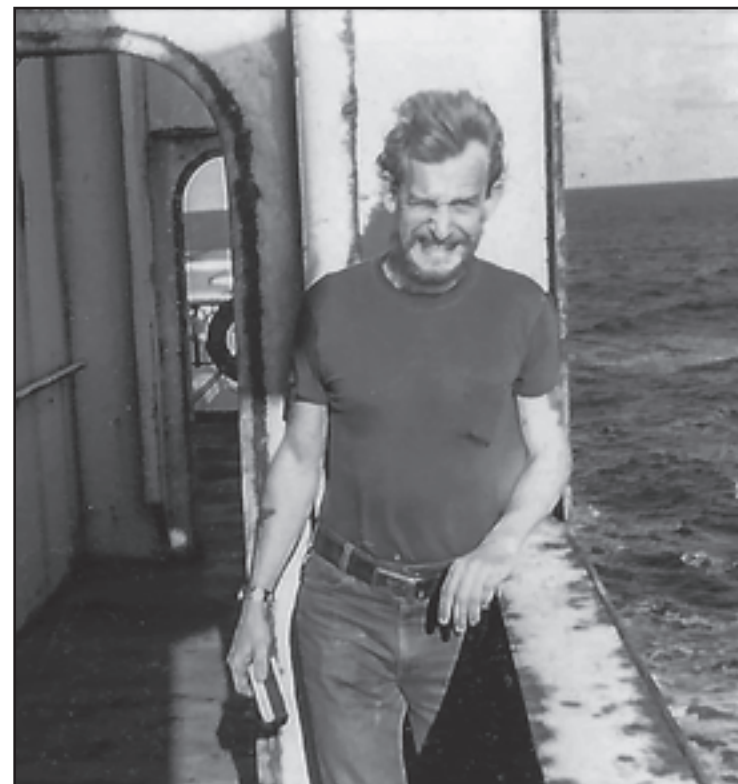
A Navy veteran, he fondly remembers his time at

sea, and said that during his 25-year career as a merchant mariner, his favorite moments were, "On the Brazilian run on the old stick freighters." He also reflected on the shrinking sizes of unlicensed engine crews, comparing his first job as a wiper on the *Texaco Georgia* in 1973 – which carried an unlicensed engine crew of 12 – to his last job as a QMED on the *Keystone Georgia* in 1997, which featured a five-man engine crew.

Reay had the following advice for newcomers entering the maritime trade: "Keep your ears open and your mouth closed. If they are in an entry-level job, ask if you can hang out on watch with deck or engine personnel on your time off. You can learn a lot that way. When I was a wiper, I'd go down and help out the oiler and firemen at night and learned all kinds of stuff. When I was an ordinary seaman, I'd be up in the wheelhouse asking if I could steer. That took a while to get them to ... switch it to manual, but I just kept going up until the mate finally let the quartermaster teach me to steer. Instead of hanging around watching TV, I would read manuals. I got all my ratings (except for electrician) just by studying and learning by watching."

That spirit of constantly gathering information has continued into retirement, as Reay continues to find new ways to push the limits in his second career. Despite starting with no practical experience building or maintaining motorcycle engines, he has continued to win trophy after trophy, with the goal of breaking 150 mph this year.

"As far as I can find, I am the fastest 1,000cc production pushrod in standing mile land speed racing," Reay said. "If you can find anyone faster, I'll have to figure a way to beat them."



An undated photo of Tom Reay aboard the SS American Reservist

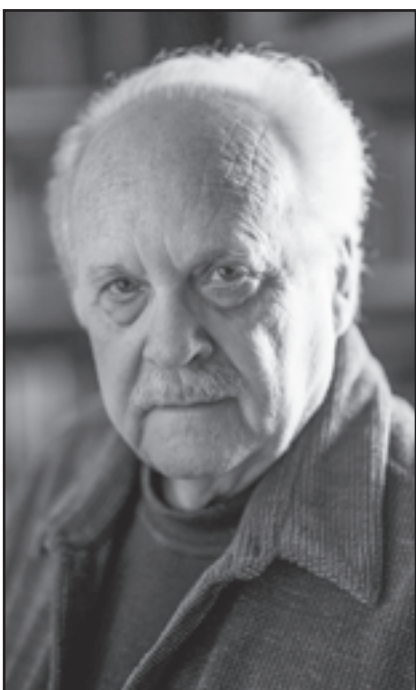


Tom Reay poses next to his award-winning motorcycle.



Trophies and other awards line the walls of Tom Reay's home.

Seafarer's Latest Literary Effort Features Four Short Stories



David Madden

David Madden's days as a Seafarer comprise a relatively small segment of his life, but that time continues to influence his writing.

A frequently published author, Madden recently launched "Marble Goddesses and Mortal Flesh" – his fifteenth work of fiction. The 229-page book contains four novellas or short stories, the first of which is set on a ship to Chile. That piece is based on a trip Madden made as a wiper in 1952.

His first novel ("The Beautiful Greed"), published in 1961, drew on that same voyage.

"I am proud of the SIU and to have been a part of it," said Madden, who sailed with the union from 1951-53. "I'm also proud of what merchant seamen are doing these days."

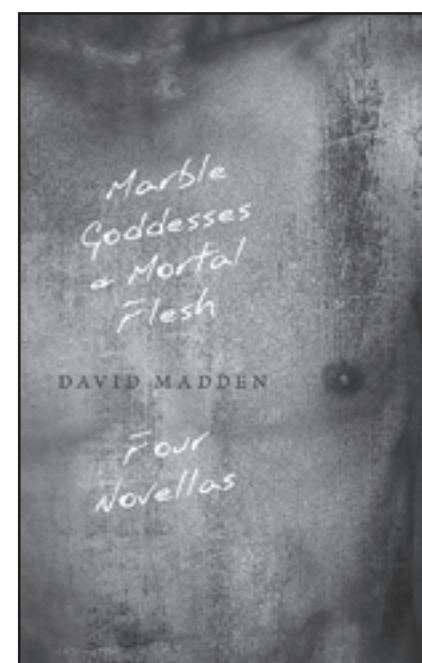
The new book may be ordered on Amazon; through the publisher, the University of Tennessee Press (<http://utpress.org/>); or signed, directly from the author, at david@davidmadden.net.

An online book review described "Marble Goddesses and Mortal Flesh" as "a trip down memory lane. The tales collected here ... sketch scenes from the life of Lucius Hutchfield, the Knoxville native's alter ego. They trace the arc of an artist's journey and testify to the power of a writer who contin-

ues to find innovative ways to entertain and instruct readers.... Readers new to Madden's fiction will find in 'Marble Goddesses and Mortal Flesh' a fair introduction to the author's recurring themes and stylistic panache. For longtime fans, this book, like Madden's 2014 collection, 'The Last Bizarre Tale,' will provide ample evidence that David Madden remains a remarkable archaeologist of the mind."

Madden, 84, didn't exactly have trouble finding other interests after he finished sailing. He served in the U.S. Army, earned degrees from the University of Tennessee and San Francisco State, respectively, and attended the Yale School of Drama on a fellowship. Among other endeavors, he served as a writer-in-residence at LSU from 1968 to 1992, director of the university's creative writing program from 1992-1994, and founding director of the United States Civil War Center (1992-1999). He and his wife moved to Black Mountain, North Carolina, in 2009; Madden remains very active with several service organizations.

Editor's note: For more information about the author's wide-ranging background, visit www.davidmadden.net/



The new book is available on Amazon, from the publisher, and from the author.

With Great Lakes Dredge & Dock Crews

These snapshots were taken in Savannah, Georgia, in late January.



AB/Dragtender Charles Troutwine
Dodge Island



Third Mate Robert Ruiz
Padre Island



AB Duane Evans
Padre Island



Chief Mate Sean Murphy
Dodge Island



Patrolman Joseph Koncul (standing at far left) is pictured with Seafarers aboard the *Padre Island*.



AB William Born, Patrolman Joseph Koncul
Liberty Island



Capt. Wade Poor
Dodge Island



Spotlight on Mariner Health

Understanding Kidney Disease

Kidney disease can affect your body's ability to clean your blood, filter out excess water, regulate electrolyte balances, and help to control blood pressure. The kidneys also help with hormonal functions and the production of red blood cells.

Most people are born with two kidneys. They sit on either side of the lower back, just above the waist.

