

SEAFARERS



LOG

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

Jones Act Ships Aid Puerto Rico

Relief Efforts Also Ongoing in Virgin Islands



The SIU wasted no time mobilizing for relief efforts in Puerto Rico after Hurricane Maria devastated the territory Sept. 20. The Category 4 storm caused heavy flooding and knocked out power across the entire island. It also severely impacted the U.S. Virgin Islands and other areas in the Caribbean. In photo at left, the SIU-crewed, Tote-operated *Perla Del Caribe* loads cargo bound for Puerto Rico on Oct. 2 in Jacksonville, Florida. In photo above, SIU and AMO members in Puerto Rico unload supplies. Jones Act ships have played a crucial role in relief efforts from the start. *Pages 2-3.*

Piney Point Hosts Conventions, School Anniversary Gathering

The SIU-affiliated Paul Hall Center for Maritime Training and Education hosted two conventions in late September, along with its own 50th anniversary celebration. U.S. Secretary of Transportation Elaine L. Chao (center) delivered keynote remarks both at the SIUNA convention Sept. 26 and at the anniversary luncheon later the same day. She's pictured with SIUNA President Michael Sacco (right) and Secretary-Treasurer David Heindel. For coverage of the anniversary see Pages 6-7. SIUNA convention coverage appears on *Pages 8-15*, while the United Industrial Workers convention is recapped on *Page 4.*



LMSR Contracts Awarded

SIU job growth is on the horizon following the recent announcement of two operating contracts covering 11 large, medium-speed, roll-on/roll-off vessels, abbreviated as LMSRs. One of the Seafarers-crewed ships covered in the new contracts, the *USNS Bob Hope*, is pictured Aug. 24 in San Diego in support of Exercise Turbo Activation. *Page 2.* (U.S. Air Force photo by Airman 1st Class Kristen Heller)

Industry Stands Up for Jones Act
Page 2

El Faro Report Issued
Page 5

SHBP Scholarship Info
Page 18

President's Report

Jones Act Truth on Our Side

As if the recent, devastating series of hurricanes wasn't bad enough, enemies of the U.S. Merchant Marine tried to pile on by erroneously blaming the Jones Act for somehow slowing recovery efforts in Puerto Rico.

For those of us who've spent a long time in the maritime industry, there's nothing new about swatting down lies about America's freight cabotage law. But I must say, the media really dropped the ball this time, by parroting outright falsehoods concerning the Jones Act. In late September, it felt as if American-flag shipping was being blamed for everything from locusts to the plague.



Michael Sacco

Fortunately, and like always, our industry and our supporters pushed back and set the record straight, not only in the press but also in Congress. We go into detail elsewhere in this edition of the LOG and on our website, but the bottom line is the Jones Act is good for our country – most definitely including Puerto Rico. It never hampered relief efforts, and in fact, Jones Act ships (most if not all

of them proudly crewed by Seafarers) led those efforts from the very beginning, not only in Puerto Rico but also in the U.S. Virgin Islands, where thousands of members of the SIU-affiliated United Industrial Workers reside.

Nevertheless, a threat remained in Congress at press time, in the form of legislation that would weaken this time-tested law. We were engaged in a grassroots campaign to stop that proposal, because the Jones Act remains vital for America's national, economic and homeland security. It's also a key source of jobs for our members, and I thank every Seafarer who reached out to their representatives in the House and Senate to urge their support.

It's frustrating when people lie about our industry, whether in the press or on social media or on Capitol Hill – or anywhere, for that matter. It's always have to rise above it and stand up for ourselves, and that's not hard when the truth is on our side.

Anniversary Notes

It was surreal at times as we conducted recent conventions and an anniversary event at our affiliated school in Piney Point, Maryland. Those gatherings are normally very uplifting, but in addition to conducting the business of the conventions, we were working every day to continue with hurricane relief efforts (and stand up for the Jones Act). Our bodies were in Piney Point, but I know our hearts were in Puerto Rico and the Virgin Islands – and yes, in Houston and Florida. We haven't forgotten about you.