When the kidneys are damaged, waste products will build up in the blood/body that can cause swelling of the ankles, lethargy, confusion, vomiting, weakness, poor sleep patterns, a decrease in appetite, irregular heartbeats, and shortness of breath.

The kidneys keep a balance of water and minerals in your bloodstream (sodium, potassium, and phosphorus.) These minerals are needed to keep a chemical balance inside the body at all times.

The kidneys remove waste products from the blood after digestion, muscle activity, and exposure to chemicals or medications. They also make renin, which helps to control blood pressure. And, they make erythropoietin, which prompts the body to make red blood cells.

Additionally, they make a form of Vitamin D that's needed for bone health.

If your kidneys stop working, this is called renal failure. This can be acute or chronic.

There are many causes of kidney failure; treatments of the underlying disease may be the first step in correcting the problem. Some causes can be treated quickly to return kidney function back to normal. Unfortunately, kidney failure may be progressive for many individuals.

One of the main causes of kidney failure is a lack of blood flow to that organ from such things as direct damage/traumatic injury, where muscle tissue breaks down and

sends a lot of protein into the blood stream that interferes with kidney functions. Others are sepsis, dehydration, and urine backing up in the kidney/ureters from stones, or a renal mass.

Acute renal failure can happen suddenly from anything that affects blood flow to the kidney. This can be treated with medications, fluids, short periods of dialysis, and finding the cause that started the kidney failure.

When the kidneys do not work for greater than three months, the doctor calls it chronic kidney disease. Chronic kidney disease (CKD) means that your kidneys are damaged and cannot filter the blood and remove waste products from the body like they once did. You start to see a decrease in urinary output until there is none at all.

CKD happens slowly, over a long period of time. The sooner you learn that you have kidney disease, the sooner you can make changes to your lifestyle to help protect the kidneys' remaining functions. Once the kidneys fail completely, your options are very limited.

Diabetes and high blood pressure are major culprits for kidney disease. Your chances of having kidney disease increase with age. The longer you have had diabetes, high blood pressure, or heart disease, the more likely you may get kidney disease.

Remember that even if one kidney fails, the other kidney can take over. You can remove the diseased kidney and still function properly with the other. If both fail, then dialysis or transplant will be the only options available.

Take all medications as prescribed by your doctor and eat a healthy diet prescribed by a dietician. Keep regular doctor's appointments and keep your glucose and blood pressure under control.

Healthy Recipe

Tandoori Chicken

Servings: 25

Ingredients

- 2 2/3 cups nonfat yogurt
- 1 cup ginger, fresh, minced
- 2 teaspoons kosher salt
- 2 tablespoons cumin, ground
- 2 tablespoons cardamom, ground
- 2 tablespoons coriander, ground
- 2 teaspoons paprika
- 1 1/2 teaspoons cayenne, ground
- 10 each garlic cloves, minces
- 10 pounds chicken breast without skin, 2" diced
- 1/3 cup parsley, fresh chopped

Preparation

- Mix the yogurt, water, and seasonings together.
- Place the chicken breast in the yogurt mixture and marinate under refrigeration for 12 hours.
- Remove the chicken from the marinade and allow any excess to drain away.
- Place the chicken presentation side down on the grill.
- Grill over medium-high heat for 3 minutes undisturbed. (Optional: Give each breast a quarter turn during grilling to achieve grill marks.)



■ Turn the chicken over and complete cooking until done, about 3 to 4 minutes more, or until an internal temperature of 165 degrees F.

■ Serve immediately. Garnish with the fresh parsley.

Nutrition Information

Per Serving (excluding unknown items): 246 Calories; 5g Fat (19.5% calories from fat); 42g Protein; 5g Carbohydrate; 1g Dietary Fiber; 111mg Cholesterol; 268mg Sodium. Exchanges: 0 Grain (Starch); 5 1/2 Lean meat; 0 Vegetable; 0 Non-Fat Milk; 0 Fat.

Provided by the Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship

NMC Notice

Editor's note: The U.S. Coast Guard's National Maritime Center (NMC) issued the following notice on Jan. 25. It's also reprinted and linked on the SIU website, in the News section.

Approval to Test and Grandfathering

The National Maritime Center (NMC) has received questions from mariners regarding how to determine, from their Approved to Test letter, whether they will be testing under the previous or current regulations. In January 2014, the Coast Guard issued Navigation and Vessel Inspection Circular (NVIC) 02-14 to provide guidance regarding the transition from previous to current mariner credentialing regulations, which went into effect on March 24, 2014. Enclosure (1) of the NVIC provides information regarding whether an applicant will examine under the previous or current regulation.

If the examination code on the Approved to Test Letter is preceded by a Q, the examination module is based on the current regulation. If the examination code is not preceded by a Q, the examination module is based on the previous regulation. All Rules of the Road examination modules will be preceded by a Q, regardless of which regulation the applicant was evaluated under. The module codes are found in the Deck and Engineering Guide for the Administration of Merchant Marine Examinations on the NMC website.

Current Regulation:

Module	Module Name	Passing Score
Q100	Rules of The Road: Inland and International	90
Q160	Deck General	70
Q161	Deck Safety	70

Previous Regulation:

Module	Module Name	Passing Score
072X1	Rules of The Road: Inland and International	70
073	Chart Navigation	90
221	Deck General + Deck Safety & Environmental Protection	70

The NMC is working to update various pages on our website to more clearly reflect this information. Questions should be addressed to the NMC Call center via e-mail at IASKNMC@uscg.mil, by Chat from the NMC Website, or by phone at 1-888-IASKNMC (427-5662).

Notice/Reminders About SIU Text Message Alerts

The union occasionally sends text messages to Seafarers (and others) who have signed up for such alerts. Those texts contain information relevant to members' careers, including important news about the SIU, its contracted companies and the industry as a whole. The messages may include alerts about open jobs, information about grassroots campaigns, and other time-sensitive bulletins.

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual's phone-service plan that they have with their provider. People can unsubscribe from SIU text alerts at any time, simply by texting the word STOP to 97779.

To sign up for the alerts, text the word JOIN to 97779.

Terms and Conditions

By signing up for this service, you acknowledge that you understand there may be costs associated with the receipt by you of such text messages depending on the cell phone service plan that you have with your provider. You are providing your cell phone number and your consent to use it for these purposes with the understanding that your cell phone number will not be distributed to anyone else without your express consent and that this service will not at any time be used for the purpose of distributing campaign materials for official elections for union office.

Union Member Rights, Officer Responsibilities Under The Labor-Management Reporting and Disclosure Act

The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

Union Member Rights

Bill of Rights - Union Members Have:

- Equal rights to participate in union activities.
- Freedom of speech and assembly.
- Voice in setting rates of dues, fees and assessments.
- Protection of the right to sue.
- Safeguards against improper discipline.

Copies of Collective Bargaining Agreements:

Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

Reports: Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

Officer Elections: Union Members Have The Right To:

- Nominate candidates for office
- Run for office.
- Cast a secret ballot.
- Protest the conduct of an election.

Officer Removal: Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

Trusteeships: Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

Prohibition Against Certain Discipline: A union or any of its officials may not fine, expel or otherwise discipline a member for exercising any LMRDA right.

Prohibition Against Violence: No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights. Union Officer Responsibilities

Financial Safeguards: Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime

punishable by a fine and/or imprisonment.

Bonding: Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

Labor Organization Reports: Union Officers Must:

- File an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS.

- Retain the records necessary to verify the reports for at least five years.

Officer Reports: Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

Officer Elections: Unions Must:

- Hold elections of officers of local unions by secret ballot at least every three years.

- Conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year.

- Mail a notice of election to every member at least 15 days prior to the election.

- Comply with a candidate's request to distribute campaign material.

- Not use union funds or resources to promote any candidate (nor may employer funds or resources be used).

- Permit candidates to have election observers.

- Allow candidates to inspect the union's membership list once within 30 days prior to the election.

Restrictions on Holding Office: A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

Loans: A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

Fines: A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at www.dol.gov

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. The annual financial committee will be elected during the April 2 headquarters membership meeting to review the 2017 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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



Puerto Rico Representative Michael Quinones (center) discussed the importance of the Jones Act and other maritime matters during a meeting at the filter warehouse. He's pictured with (from left) Luis Gomez of Operation Blessing, Diego Traverso of Operation Agua, SIU Port Agent Amancio Crespo and SIU Bosun Carlos Negrón.



AB Luis Ramos Rosa (left) delivers filters in his hometown, Fajardo. He's pictured with local U.S. Army scouts.

Seafarers Still 'Delivering Goods' in Puerto Rico

Operation Agua Continues as Territory Recovers from Hurricane

Six months after Puerto Rico sustained unprecedented damage from Hurricane Maria, the SIU remains active in assisting with recovery efforts.

One such endeavor is Operation Agua – a project led by the American Federation of Teachers (AFT). As reported in detail in prior issues of the *LOG*, Operation Agua's goal is to purchase and distribute 100,000 individual water filtration systems for classrooms and households, plus 50

large-capacity clean-water devices for a network of non-profit organizations, union offices, schools and other community groups.

SIU Port Agent Amancio Crespo and numerous rank-and-file volunteers have helped distribute the individual filter systems. As of early February, around 50,000 units had been passed out to schools, homes and others. Fundraising had reached approximately \$1.7 million and is ongoing. (Visit op-

erationagua.com for additional information and a chance to contribute.)

"Our members have really stepped up to help their fellow citizens," Crespo stated. "We've been all over the territory and we're not slowing down. We're also taking this opportunity to explain to people that the filters – and most of the other relief cargoes – are being sent on Jones Act ships. The Jones Act benefits Puerto Rico, and we're helping spread the word."

Joining the AFT in Operation Agua are the SIU, Seafarers-contracted Tote Maritime, AFSCME, Operation Blessing International, and the Hispanic Federation. (The AFT's affiliate in Puerto Rico represents 40,000 active and retired educators.)

"We are proud to stand with all of them," Crespo added. "There is still a great need for stable, reliable sources of safe water, and Operation Agua is addressing that need."



This snapshot was taken near the Operation Agua warehouse, and features police officers and SIU personnel including Recertified Bosun Rafael Franco (far left) and Port Agent Amancio Crespo (second from right).



SIU personnel prepare to unload cargo from Jacksonville, Florida, destined for a hospital in Humacao, Puerto Rico.



Seafarer John Telles (right) distributes filters in his hometown of Guayanes, Puerto Rico.



SIU personnel finish loading filters onto trucks for delivery. Pictured from left are Paul Hall Center Apprentice Eric Cardona Jr., Recertified Bosun Noel Otero, Diego Traverso (warehouse manager), and SIU Port Agent Amancio Crespo.



Pictured from left aboard the *Cape Mohican* are Port Agent Nick Marrone II, GUDE Garland Scott, Bosun Anthony Pace, QEE Kashmir Dhillon, Chief Steward Salah Omar, GVA Mohamed Omar and Patrolman Adrian Fraccaroli.



Recertified Steward McKinley Jones,
Port Agent Nick Marrone II
Algol



Crew members from both the *Capella* and *Algol* gather for a photo on the West Coast. Pictured from left are GUDE Damar Shaw, GUDE Emmanuel Bayani, Bosun Charles Frisella, Recertified Bosun Ritche Acuman, SIU Asst. VP Nick Celona, QEE Rolando Gumanas, QEE Salah Saleh, GUDE Mousa Sailan and GUDE Mohsin Mohamed.

Seafarers-Crewed RRF Ships Remain 'Key Element' of DOD Strategic Sealift

For decades, SIU crews have done their parts to help maintain, activate and mobilize America's Ready Reserve Force (RRF) vessels.

The RRF program was launched in 1976 to support the rapid, global deployment of United States military forces. Today, it remains "a key element of Department of Defense strategic sealift," notes the U.S. Maritime Administration (MARAD), which oversees the program.

The RRF fleet currently includes 46 government-owned, privately operated vessels (most of them roll-on/roll-off ships) that mainly support "transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during the critical surge period before commercial ships can be marshaled," according to MARAD. "The RRF provides nearly one-half of the government-owned surge sealift capability."

RRF ships also are used for humanitarian missions.

When awaiting activation, the ships carry reduced operating status (ROS) crews that are vital to ensuring readiness. The vessels typically become fully crewed and operational ahead of their assigned five- or 10-day schedules.

Reliability has been an RRF hallmark. For example, according to MARAD, "From 2002 to June of 2008, 118 ship activations were called for in support of Operations Enduring Freedom and Iraqi Freedom. In that period, there were 13,575 ship operating days with

a reliability rate of 99 percent. Almost 25 percent of the initial equipment needed to support the U.S. Armed Forces operations in Iraq was moved by the RRF."

On its web page detailing the program, the agency declares, "The RRF has rightfully been called 'America's Sea Power Reliant Partner.'"

Editor's note: The photos accompanying this story were taken aboard RRF ships in Baltimore (Cape Washington and Cape Wrath) and in California (Capella, Algol, Cape Mohican). All but the two at lower left were taken this year.



Chief Engineer (SIU hawsepiper) Jack Andrews
Electrician Tim Chestnut Sr.
Cape Wrath



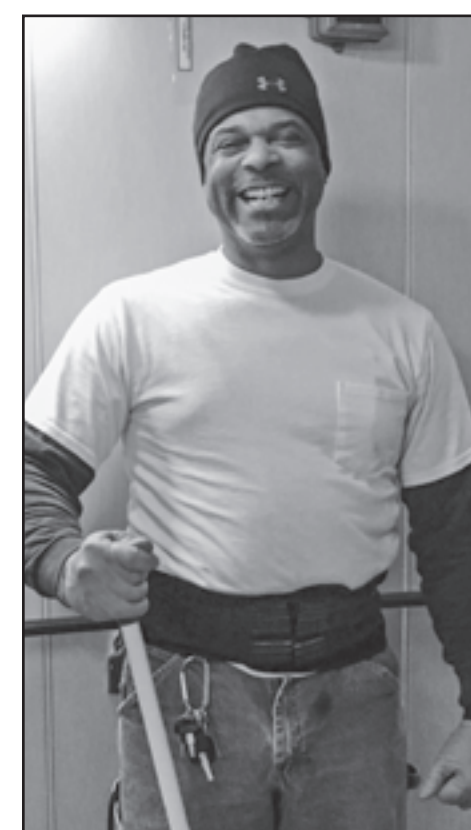
Patrolman DeCarlo Harris, Recertified Bosun Rick James
Cape Washington



GUDE James Roy
Cape Washington



GVA Mohamed Khodairi
Cape Washington



GVA Roy Turrentine
Cape Wrath



The *Cape Wrath* is part of program that is vital to America's sealift capability.



The fast sealift ships *SS Capella* (left) and *SS Algol* dock in Alameda, California. (U.S. Navy photo by Petty Officer 2nd Class Billy Ho)



U.S. Navy Sailors on a lighterage system back away from the *SS Cape Mohican* during an exercise in San Diego. (U.S. Navy photo by Mass Communication Specialist 3rd Class Eric Chan)



GUDE William Howell (foreground),
Recertified Bosun Billy Dowzicky
Cape Wrath



Recertified Steward Robert Brown
Cape Washington



Electrician Dave Sexton
Cape Washington

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3/18

Mariners May Submit Medical Certificate Forms Directly to USCG NMC

Editor's note: The U.S. Coast Guard's National Maritime Center issued the following notice in early February. It is linked on the SIU website in the News section, in a post that's dated Feb. 14. The NMC website is www.uscg.mil/nmc

To continuously improve our services to mariners, the Coast Guard has established a new option for submission of medical certificate applications (CG-719K and CG-719KE forms). Beginning February 1, 2018, mariners may submit **medical certificate only** applications directly to the National Maritime Center (NMC). Regional Examination Centers (RECs) will continue to accept medical certificate application submissions as well.

The requirements for submission have not changed with the exception that, beginning on February 1, 2018, submissions to the NMC can be made via e-mail at D05-SMB-ME-DAIP-TEAM@uscg.mil. Electronic submission requirements can be found on the NMC website.

At this time, direct submission to the NMC is only for the medical certificate application. **Applications for a Merchant Mariner Credential (CG-719B/MMC) cannot be submitted directly to the NMC.** Any e-mailed application for an MMC, with or without a medical certificate application, made directly to the NMC will be deleted and the applicant will get an e-mail response with directions on how to resubmit their application(s) to an REC.

If you have any questions, please contact the NMC Customer Service Center by e-mailing IASKNMC@USCG.mil, by calling 1-888-IASKNMC (427-5662), via our online chat system, or by visiting our website.