Nevertheless, I do want to offer a tip of the hat to everyone at the Paul Hall Center who helped ensure the success of the UIW and SIUNA conventions. And I especially enjoyed the school's 50th anniversary luncheon, where we debuted a video and appreciated heartfelt, in-person speeches. Piney Point has been a second home of sorts for me, but, far more importantly, it remains a gateway to maritime careers for our members, whether they're just getting started or they're upgrading their skills. As I said in the video (you can find it on our Facebook page), it's one of the keys to our future.

Holiday Wishes

As we head toward the winter holidays, I normally use this space to offer a heartfelt but routine greeting for a safe and happy experience. But, the times are anything but routine. Between the hurricanes and the horrific, tragic mass murder in Las Vegas, I think we're all wondering how these things could happen and what's next.

The calendar keeps advancing, though. With Thanksgiving on the horizon, my hopes for all are for healing, recovery, and peaceful times with family. Give your loved ones an extra hug, and may we all count our blessings and lift up those in need.

House Hearing Reflects Strong Jones Act Support

Industry Combats Lies Concerning U.S. Cabotage Law

While the U.S.-flag maritime industry immediately mobilized for disaster relief operations in Puerto Rico, opponents of the Jones Act brazenly tried to politicize the situation. Both in the halls of Congress and in erroneous media reports, legislators and reporters made one false accusation after another concerning America's freight cabotage law, starting in late September.

The SIU, other unions, U.S.-flag vessel operators, rank-and-file members, supportive legislators and others pushed back quickly and effectively. From Capitol Hill to social media, from television to the printed page, the domestic maritime industry rallied and set the record straight.

One of the more noteworthy moments took place Oct. 2, when the SIU testified at a hearing conducted by the U.S. House of Representatives Subcommittee on Coast Guard and Maritime Transportation. SIU Political and Legislative Director Brian Schoeneman spoke on behalf of the SIU; American Maritime Officers; Marine Engineers' Beneficial Association; and International Organization of Masters, Mates and Pilots.

The hearing followed an announcement late the

prior week that the Jones Act temporarily had been waived in Puerto Rico.

Subcommittee Chairman U.S. Rep. Duncan Hunter (R-California) said in his opening statement, "Critics continue to assail the U.S.-flag fleet and the Jones Act as an antiquated industry and law, unnecessary in today's world. These critics promoted claims the law prohibited supplies from getting to Puerto Rico. However, as we know, that was false. Supplies have been getting to the island and have been backlogged at the ports, due to the devastation of logistics on the island. Foreign vessels are also bringing fuel and supplies to the island from foreign ports; the Jones Act does not prohibit that from happening."

Schoeneman said in part: "To be clear – the Jones Act is not impeding relief efforts in Puerto Rico right now. It never did. It is not forcing aid to be turned away, nor is it slowing down efforts to get relief supplies to the people who need them. Foreign-flag ships with cargo from ports outside the United States are, and always have been, allowed entry to Puerto Rico."

Continued on Page 4

Contract Awards Mean Additional SIU Jobs

The U.S. Department of Defense (DOD) recently announced two separate operating contracts covering a total of 11 ships – and the upshot for the SIU is additional jobs.

On Sept. 18, the DOD reported that Seafarers-contracted U.S. Marine Management will operate seven Bob Hope-class ships. Those vessels are the *USNS Bob Hope*, *USNS Fisher*, *USNS Seay*, *USNS Mendonca*, *USNS Piliilau*, *USNS Brittin* and *USNS Benavidez*. Categorized as large, medium-speed, roll-on/roll-off (LMSR) ships, they're currently operated by AMSEA, with SIU crews in all three

departments. The contract includes a one-year "base period," plus four 12-month options and then a six-month option.

On Sept. 19, the DOD announced that Seafarers-contracted Ocean Ships has been selected to operate four other LMSRs: the *USNS Gordon*, *USNS Gilliland*, *USNS Shughart* and *USNS Yano*. Those vessels currently are operated by Patriot and carry SIU crews only in the steward department. Like the agreement for the Bob Hope ships, this one consists of a one-year base followed by four 12-month options and then a six-month option.



The SIU-crewed *USNS Mendonca* (above and below), pictured earlier this year in Kuwait, helps support American troops and U.S. military operations, as do the other vessels in its class. (Photos by Lt. Col. Cinnie Mullins)



SEAFARERS LOG

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

Volume 79 Number 11

November 2017

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support, *Jenny Stokes*; Content Curator, *Mark Clements*.