March & April 2018 Membership Meetings

Piney Point.....	Monday: March 5, April 2
Algonac.....	Friday: March 9, April 6
Baltimore.....	Thursday: March 8, April 5
Guam.....	Thursday: March 22, April 19
Honolulu.....	Friday: March 16, April 13
Houston.....	Monday: March 12, April 9
Jacksonville.....	Thursday: March 8, April 5
Joliet.....	Thursday: March 15, April 12
Mobile.....	Wednesday: March 14, April 11
New Orleans.....	Tuesday: March 13, April 10
Jersey City.....	Tuesday: March 6, April 3
Norfolk.....	Thursday: March 8, April 5
Oakland.....	Thursday: March 15, April 12
Philadelphia.....	Wednesday: March 7, April 4
Port Everglades.....	Thursday: March 15, April 12
San Juan.....	Thursday: March 8, April 5
St. Louis.....	Friday: March 16, April 13
Tacoma.....	Friday: March 23, April 20
Wilmington.....	Monday: March 19, April 16

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

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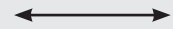
Dispatchers' Report for Deep Sea

January 16, 2018 - February 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	36	21	3	3	1	1	2	59	30	4
Anchorage	2	2	0	2	1	0	0	2	2	3
Baltimore	9	0	1	5	5	1	3	9	0	0
Fort Lauderdale	24	11	10	26	8	5	9	26	16	10
Guam	5	1	0	2	0	0	1	4	2	0
Harvey	10	5	6	6	2	3	1	16	4	8
Honolulu	5	7	0	5	3	1	3	13	9	1
Houston	49	13	22	51	10	7	19	87	23	33
Jacksonville	38	16	10	26	13	7	17	69	23	15
Jersey City	35	11	4	31	5	3	9	67	17	5
Joliet	5	4	0	0	0	0	0	10	7	0
Mobile	17	5	10	9	4	1	4	29	4	15
Norfolk	27	16	10	14	8	5	9	36	24	15
Oakland	17	4	3	14	4	2	3	19	9	4
Philadelphia	4	1	0	3	0	0	2	6	5	1
Piney Point	2	4	0	1	2	1	0	2	2	0
Puerto Rico	7	6	0	5	5	0	2	9	9	1
Tacoma	31	10	4	26	5	5	17	52	16	5
St. Louis	3	0	1	2	0	0	0	4	4	1
Wilmington	40	11	6	22	7	5	10	62	15	8
TOTALS	366	148	90	253	83	47	111	581	221	129
Engine Department										
Algonac	8	3	0	0	0	0	0	9	4	0
Anchorage	0	0	0	0	0	0	0	1	0	1
Baltimore	6	3	4	4	2	1	2	6	5	2
Fort Lauderdale	13	3	3	6	5	3	4	19	6	5
Guam	0	0	0	0	0	0	0	0	0	0
Harvey	4	1	1	1	1	1	0	5	3	3
Honolulu	11	1	0	7	3	0	1	19	3	2
Houston	19	9	4	16	9	1	10	32	13	8
Jacksonville	19	12	1	17	9	0	8	33	26	3
Jersey City	16	9	0	9	2	0	5	23	13	0
Joliet	6	4	1	1	0	0	0	9	5	1
Mobile	4	2	2	5	1	1	1	7	7	1
Norfolk	16	17	1	10	9	2	5	27	20	3
Oakland	3	4	0	5	3	1	0	13	8	0
Philadelphia	0	3	0	2	2	0	2	2	2	0
Piney Point	0	3	1	0	3	0	1	1	6	2
Puerto Rico	1	0	0	1	1	0	0	1	2	0
Tacoma	20	1	2	15	1	3	9	34	5	4
St. Louis	1	3	0	0	1	0	0	2	3	0
Wilmington	10	12	3	11	5	1	5	25	14	1
TOTALS	157	90	23	110	57	14	53	268	145	36
Steward Department										
Algonac	9	4	0	1	1	0	0	10	5	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	3	0	0	2	0	0	0	2	0	0
Fort Lauderdale	19	2	3	10	2	0	5	23	5	3
Guam	0	0	0	0	1	0	0	3	1	0
Harvey	1	2	2	6	0	0	2	8	3	2
Honolulu	10	1	0	10	1	0	2	15	1	0
Houston	37	4	3	13	6	3	3	45	8	5
Jacksonville	14	13	0	13	9	3	6	30	17	0
Jersey City	16	4	0	10	2	0	2	14	5	0
Joliet	0	0	0	0	0	0	0	1	3	1
Mobile	1	0	1	2	2	1	2	6	2	2
Norfolk	20	11	3	12	6	0	4	24	10	6
Oakland	19	2	1	18	2	1	8	20	4	4
Philadelphia	4	0	1	6	1	0	3	1	0	1
Piney Point	3	1	0	0	1	0	0	3	2	0
Puerto Rico	3	5	0	3	2	0	2	3	6	0
Tacoma	13	2	2	12	2	1	2	18	3	3
St. Louis	1	0	0	1	0	1	0	6	0	0
Wilmington	25	4	1	16	3	0	10	31	13	3
TOTALS	198	55	17	135	41	10	51	264	88	30
Entry Department										
Algonac	1	16	18	0	2	1	0	2	24	25
Anchorage	0	0	3	0	0	3	0	0	0	2
Baltimore	0	0	5	0	0	3	0	0	0	7
Fort Lauderdale	0	4	5	0	2	2	1	0	8	10
Guam	0	1	0	0	0	0	0	0	3	0
Harvey	0	1	0	0	1	0	0	0	1	4
Honolulu	1	6	4	2	4	2	2	1	8	5
Houston	4	12	14	2	11	8	3	8	26	17
Jacksonville	2	20	42	2	12	15	2	4	35	87
Jersey City	2	11	9	0	9	10	3	5	22	15
Joliet	0	0	0	0	1	0	0	0	0	0
Mobile	0	1	1	0	0	0	0	0	1	3
Norfolk	3	9	35	2	16	14	4	1	22	70
Oakland	0	13	15	1	8	9	2	1	16	15
Philadelphia	1	3	0	1	2	0	1	0	1	0
Piney Point	0	0	2	0	0	1	0	0	1	1
Puerto Rico	1	3	0	0	0	0	0	2	2	0
Tacoma	3	9	8	0	8	2	3	7	22	22
St. Louis	0	0	1	0	0	0	0	0	0	1
Wilmington	2	17	28	1	14	21	5	6	36	62
TOTALS	20	126	190	11	90	91	26	37	228	346
GRAND TOTAL:	741	419	320	509	271	162	241	1,150	682	541

Seafarers International Union Directory

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Augustin Tellez, Executive Vice President
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Tom Orzechowski,
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 (201) 434-6000

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 (815) 723-8002

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 (251) 478-0916

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 (504) 328-7545

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by SIU members at the hall in Honolulu.

Question: What do you like the most about working in the shipping industry?



Gabriel Bello
SA

I started shipping in August 1999. I make really good money, and I enjoy traveling to different places. My job working on a ship is unique, very different from other jobs.



Ramon Lirag
QEE

Started shipping in January 1989, and I've stayed SIU because I have a permanent job that pays well. The ship I work on is located in Honolulu, where I live, and I have good benefits..



Sonny Austria
ACU

I started shipping in June 1992. We make really good money with the SIU. Beyond that, I get to travel to different places around the world, I have more vacation time than I would with other jobs, and I get to work four to five months and then take off couple months.



Wilshire Cortez
QMED

I've been working in the shipping industry since March 2007. It's a stable job that helps pay my mortgage and bills. I enjoy my job. I love the vacation time off, I get to work on different ships and I get to meet new people all the time.



Joseph Evans
AB

I've been sailing with the SIU since November 2012. This industry is very structured, but because of my military experience I appreciate that structure on military (support) ships. The SIU is also a very elite union. I was able to advance very fast in such a short time, due to the dedication and loyalty of the port agent (Honolulu's Hazel Galbiso) and her staff.



Noel Bocaya
SA

I started shipping with the SIU in January 1989. I enjoy working on ships because I get to travel all over the world, I get to meet different kinds of people, and the work accommodates my meals, room, and travel. It's like a home away from home.

Pic From The Past



The Waterman LASH ship *Button Gwinnett* joined the Seafarers-contracted fleet in late 1980, when this photo was taken. Named after the head of the Georgia delegation to the Second Continental Congress (Gwinnett signed the Declaration of Independence), the 893-foot vessel set off on its maiden run to the Far East in October 1980. This wasn't the first SIU-crewed ship by the same name, as Seafarers also sailed aboard the Liberty ship *Button Gwinnett* during World War II.

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

BRIAN CORBETT

Brother Brian Corbett, 56, first sailed with the NMU and later became an SIU member when the unions merged in 2001. His first SIU ship was the *Maersk Maine*. A member of the deck department, he upgraded his skills at the Piney Point school on multiple occasions. Brother Corbett last sailed aboard the *Maersk Missouri* before settling in Parrish, Florida.



TERRY COWANS

Brother Terry Cowans, 63, became a member of the SIU in 1975, first working on the *Overseas Arctic*. He upgraded at the union-affiliated Piney Point school on several occasions. Working as a deck department member, Brother Cowans last sailed aboard the *Overseas Cascade*. He makes his home in Eight Mile, Alabama.



HARRY GEARHART

Brother Harry Gearhart, 65, signed on with the SIU in 1973 when he sailed aboard the *Overseas Alaska*. A member of the engine department, he upgraded often at the maritime training center in Piney Point. Brother Gearhart most recently sailed in the inland division, when he worked aboard the *Sugar Island*. He resides in Florence, Montana.



TERRY HARMON

Brother Terry Harmon, 66, joined the SIU in 1990. The engine department member initially worked aboard the *USNS Regulus*. He upgraded on multiple occasions at the Paul Hall Center and most recently worked aboard the *Honor*. He calls Jacksonville, Florida, home.



ROMALIES JONES

Brother Romalies Jones, 62, became an SIU member in 1986 when he worked aboard the *USNS Regulus*. A member of the steward department, he upgraded on several occasions at the union-affiliated Piney Point school. Brother Jones last worked aboard the *National Glory* before settling in Westwego, Louisiana.

STEVEN KUES

Brother Steven Kues, 65, joined the union in 1975, first sailing with Hudson Waterways. He was an engine department member and upgraded his skills at the Piney Point school on several occasions. Brother Kues last sailed on the *Innovator* and calls Hedgesville, West Virginia, home.



FREDDIE MALBAS

Brother Freddie Malbas, 66, signed on with the SIU in 2000, initially sailing on the *Bernard F. Fisher*. He was an engine department member and upgraded often at the maritime training center in Piney Point. Brother Malbas last sailed aboard the *Jack Lummus* and now resides in Daly City, California.



WILLIE MASSALINE

Brother Willie Massaline, 65, first donned the SIU colors in 1993, initially sailing on the *Cape Decision*. He was a steward department member and upgraded his skills on multiple occasions at the maritime training center in Piney Point.



Brother Massaline last sailed on the *Maersk Detroit*. He resides in Jacksonville, Florida.

THOMAS MILLER

Brother Thomas Miller, 66, began his career with the SIU in 2005, when he shipped on the *Moku Pahu*. He was a deck department member and enhanced his skills by upgrading at the Paul Hall Center in 2011. Brother Miller last shipped on the *Cape Mohican* and resides in San Bruno, California.



CARLOS RODRIGUEZ

Brother Carlos Rodriguez, 65, joined the SIU in 1973, initially sailing aboard the *Transerie*. He worked as a member of the engine department and upgraded often at the Piney Point school. Brother Rodriguez last sailed aboard the *Mobile*. He resides in Jamesburg, New Jersey.



INOCENCIO ROXAS

Brother Inocencio Roxas, 65, donned the SIU colors in 1997,



when he sailed on the *Innovator*. The deck department member upgraded his skills in 2004 at the Paul Hall Center. Brother Roxas last sailed aboard the *Horizon Reliance* and calls Anaheim, California, home.

CLIFFORD TAYLOR

Brother Clifford Taylor, 65, signed on with the SIU in 2001, working aboard the *Harry Martin*. A member of the engine department, he took advantage of the training opportunities at the Piney Point school and upgraded on multiple occasions. Brother Taylor most recently sailed on the *USNS Seay*. He resides in Reno, Nevada.



RICHARD WARD

Brother Richard Ward, 55, joined the SIU in 1982, working aboard the *Champion*. He was a member of the steward department and upgraded on several occasions at the maritime training center in Piney Point. Brother Ward most recently sailed on the *Maersk Wisconsin*. He is a resident of Jacksonville, Florida.



KEVIN WHITE

Brother Kevin White, 63, began his career with the union in 1976 when he worked on the *Thomas Jefferson*. A deck department member, he upgraded on several occasions at the Piney Point school. Brother White most recently sailed aboard the *Maersk Memphis* and calls Margate, Florida, home.



WILLIAM WHITE

Brother William White, 70, signed on with the SIU in 2001, initially sailing on the *USNS Charlton*. He was a member of the deck department and upgraded his skills on multiple occasions at the Paul Hall Center. Brother White last sailed on the *USNS Dahl* before settling in Port Townsend, Washington.



JOHN WILLIAMSON

Brother John Williamson, 63, became a union member in 1971 and first sailed with Hudson Waterways. He took advantage of the educational

opportunities at the Piney Point school and upgraded on multiple occasions. Brother Williamson was a member of the deck department, last sailing aboard the *Pearl*. He resides in Passadumkeag, Maine.

CHARLES WRIGHT

Brother Charles Wright, 65, joined the union in 1979 when he worked on a Waterman Steamship vessel. A member of the deck department, he upgraded his skills at the Piney Point school in 2001. Brother Wright's final vessel was the *Liberty*. He makes his home in Philadelphia.



INLAND

WALTER BOOT

Brother Walter Boot, 59, began shipping with the SIU in 2003. He was a member of the deck department, initially working aboard the tug *Michigan*. He enhanced his skills by upgrading on multiple occasions at the Piney Point school. Brother Boot last worked aboard the *Legend* before settling in Jacksonville, Florida.



BARRY CHEEKS

Brother Barry Cheeks, 62, joined the SIU in 1994. He was a member of the steward department and worked with Orgulf Transportation for the duration of his career. Brother Cheeks makes his home in St Louis.



TIMOTHY FEENEY

Brother Timothy Feeney, 62, first sailed as a member of the SIU in 1978, when he worked for National Marine Service. He was a deck department member and upgraded his skills in 1978 at the union-affiliated Piney Point school.

Brother Feeney most recently worked for Maritrans and resides in Philadelphia.

LAWRENCE HANCOCK

Brother Lawrence Hancock, 63, joined the union in 1976, initially working for Steuart Transportation. The deck department member trained at the Paul Hall Center in 1976. Brother Hancock last worked for OSG. He resides in Clayton, North Carolina.



RICKEY KARLS

Brother Rickey Karls, 57, started shipping with the Seafarers in 1977.



The deck department member initially worked aboard the *Baltimore*. He took advantage of the upgrading opportunities at the Piney Point school and upgraded on multiple occasions. Brother Karls last worked for Penn Maritime and settled in Lake Worth, Florida.

MARTIN MALLEK

Brother Martin Mallek, 65, began his career with the SIU in 2002, initially working aboard the *Colgate*. A member of the deck department, he trained at the Piney Point school in 2002. Brother Mallek most recently worked for Port Imperial and resides in Hobe Sound, Florida.



DANIEL NOLAN

Brother Daniel Nolan, 62, joined the union in 1977. A member of the deck department, he worked for Marine Contracting & Towing for the duration of his career. Brother Nolan resides in Johns Island, South Carolina.



MICHAEL PARKS

Brother Michael Parks, 63, began his career with the SIU working for Piney Point Transportation in 1992. He upgraded at the maritime training center in Piney Point on several occasions. Brother Parks sailed in the deck department and most recently worked for Penn Maritime. He is a resident of Tangier, Virginia.



GLENN RISHTON

Brother Glenn Rish-ton, 67, signed on with the SIU in 1989, working for Red Circle Transport. He was a member of the deck department and last worked for Crowley Towing and Transportation. Brother Rish-ton resides in Gulfport, Mississippi.



MICHAEL RODGERS

Brother Michael Rodgers, 62, started shipping with the Seafarers in 1976, when he worked for Higman Barge Lines. He was a deck department member, and remained with the same company for his entire career. Brother Rodgers makes his home in Orange, Texas.



Final Departures



DONALD ALT



Pensioner Donald Alt, 94, died January 10. He started sailing in 1951, aboard a Terminal Steamship vessel. The deck department member's last vessel was the *Patriot*. He retired in 1986 and was a resident of San Francisco.

WILLIAM BAKER

Pensioner William Baker, 68, passed away January 8. He joined the union in 1973 and initially sailed with Interocean American Shipping. Brother Baker was a deck department member and last sailed aboard the *Maersk Wisconsin*. He began collecting his pension in 2014 and lived in Phuket, Thailand.