Copyright © 2017 Seafarers International Union, AGLIW. All Rights Reserved.



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

Unions Step Up for Hurricane Recovery

Jones Act at Center of Political Storm Following Maria

The SIU, numerous other unions and American-flag vessel operators are helping lead the initial stages of relief efforts in Puerto Rico following Hurricane Maria. It is sure to be a years-long endeavor, as the Category 4 storm devastated the territory on Sept. 20.

The SIU's outreach isn't confined to Puerto Rico, however. The union also is sending supplies and other help to the U.S. Virgin Islands (USVI) (home to more than 2,000 members of the SIU-affiliated United Industrial Workers) in addition to continuing with assistance in Texas and Florida. During a three-week stretch from late August to mid-September, those states and territories were struck by one or more of Hurricane Harvey, Hurricane Irma and Hurricane Maria.

Puerto Rico may have taken the worst of it. Maria left the entire island without power, caused heavy flooding and destroyed hundreds of homes. It's the strongest hurricane to strike Puerto Rico in more than 80 years, and the island was still reeling three weeks later (at press time).

While SIU-crewed Jones Act ships wasted no time delivering relief cargo to Puerto Rico, it quickly became apparent that moving the supplies from port facilities inland was in many cases impossible, due to the wrecked infrastructure. A week into October, there were 4,000 containers awaiting distribution in Puerto Rico terminals, with thousands more on the way.

More than 30 U.S.-flag ships, many of them SIU-crewed, carried cargo to the island. Those vessels included ones operated by Crowley and Tote, respectively, among others.

Despite the severe infrastructure problems, foes of the Jones Act tried to politicize the tragedy by pushing legislation to weaken or eliminate America's freight cabotage law. At press time, related bills had been introduced in both houses of Congress (see coverage beginning on page 2).

Undeterred, the domestic maritime industry delivered for Puerto Rico. Within the first 12 days of the hurricane, U.S.-flag ships had carried approximately 11,300 containers with millions of pounds of relief and other supplies to the territory. Accord-



Some of Maria's destruction is seen in Aguadialla, Puerto Rico, on Sept. 24. (Photo by Kris Grogan, U.S. Customs and Border Protection)

ing to the coalition American Maritime Partnership (AMP), Jones Act carriers also anticipated delivering 9,000 more containers in the weeks ahead, including at least 3,300 for the Federal Emergency Management Agency (FEMA) with food, clothing, medicines and more.

Other unions in addition to maritime labor stepped up. As San Juan Mayor Carmen Yulin Cruz put it, "I put out a call for help, and who listened? The unions."

Among the AFL-CIO affiliates transporting union workers to Puerto Rico, or volunteering to stay there and help rebuild

the island, were AFA-CWA, AFT, ALPA, AFSCME, Boilermakers, Cement Masons, CWA, IBEW, IBT, Ironworkers, IUPAT, Machinists, NNU, OPEIU, Operating Engineers, Plumbers/Pipefitters, SEIU, UAW, USW and Utility Workers.

Moreover, the SIU and AFL-CIO started working together in late September to facilitate collection of relief supplies on the mainland at SIU halls – and to ensure those cargoes will be delivered to union families in Puerto Rico.

Speaking of the overall relief effort made by the labor movement, AFL-CIO

President Richard Trumka stated, "The working families of Puerto Rico are our brothers and sisters. And this incredible partnership will bring skilled workers to the front lines to deliver supplies, care for victims and rebuild Puerto Rico. Our movement is at its best when we work together during times of great need. But

Continued on Page 17

Seafarers Disaster Aid Fund Launched

The SIU has established a new fund to assist our members and retirees living in areas affected by the recent hurricanes (this includes SIU affiliates). The fund's name is Seafarers Disaster Aid Fund.

Click on the PayPal link on the SIU home page (www.seafarers.org) in order to donate. Contributions may be made using PayPal accounts, MasterCard, Visa, Maestro, Amex, Discover or any corresponding debit card. Please note that contributions cannot be accepted from contracted employers.