LONNIE BETTIS

Pensioner Lonnie Bettis, 81, died February 3. He became a member of the SIU in 1962, initially sailing with *Destiny Carrier*. Brother Bettis was a steward department member and last worked on the *Liberty Sun*. He began collecting his pension in 2002 and settled in Mobile, Alabama.

SILVESTRE BONGOLAN

Pensioner Silvestre Bongolan, 80, passed away December 18. He became an SIU member in 1981 when he sailed aboard the *Independence*. A member of the steward department, Brother Bongolan last sailed on the *Loyal*. He made his home in Waipahu, Hawaii.



WILLIAM CAMERON



Pensioner William Cameron, 93, died January 15. He signed on with the SIU in 1951, first sailing aboard the *Del Sol*. Brother Cameron worked in the steward department, last shipping on the *Oakland*. He retired in 1984 and settled in Richmond, California.

RUBEN DEJESUS

Pensioner Ruben Dejesus, 84, passed away December 20. He first donned the SIU colors in 1968 when he sailed on the *Overseas Ulla*.



A member of the engine department, Brother Dejesus last sailed on the *Global Link*. He became a pensioner in 1998 and lived in St. Croix, U.S. Virgin Islands.

PAUL DUQUETTE



Brother Paul Duquette, 57, died September 21. Initially sailing aboard the *OMI Columbia*, he became an SIU member in 1986. Brother Duquette was a member of the engine department and last sailed on the *Ocean Freedom*. He was a resident of Tonawanda, New York.

HAROLD EADY

Pensioner Harold Eady, 87, passed away December 6. He became an SIU member in 1965. One of his first trips to sea was as a deck department member aboard an Overseas Carriers vessel. Brother Eady last sailed on the *Sealift Atlantic* and began collecting his pension in 1995. He made his home in Silsbee, Texas.



ROBERTO FELICIANO



Pensioner Roberto Feliciano, 72, died January 16. He joined the union in 1963, when he worked on the *Mayflower*. Brother Feliciano was a deck department member and last sailed on the *Horizon Discovery*. Going on pension in 2003, he settled in Bayamon, Puerto Rico.

THOMAS GALKA

Pensioner Thomas Galka, 68, passed away December 28. He became a member of the SIU in 1971, initially sailing on the *Brooklyn*. An engine department member, Brother Galka last sailed on the *Ambassador*. The Philadelphia native went on pension in 2014 and continued to reside in his hometown.



JOHN GRAHAM



Pensioner John Graham, 79, died December 16. He became an SIU member in 1965, initially sailing on the *Spitfire*. Brother Graham worked in the deck department and last sailed aboard the *LNG Taurus*. He began collecting his pension in 2005 and was a resident of Philadelphia.

WILLIE HOLMES

Brother Willie Holmes, 95, passed away October 25. Born in New Orleans, he signed on with the SIU in 1979. His first vessel was the

President Mason. A steward department member, Brother Holmes last worked aboard the *Overseas Alaska* and continued to reside in his hometown.

GEORGE KEBLIS



Pensioner George KEBLIS, 73, died November 21. He first donned the SIU colors in 1991 when he sailed on the *LNG Gemini*. A member of the deck department, he last sailed on the *Liberator*. Brother KEBLIS retired in 2008 and made his home in Anaheim, California.

LORENZO NUNEZ CACHO

Pensioner Lorenzo Nunez Cacho, 74, passed away December 2. He became an SIU member in 1994 when he shipped on the *Independence*. He worked in the steward department and concluded his career on the *Liberty Sea*. Brother Nunez Cacho began collecting his pension in 2015 and resided in Bronx, New York.

DESMOND SEALY

Pensioner Desmond Sealy, 79, died December 21. He signed on with the SIU in 2003, initially sailing aboard the *Cape Victory*. He worked in the engine department and remained on the same vessel until his retirement in 2010. Brother Sealy was a resident of Baytown, Texas.



KREG STIEBBEN

Brother Kreg Stiebben, 54, passed away January 9. He joined the union in 2002 and first sailed on the *Little Hales*. Brother Stiebben was a deck department member and last worked aboard the *VADM K.R. Wheeler*. He lived in Pratt, Kansas.

CECILIO SUAREZ

Pensioner Cecilio Suarez, 66, died December 13. He signed on with the union in 1976, initially sailing on the *Monticello*. Brother Suarez worked in the steward department and last sailed on the *Elizabeth*. He began collecting his pension in 2014 and settled in Belcamp, Maryland.

PETER WOJCIKOWSKI



Brother Peter Wojcikowski, 58, passed away December 8. He began his career with the SIU in 2000, first shipping on the *LNG Virgo*. He was a member of the deck department and last worked aboard the *Maersk Pittsburgh*.

Brother Wojcikowski called Walkersville, West Virginia, home.

GREAT LAKES

ABDO YAHYA



Pensioner Abdo Yahya, 80, passed away January 27. Native to Yemen, he began shipping with the SIU in 1966. His first vessel was the *American Sea Ocean*; his last, the *Walter J. McCarthy*. Brother Yahya sailed in the engine department and resided in Dearborn, Michigan.

INLAND

ELEANOR DOWNEN

Pensioner Eleanor Downen, 84, passed away last year. She joined the SIU in 1985 and first sailed with *Delta Queen Steamboat*. A member of the steward department, Sister Downen remained with the same company until her retirement in 2005. She lived in St. Louis.

FARRELL FRAZEE

Pensioner Farrell Frazee, 65, passed away February 18. He joined the union in 1973 when he worked for HVIDE Marine. The engine department member last sailed with *Seabulk Tankers* before becoming a pensioner in 2011. He called Lumberton, Texas, home.

RAYMOND GORDON

Brother Raymond Gordon, 67, died October 14. He joined the union in 1989 and first sailed on the *Delta Queen*. Brother Gordon worked in the deck department and most recently shipped aboard the *Mississippi Queen*. He was a resident of New Orleans.

CHRISTOPHER KESSLER

Pensioner Christopher Kessler, 69, passed away January 18. He became a union member in 1973, when he worked for Moran Towing of Philadelphia. Brother Kessler was a member of the deck department. He last sailed with *McAllister Towing of Philadelphia* and went on pension in 2017. He lived in Westmont, New Jersey.

MICHAEL O'KANE

Pensioner Michael O'Kane, 80, died January 22. Initially working for *Mariner Towing*, he joined the union in 1974. Brother O'Kane was a deck department member. He last sailed with *Interstate Oil*. Brother O'Kane began receiving his pension in 2002. He lived



in Abington, Pennsylvania.

RUFUS PITTMAN



Pensioner Rufus Pittman, 95, passed away January 19. He became an SIU member in 1963, when he sailed with *Graham Transportation*. Brother Pittman last worked for *McAllister of Virginia* before retiring in 1985. He made his home in Chesapeake, Virginia.

GUY PULLIAM

Brother Guy Pulliam, 60, died December 27. He was born in Homestead, Florida, and joined the SIU in 1992. Working as a deck department member, he sailed with *G&H Towing* for the duration of his career. Brother Pulliam was a resident of Sealy, Texas.

JOHN TANNER

Pensioner John Tanner, 62, passed away January 22. He first donned the SIU colors in 1978, initially working with *Steuart Transportation*. Brother Tanner was an engine department member and most recently sailed with *Piney Point Transportation*. He retired in 2017 and resided in Portsmouth, Virginia.

NATIONAL MARITIME UNION

ANTHONY ARACRI



Pensioner Anthony Aracri, 84, died December 17. A native of Brooklyn, New York, he served in the U.S. Navy during the Korean Conflict and then joined the NMU. Brother Aracri, a member of the deck department, last sailed aboard the *Cape Rise* in 2004. He lived in Coconut Creek, Florida.

Name	Age	DOD
Baco, Jorge	79	01/19/2018
Bruner, Jack	90	01/07/2018
Burch, Robert	87	01/11/2018
Caputo, Rosalia	90	12/31/2017
Crook, Paul	88	12/18/2017
Dennis, Damon	94	01/22/2018
Ellis, Charles	90	01/16/2018
Enman, Dana	90	01/10/2018
Ernst, Andre	91	12/20/2017
Falu, Jesus	88	01/13/2018
Gialouris, Spyros	97	01/06/2018
Hampton, Elwood	93	01/16/2018
Kawasaki, Frank	95	03/08/2017
Marshall, Louis	91	02/05/2018
Melendez, Pedro	93	02/02/2018
Morales, Rudolph	96	12/29/2017
Ramirez, Francisco	84	02/06/2018
Solis, Jose	83	01/10/2018
Swain, Rubin	86	01/13/2018
Webster, Timothy	99	01/19/2018
Williams, Burnell	89	12/26/2017



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.