If donating by check, please make it out to Seafarers Disaster Aid Fund and mail to:

Seafarers Disaster Aid Fund
c/o SIU Secretary-Treasurer
5201 Auth Way
Camp Springs, MD 20746

The fund will pay out a maximum of \$500 per person. We'll post and print information soon about how to apply.

Unlike prior relief funds set up by the union, the plan is to make the Seafarers Disaster Aid Fund a permanent entity. This should help expedite donations and payments in the future.



SIU Port Agent Amancio Crespo (left) is pictured with Seafarers aboard the Tote ship *Perla Del Caribe*, which served as temporary office space for union personnel in Puerto Rico.

UIW Convention Focuses on Solidarity, Growth

An impressive cadre of industry leaders, labor officials and union delegates recently converged on the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the SIU-affiliated United Industrial Workers' (UIW) 2017 quadrennial convention.

Conducted Sept. 19-20 under the theme "The Union Edge," the conference saw UIW officials, delegates and trade union supporters outline strategies to strengthen the labor movement and generate more good-paying union jobs. Besides witnessing the re-election of UIW President Michael Sacco and other union officials to office, convention attendees also heard from guest speakers who voiced their views on the current state of the labor movement, national politics and what the UIW and its membership can expect in the future.

Along with Sacco, four guest speakers addressed the convention. These included Brian Schoeneman, political and legislative director of the UIW's parent union, the SIU; Daniel Duncan, executive secretary-treasurer of the Maritimes Trades Department; Steve Loeffler, Kroger Company senior director of labor relations; and Valerie Cole, Union Plus

union services coordinator.

While each spoke at length on the intricacies of the labor movement, they shared a common message: The success of the UIW lies in the solidarity of its membership, the guidance of the union's executive board and organized labor's strength in numbers.

As Duncan noted, "When [President Sacco] goes in to speak to a member of Congress or a person in the administration, or a person in the White House, he's not speaking just for the couple thousands of people from the UIW, he's not speaking for the 82,000 in the SIUNA, he's speaking on behalf of the 5 million members of the MTD. That gets you clout; that gets the doors open.

"And if that's not enough, he (Sacco) is also the senior vice president of the AFL-CIO, which has 12 million members," he continued. "So, when President Sacco goes in and says, 'I'm here to talk on behalf of my members,' he talking for 12 million members. And that how we have clout, how we have influence and that's how we get things done."

Each speaker also stressed the importance of grassroots politics, in every form. Schoeneman talked about those political efforts, say-

ing, "Where it starts is you guys, out in the field working with these folks before they are elected to office. That's where this stuff starts, that's where it matters the most... You may not think so, but a \$25 check in a local race could mean as much as a \$10,000 check does in a national level race," Schoeneman continued. "Spending 15 minutes on the phone talking to your neighbor saying get out and vote, and vote for these union-friendly candidates matters more than a lot of the stuff folks will be spending a lot of money doing over the course of a single campaign."

In addition to the guest speakers, each of the UIW's regional vice presidents addressed the convention: Kermet Mangram, Atlantic Region; Eugene Irish, Caribbean Region; Monte Burgett, Great Lakes Region; Dean Corgey, Gulf Coast Region; Tom Orzechowski, Midwest Region; and Herb Perez, West Coast Region. Each briefed the body on their regions' respective accomplishments over the past four years. They also outlined goals they would facilitate continued progress and prosperity for the union membership.

In his opening remarks, Sacco commented

on hurricanes that had struck the U.S. Virgin Islands (where thousands of UIW members live) and the mainland. (A day later, a third hurricane - Maria - would hammer St. Croix.)

"We've already sent generators to the Virgin Islands and Puerto Rico, along with other supplies and equipment," the UIW president stated. "We're working on setting up our own relief funds. We're also working with the state AFL-CIO in Texas for Harvey relief, and we're reaching out to our brothers and sisters in Florida, too.

"But this operation goes way beyond the UIW and the SIU," he continued. "Recovery is going to take years, and it's going to cost tens of billions of dollars. Nevertheless, brothers and sisters, we've been through these situations before, and we've always bounced back. I know we need a lot more than a pep talk at a time like this, but please be assured that we're not just sending thoughts and prayers to our members who are hurting. We're active every day with gathering information and planning the most efficient ways to continue sending relief supplies and donations and whatever else might help."

Domestic Maritime Industry Rallies to Protect Jones Act

Continued from Page 2

The claim that the Jones Act is impeding relief efforts is a lie - and no matter how many times those bought-and-paid-for academics and their cronies in the media repeat that lie, it remains a lie. The amount of fake news around the Jones Act has been staggering." He added, "Despite the misinformation that has spread like a disease throughout both the mainstream media and through social media, maritime labor knows - from first-hand experience - the critical role that the Jones Act plays in keeping America safe, ensuring our economic, homeland and national security.... Make no mistake: Maritime labor has never, not once, opposed a waiver of the Jones Act in an emergency when there were not enough ships or mariners to handle the job. We have never let a ship sail shorthanded. At the same time, we have never been willing to support waivers of the Jones Act that were unnecessary." Turning his attention to newly introduced legislation aimed and permanently exempting Puerto Rico from the Jones Act, Schoeneman said, "It is critical that Congress not act rashly in response to this disaster. Some of the proposals being made, whether for long-term waivers of the Jones Act or for a permanent exception for Puerto Rico, are foolhardy and misguided at best and blatantly anti-American opportunism at worst. These legislative proposals would have severe and drastic consequences not only for Puerto Rico, but for the entire United States. Both would be unprecedented, and neither

should be considered seriously without significant Congressional review and a better understanding of the potential impacts of such a drastic change to centuries of American law. We urge Congress to exercise due diligence in fact finding, and beware of misinformation and false claims being propagated by anti-Jones Act agitators who are attempting to hijack this crisis to further their agendas."

U.S. Rep. John Garamendi (D-California), ranking member of the subcommittee, stated, "Shipping carriers that comply with the Jones Act have more than enough capacity for a robust relief effort for Puerto Rico. Getting relief to the island isn't the problem. The challenge is in getting relief off the docks. Right now, 6,000 containers full of everything the island needs are languishing on the docks in Puerto Rico because there are no trucks available to distribute them. The entire American maritime industry has done outstanding work to coordinate with local governments to provide relief. The Jones Act is essential to maintain a robust shipbuilding industry and seafit capacity, and waiving it will not help solve Puerto Rico's problems."

In the midst of all this, U.S. Rep. Garret Graves (R-Louisiana) told the New Orleans *Times-Picayune*, "The problem isn't the Jones Act. The problem is that there was a hurricane. Logistical systems are destroyed. Trucks, highways and other transportation systems are gone.... Anyone [who] thinks this waiver just solved the problem is confused. We have a huge shipping industry

on the Gulf Coast that needs the jobs and economic activity now to help economies recover from their disasters. You just took American jobs and sent them overseas."

Additionally, the American Maritime Partnership (AMP) - a major coalition representing all components of the domestic maritime industry - posted numerous facts about the Jones Act as the relief efforts (and the legislative attacks) continued. Among other points, AMP noted the following as of Oct. 2:

Changing the Jones Act in the Middle of the Recovery Effort Would Disrupt a Stable, Reliable Element of Ocean Transportation in Puerto Rico at the Worst Possible Time.

The American maritime industry is working closely with stakeholders in Puerto Rico as part of hurricane recovery efforts, and, by all accounts, the ocean shipping efforts have been highly successful. Homeland Security Advisor Tom Bossert has publicly said that American shipping capacity is a key part of the recovery effort and that there are no Jones Act capacity issues. Domestic American companies have deployed 23 Jones Act vessels with multiple sailings each week to Puerto Rico. At least 11,300 containers with millions of pounds of relief supplies have already been delivered to Puerto Rico on American vessels.

GAO Has Found that the Jones Act Provides Important Benefits to Puerto Rico and Changing the Jones Act There Could Be Harmful to the Local Economy and National Security Readiness. The definitive study of the Jones Act in Puerto Rico was prepared in 2013 by the U.S. Government Accountability Office (GAO), a rare unbiased, non-partisan analysis of this subject. GAO's study found that "the [Jones Act] has helped to ensure reliable, regular service between the United States and Puerto Rico - service that is important to the Puerto Rican economy."