HORIZON ANCHORAGE (Matson), December 8 – Chairman **Daniel Seagle**, Secretary **Dennis Skretta**, Educational Director **Vladimir Babenko**. Chairman announced docking schedule and upcoming payoff. Educational Director encouraged members to upgrade at union-affiliated school in Maryland, donate to SPAD (the SIU's voluntary political action fund) and make sure papers are up to date. Members were advised to make sure they are using the right washer and dryer when washing clothes. No beefs or disputed OT reported. New mattresses needed for some crew quarters. Mariners expressed interest in increasing dental coverage. Next Port: Tacoma, Washington.

GREEN COVE (Seabulk), December 10 – Chairman **Michael Brown**, Secretary **Velicia Williams**. Educational Director encouraged members to upgrade in Piney Point and stay current on all paperwork. No beefs or disputed OT reported. Deck delegate reiterated importance of safety awareness. Engine delegate reminded crew to regularly clean dryer lint filter. Crew requested DVD-equipped televisions in rooms. Report of leaks in a couple of rooms.

MAERSK SELETAR (Maersk Line, Limited), December 23 – Chairman **Cleofe Bernardez Castro**, Secretary **Christopher King**, Educational Director **Ann Mensch**, Deck Delegate **Rommel Lopez**, Engine Delegate **Reynaldo Lacayo**, Steward Delegate **Abdou Jobe**. Crew discussed previous requests for new refrigerators, new television for lounge, and satellite phone availability. Also discussed health care. Chairman

informed members of payroll schedule and discussed new pharmacy information. Secretary recommended that members renew documents well in advance and keep them up to date. Educational director advised members to upgrade as often as possible. She encouraged them to enroll in Seafarers 401K plan and to donate to SPAD. No beefs or disputed OT reported. Crew requested vacation days be increased and qualifying sea days for full pension be decreased. Members described need for safe transportation from ship to gate and back when taking shore leave. Crew reminded to clean quarters thoroughly for arriving members. Steward department thanked for excellent meals and service. Next Port: Newark, New Jersey.

MAERSK ATLANTA (Maersk Line, Limited), December 24 – Chairman **Arsenio Obenza**, Secretary **Oscar Gomez**, Educational Director **Enrique Velez**. Chairman thanked crew for a safe trip and job well done. Members reminded to have room clean and ready for oncoming crew. Chairman advised members to keep on top of credentials and keep medical requirements updated. Secretary reported a job well done by deck and engine departments. Educational director encouraged crew to upgrade at SIU-affiliated school in Piney Point, Maryland. He reiterated importance of safety. No beefs or disputed OT reported. Crew requested more information regarding retirement qualifications.

MAERSK KENTUCKY (Maersk Line, Limited), December 31 – Chairman **Albert Williams**, Secretary **Wayne Wilson**, Educational Direc-

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

May 7, 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:

May 7, 2018 through May 25, 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

With Seafarers Aboard Terrapin Island



SIU Asst. VP Archie Ware submitted this recent snapshot of Seafarers aboard the *Terrapin Island* in Charleston, South Carolina. The vessel is operated by Great Lakes Dredge & Dock.

tor **Patrick Milton**. Crew still waiting for chairs in mess hall. Chairman thanked members for working safely and accident-free. Educational director advised crew to upgrade at Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. He reminded members to avoid letting documents expire. No beefs or disputed OT reported. Crew requested medical benefits be returned to eligibility period of 125 days in prior year plus one day in previous six months. They also expressed interest in Wi-Fi, noting problems with current internet connection. Members indicated difficulty with ordering food.

LIBERTY EAGLE (Liberty Maritime), January 7 – Chairman **Albert Konning**, Secretary **Willie Frink**, Educational Director **Adolf Floresca**. Chairman noted a short and safe trip. Educational director advised members to upgrade as soon as possible at SIU-affiliated school in southern Maryland. He also reminded crew to make sure all shipping credentials are up to date and otherwise in order. No beefs or disputed OT reported. Crew made suggestions about contract and expressed inter-

est in addressing penalty rates. They requested up-to-date union standard contract book and Wi-Fi to be set up on ship.

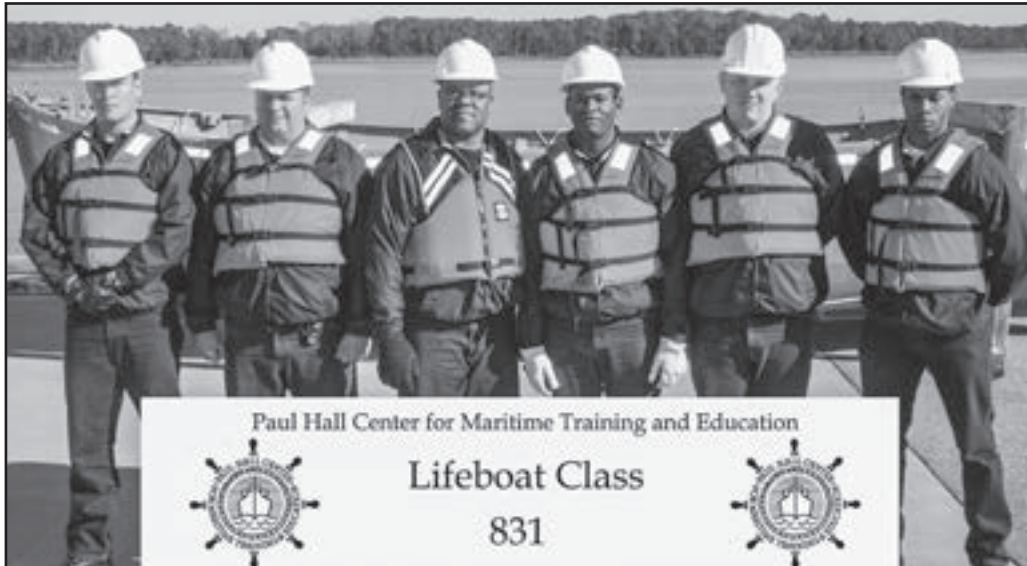
LOUISIANA (Crowley), January 14 – Chairman **Raymond Johnson**, Secretary **Timothy Dowd**, Educational Director **Kevin Hall**. Chairman reminded members to keep documents current. Secretary noted job well done for vessel inspection, and encouraged fellow mariners to continue the good work. Educational director stated vacation pay not yet updated to new pay scale. No beefs or disputed OT reported. Members discussed vacation earning policy, expressing interest in raising vacation days and reducing amount of days needed to collect. New refrigerator and freezer on order. Crew reminded to secure cold-weather gear.

OVERSEAS ANACORTES (OSG), January 20 – Chairman **Felsher Beasley**, Secretary **Reachell Armstrong**, Educational Director **Cary Pratts**. Chairman explained new U.S. Coast Guard National Maritime Center information and new ways to search for information including reference number and ID number on credentials. He

also reminded crew to avoid frostbite by using winter gear in Philadelphia, noting plenty such gear is on board. Educational director reminded crew to update documents. No beefs or disputed OT reported. Members discussed interest in pay increases for cost of living. Coffee bean grinder and mats for galley coming soon.

MAGNOLIA STATE (Crowley), January 26 – Chairman **John Cedeno**, Secretary **Luis Santiago**, Educational Director **Rodolfo Opinaldo**. Chairman reminded members to have proper personal protective equipment for assigned job. Crew encouraged to donate to relief funds and to Maritime Defense League (MDL). Mariners also encouraged to attend monthly membership meetings when ashore. Secretary reminded crew to gather clean linen for oncoming members. Educational director advised members to attend Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for upgrading purposes. No beefs or disputed OT reported. Crew requested internet access in lounge. Next Port: Beaumont, Texas.

Paul Hall Center Classes



Apprentice Water Survival Class #831 – The following Phase I apprentices (above, in alphabetical order) graduated from this course Nov. 20: Tomas Gabriel Bernardez-Martinez, Phillip Manning Borja, Robert Clark, Trevor Johnson, Timothy Jones and Mitchell Laskowsky.