A Long-Term Waiver of the Jones Act Would Outsource American Shipping Companies and American Jobs - Including Puerto Rican Jobs - to Foreign Interests. A long-term Jones Act waiver is nothing more than a scheme to replace American companies and workers with foreign companies and workers in the Puerto Rican shipping trades. It seems particularly harsh to propose replacing the Puerto Rican workers, who have dedicated themselves to keeping cargo moving during the crisis, and American shipping companies that have invested hundreds of millions of dollars in Puerto Rico. In addition, a change in the law in one major Jones Act trade could have widespread ripple effects in shipbuilding and other domestic shipping trades throughout the United States, making America more vulnerable without a compensating benefit.

The Supposed 'Cost' of



SIU Legislative Director Brian Schoeneman testifies on behalf of U.S. maritime labor.

Jones Act Shipping in Puerto Rico Has Been Wildly Exaggerated.

It appears that the primary argument against the Jones Act in Puerto Rico is that it adds to transportation costs by requiring American companies and workers. Some have gone so far as to say that the Jones Act doubles the cost of consumer goods in Puerto Rico, a preposterous statistic with no basis whatsoever. The "cost" argument ignores the basic fact that Jones Act vessels must compete every day against foreign ships for customers in the Puerto Rican marketplace; in fact, two-thirds of the vessels serving Puerto Rico are foreign. Even GAO has rejected the so-called "cost" findings.

America Has the Jones Act for a Reason. The Jones Act and the American domestic fleet provide economic, national, and homeland security benefits across the United States. The domestic maritime industry contributes to approximately 500,000 American jobs, including jobs in Puerto Rico, and nearly \$100 billion in economic impact annually, according to PricewaterhouseCoopers. U.S. military leaders and homeland security officials are among the strongest supporters of the Jones Act because it makes our nation more secure. In addition, the Jones Act reduces massive federal costs that would be necessary if there was no strong American fleet to help monitor the U.S. maritime border, support the domestic commercial shipbuilding industry, and provide a pool of trained mariners that is called on to support America's seafit capacity requirements.

MSC Commander Tours Paul Hall Center

These photos were taken Sept. 29 when Rear Adm. Dee Mewbourne, commander of the U.S. Military Sealift Command, visited the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland. Mewbourne was given a guided tour of the school's state-of-the-art training facilities by SIU Executive VP Augie Tellez, PHC Acting Vice President Tom Orzechowski and members of the school's faculty and staff. In photo at left, Mewbourne (left) pilots a simulated vessel as PHC Simulator Coordinator Susan Fagan provides instructions. In the other snapshot, Mewbourne (left) inspects part of the engine simulator with Instructor John Wiegman.





Families meet at the hall on Sept. 30 for an advance briefing on the report.



Friends, shipmates and family members of the *El Faro* crew join together at the hall Oct. 1 for a memorial event.

U.S. Coast Guard Releases *El Faro* Report

Two years after the tragic sinking of the SIU crewed *El Faro*, the United States Coast Guard released its Report of Investigation into the loss of the vessel and all 33 people aboard.

The SIU hall in Jacksonville, Florida, on Sept. 30 hosted a meeting of Coast Guard officials and *El Faro* family members – a day ahead of the report’s official release. Agency representatives explained the findings of the two-year investigation, as well as the recommendations made by the report.

More than 200 people returned to the hall the next day, Oct. 1, for a memorial event on the two-year anniversary of the *El Faro*’s loss. Elsewhere in Jacksonville that day, the Coast Guard’s Marine Board of Investigation (MBI) issued its report to the public, along with safety recommendations for the industry based on the findings of the investigation. (The full report is linked in an Oct. 3 post in the News section of the SIU website. It is a 199-page, PDF document.)

Capt. Jason Neubauer, chairman of the MBI, stated, “The publication of our report is the culmination of an extensive effort to determine the cause and identify actions to prevent future casualties. Our thoughts

today are about the 33 mariners lost during the casualty and their loved ones. The personal impact of this tragedy was the driving force in our work.”