BAPO – Three upgraders enhanced their skills by finishing this course Nov. 6. Graduating (above, in alphabetical order) were: Rashawn Arrington, Victor Deasis Duriman and Brandon Webb.



BAPO – Twelve Phase III apprentices completed their requirements in this course Nov. 6. Graduating (above, in alphabetical order) were: Samuel Fagerness, Christian Fredrick, Paul Hudgins, James London, Dave Paler, Dontrell Riddick, DeRoyce Roquemore, Marcelino Jose Santos Bermeo, Lorenza Session, Isaiah Thomas, Derrick Walker II and Renita Walker. Class instructor John Wiegman III is at the far left.



Meteorology – The following individuals (above, in alphabetical order) graduated from this course Nov. 3: Martin Baker, Matthew Botterbusch, Joshua Gonzalez, Brian Luba, George Steube III and Dexter Madrona Turija. Brian Moore, their instructor, is at the far left.



Machinist – Ten upgraders enhanced their skills by completing this course Dec. 1. Graduating (photo at left, in alphabetical order) were: Davon Brown, Kenneth Cabrera, Alexander Capellan, Elliot Duncan, Anthony Kwami Kpodovia, Richard Lawson, Afework Mengstu, Gregory Saddler, Christopher Shivalier and James Sieger. Class instructor Keith Adamson is at the far right. (Note: Not all are pictured.)

Junior Engineer – The following individuals (photo at right, in alphabetical order) finished their requirements and graduated from this course Nov. 3: Hector Ismael Caballero, Domingos Dos Anjos Ferreira, Michael Gessford, Antonio Ramond Griffin, Eric Hondel, Stephen Jenkins, Antrell Jordan, Wilfredo Delgado Lopez, Melody Mitchell, Gajatri Normatova, James Pascoello, Osamah Saleh Saleh and Kennard Young. Their instructor, Christopher Morgan, is at the far left.



Paul Hall Center Classes



Pumpman – SIU QMED James Sieger (above, right) completed his requirements in this course and graduated Nov. 10. Joining Sieger to celebrate his achievement is his instructor, Keith Adamson. Two other individuals (not pictured) also graduated from the course with Sieger: Jommel Hipolito and Romeo Palmares.



Medical Care Provider – Nine upgraders finished this course Nov. 3. Graduating (above, in alphabetical order) were: Glenn Valera Agustin, Bobbie Gibbs, Derrick Hurt, James Kayser, James Kelly Jr., Grayson Ross, Frank Sambula, Anthony Sanchez Villarrubia and Christopher Sykes. John Thomas, their instructor, is at the far right.

Government Vessels – The following upgraders (photo at right, in alphabetical order) graduated from this course Nov. 17: Gregg Blevins, Charlene Briggs, Dillian Cannady, Graeme Simbajo Dy, Steven Eberspacher, George Nier Egbert, Brice Jackson, Engracio Lagda Moratin Jr., Hussein Nasser, Craig Sorrell, Scott Steger, Trovarius Thomas and Alvin Watson. Their instructor, Thomas Truitt, is at the far right.



Water Survival – Seafarer Edwin Olamit Salada (above) recently improved his skills by completing this class. The GUDE graduated from the course Dec. 1.



Marine Refrigeration – Five Seafarers finished their requirements in this course Nov. 10. Graduating (above, in alphabetical order) were: Carlos Eduardo Amaya Avila, Mervin Mortilla Cruzat, Julio Gomez, Yuri Adrian Oliveros and Guiomar Rancel. William Dodd, their instructor, is at the far left.



Engine Room Resource Management – The following individuals (above, in alphabetical order) graduated from this course Dec. 1: Talib Aekins, Eric Barrera Cunanan, Lionel Rivera and Frank Sambula.

Basic Firefighting (Upgraders) – Fifteen Seafarers improved their skills by completing this course Nov. 10. Graduating (photo at right, in alphabetical order) were: Glenn Valera Agustin, Ali Qaid Ahmed Alwaqedi, Gregg Blevins, Charlene Briggs, Graeme Simbajo Dy, Troy Rudyard Ingersoll, Brice Jackson, Engracio Lagda Moratin Jr., Hussein Nasser, Jack Sheldon, Craig Sorrell, Scott Steger, John Stephens, Alvin Watson and Walter Wise. Class instructors John Thomas and Joe Zienda are at the far left and far right, respectively.



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.

Paul Hall Center Classes



Basic Firefighting (Upgraders) – The following upgraders (above, in alphabetical order) graduated from this course Dec. 8: Albert Ugali Dulig, Randolph Patterson and Wayne Yeagain.



Basic Training Revalidation – Fourteen Seafarers finished this course Nov. 17. Graduating (above, in alphabetical order) were: Fritz Bernier, Larry Calixto, Edward Collins, David Crisp, Arnell George, Wilfredo Guerrero, Christopher Janics, John Jaremchuk, Donnell Lewis, Benjamin Mathews, Mohamed Ali Noman, Ingrid Soveira Ortiz-Rosario, Samuel Sinclair and Zaza Tchitanava. (Note: Not all are pictured.)



Combined Basic & Advanced Firefighting – The following upgraders enhanced their skills when they completed their course requirements Dec. 1. Graduating (above, in alphabetical order) were: Saad Mohammed Al Aqel, Annie Bivens, Kelly Doyle, Travis Hudgins, Christopher Morgan, Ahmed Omar Sharif and Bernard Wade II. (Note: Not all are pictured.)



Chief Steward – Five steward department Seafarers (above, in alphabetical order) graduated from this course Nov. 10: Melvin Cooper, Rio Ngitong Cuellar, Timothy Heffernan, Ashley Lee and Grazyna Tomaszewska



Galley Ops (SUA) – Five individuals finished this course Nov. 3. Graduating (above, in alphabetical order) were: Richard Ayers-Vazquez, Justin Barbee, Mashonda Corley, Neyda Oviedo-Bermudez and Jurod Gumar Page.



Galley Ops (SUA) – The following individuals (above, in alphabetical order) graduated from this course Dec. 1: Italy Bozhane Laquanta Byers, Lady Joanna Cano-Orozco, Amar Ahmed Mohamed Gabar, Brittany McKay, Phuoc Chau-Hue Nguyen, Nicoll Quinones-Rodriguez, Sherley Rivera-Aguila, Cesar Andres Rosado-Rodriguez and Eugene Williams Jr.



Galley Ops – Phase III Apprentice Aaron Helton-Cox (photo above) recently completed the enhancement of his skills in this course. The Tennessee native graduated Dec. 1.



Galley Ops – Four steward department Seafarers finished this course Dec. 1. Graduating (above, in alphabetical order) were: William Moran IV, Sallahaldin Kassem Nasser, Rhonda Williams and Ronald Williams.



Advanced Galley Ops – The following upgraders (above, in alphabetical order) graduated from this course Nov. 3: Jorcell Davis, Ryan Marquez Gallano, Cynora Hunter and Marilou Dumlao Toledo. Class instructor Bryan Owens is at the far right.



Certified Chief Cook (Module 1) – Two steward department upgraders completed their requirements in this class Dec. 1. Graduating were Joseph Allen (above, left) and Jeffery Toliver Jr.

SEAFARERS LOG



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



Port Agent Nick Marrone II, Congressman DeSaulnier



U.S. Rep. Mark DeSaulnier (D-California) (standing) speaks to attendees at his campaign kickoff gathering at a union hall in Concord.



Seafarers Turn Out for Pro-Maritime Candidates

SIU members and officials voluntarily participated in a few recent grassroots events supporting pro-maritime, pro-labor political candidates.

On the West Coast, Seafarers turned out for a campaign kickoff for U.S. Rep. Mark DeSaulnier (D-California), hosted in early January by UA Local 342 in Con-

cord. Earlier, SIU personnel went to U.S. Rep. Jerry McNerney's (D-California) annual barbeque in Stockton, California.

Finally, Houston-area Seafarers in early January took part in block walks for Todd Litton (D), a labor-endorsed candidate for U.S. Congress (Second District).



SIU personnel (photo above) including Patrolman Joe Zavala (fourth from left) are welcomed by the candidate, Todd Litton (fourth from right). In the photo at immediate left, Supporters gather for a group photo with the candidate (he's standing second from right).



The annual event (photo above) for U.S. Rep. Jerry McNerney (D-California) took place in a Stockton park and included live music (photo at left). In the photo at right, Port Agent Nick Marrone II greets Congressman McNerney.