The MBI collected and analyzed data from the wreck of the *El Faro*, working closely with the National Transportation Safety Board to ensure they had done an exhaustive discovery of every piece of information. After the salvage of the vessel’s voyage data recorder, the MBI was able to analyze the data and develop a list of recommendations for further actions to improve safety and accountability.

The MBI concluded that the primary cause of the casualty was the decision to navigate the *El Faro* too close to the path of Hurricane Joaquin. The MBI also uncovered evidence of an ineffective safety management system within the operating company, and failures by both the Coast Guard-delegated representative and the Coast Guard itself to provide effective oversight of the vessel’s compliance with safety regulations.

The report contains 31 safety recommendations to address issues determined to be contributing factors to the incident, including:

- 17 recommendations to strengthen regulations;

- Three recommendations to improve competencies for delegated surveyors and Coast Guard marine inspectors;

- Three recommendations to improve the efficacy of stability reviews and major modification determinations;

- Four recommendations to improve Coast Guard oversight of functions delegated to third party certification organizations;

- Three recommendations to improve search and rescue capabilities; and

- One recommendation to improve the processing and delivery of weather forecasts.

After reviewing the report, along with additional comments that may be provided by the “Parties in Interest,” the Commandant of the Coast Guard will publish a decision outlining the final agency actions that will be taken in response to the recommendations. Rear Adm. John Nadeau, the assistant commandant for prevention policy, will lead the commandant’s efforts in response to the recommendations.

“I want to express my deepest condolences to the families of the mariners who were lost in this tragedy,” said Nadeau. “I would like to thank the Marine Board for their exhaustive efforts over the past two years. This has likely been the most transparent Board in Coast Guard history

and the evidence uncovered during the investigation has spurred change within the Coast Guard and maritime industry. Going forward, we are committed to ensuring that the Coast Guard learns all we can from this casualty and takes action to improve our marine safety program. Further, I hope that all vessel owners and operators, classification societies, mariners, and other organizations and individuals who have responsibility for maritime safety will review the report and implement changes to improve maritime safety.”

The operator, Tote, issued a statement on the release of the findings, stating in part, “The *El Faro* and its crew were lost on our watch and for this we will be eternally sorry. Nothing we can do will bring back the remarkable crew, but everything we do can work to ensure that those who go to sea, serving us all, are in ever safer environments. The report, which we and so many others, whom we would like to thank, worked relentlessly on, is another piece of this sacred obligation that everyone who works upon the sea must study and embrace. The report details industry practices which need change. We are committed to working with every stakeholder on these comments and recommendations. We remain focused as we have from the start, on caring for the families of those we lost and working daily ashore and at sea to safeguard the lives of all mariners.”



Pictured at the Sunday gathering are (from left) SIU Asst. VP Archie Ware, VP Gulf Coast Dean Corgy and Pastor Robert Green, whose son (Chief Cook LaShawn Rivera) perished in the *El Faro* sinking.



Coast Guard personnel review parts of the report with families at the hall on Sept. 30.



U.S. Secretary of Transportation Elaine L. Chao (photo at left) praises the school as SIU President Michael Sacco looks on. In photo above, Crowley Maritime President/CEO Tom Crowley Jr. says the school needs continued investment to build upon its foundation.

School Hosts Energetic Anniversary Event

Speakers Cite Paul Hall Center for Half-Century of Excellence

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) formally celebrated its 50th anniversary with a rousing luncheon featuring a new video along with appreciative comments from a powerful array of speakers.

U.S. Secretary of Transportation Elaine L. Chao delivered keynote remarks at the Sept. 26 gathering in Piney Point, Maryland. SIU President Michael Sacco and Crowley Maritime President and CEO Tom Crowley Jr. also were featured speakers, while Seafarers Plans Administrator Maggie Bowen emceed the event, which took place in the school's main dining room.

Named in memory of the late SIU President Paul Hall (the school's founder), the PHC is widely hailed as a successful product of strong labor-management cooperation. The state-of-the-art facility has trained tens of thou-

sands of mariners, both through its renowned apprentice program and via vocational upgrading courses.

Chao is no stranger to the school known to most as Piney Point: She made prior appearances while serving as U.S. Secretary of Labor under President George W. Bush.

Speaking to an audience that included past and present school officials and staff, attendees to the Seafarers International Union of North America convention, ship operators and other guests, Chao stated, "Paul Hall fought for a better life for Seafarers, a strengthened merchant marine, a stronger labor movement, and better opportunities for young people and minorities. His own experience taught him that better opportunities depend on education and training. This facility continues Paul Hall's work by providing entry-level and advanced training for Seafarers."

She pointed out that Hall was inducted into the Department of Labor Hall of Fame while she was secretary.

Speaking about the U.S. maritime industry as a whole, Chao said it's important to strengthen it "because of its contributions to America's prosperity and national security. Merchant mariners ensure the safe and efficient waterborne delivery of commercial cargoes here at home and across the globe.

"U.S. mariners are a key factor in our country's military readiness," she added. "For the past 240 years, they have transported supplies and equipment during times of conflict to our military forces abroad. They stand ready to fulfill that mission today, and they will be ready to do it tomorrow and always. The Department of Defense still relies on U.S.-flag ships, crewed by American civilian mariners, to move our warfighters, equipment and supplies, whenever and wherever they need to go."

Chao described the school as "a fantastic educational facility. As the daughter of a merchant mariner, I fully appreciate the contributions that merchant mariners make to our country."

She also credited Sacco (a past vice president of the school).

"President Sacco has taught me about leadership by his dedication and his devotion to his members – to his rank-and-file," she said.

Crowley, the head of one of the nation's leading maritime companies and a major employer of SIU members, described the PHC as "a maritime training institution that has had such an impact on the American maritime industry."

He stated, "Our company has made it a priority to work together with labor – to build our business and to treat our people right. We have learned that working together, we can ensure our mutual success. What was

built here at the Paul Hall Center is a symbol of that cooperation: mutual investment in our future."

He applauded union and company officials for their foresight and efforts to build school, and marveled that an old torpedo-testing facility "could be transformed into such a resource for our industry."

Crowley continued, "I would like to extend my thanks and that of our industry that's represented here today to the entire SIU executive board, especially Mike Sacco, (Executive Vice President) Augie Tellez and (Secretary-Treasurer) David Heindel, for the special relationship we've enjoyed for the past 50 years of this marvelous school. The entire board of trustees, both union and management, realize that continued investment is needed here in order to build upon the foundation that we have. The school must continue to evolve, offering new and innovative state-of-the-art training, and an atmosphere of excellence and professionalism."

He added, "We appreciate and congratulate the men and women who sail on our ships, with courage and professionalism. They are the backbone of the industry, and to them I say thank you for your dedicated service, and keep safe as you bravely deliver supplies to our sons and daughters who are fighting gallantly to preserve our freedom."

Sacco pointed out that he didn't have to learn about

Continued on next page



SIU President Michael Sacco recalls the school's modest beginnings and thanks those who also helped guide it through the early days.



Seafarers Plans Administrator Maggie Bowen starts the ceremony.



Attendees view the debut of the school's anniversary video.

PHC Celebrates 50th

Continued from Page 6

the school's development from old articles or other secondhand sources, because he was there practically from the beginning, arriving at the then-barren campus in 1968. He joked that he initially wondered if the assignment from Hall was a punishment.

Sacco thanked everyone who helped form the school and who pushed it through the initial growing pains.

"I'm not going to name names, because I know I'll miss people, but thank you

for being there from the beginning, when things were tough," he said. "What a challenge it was to put this thing together.

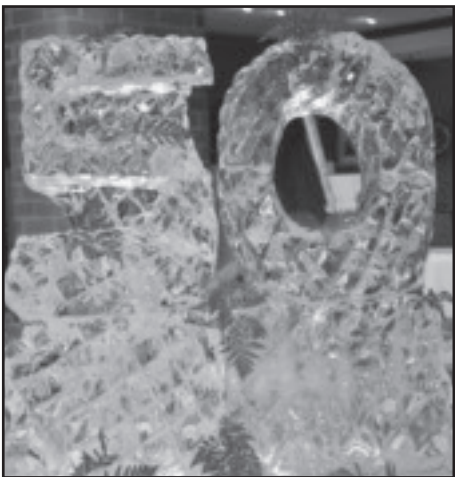
"I also want to thank the operators," he said. "Thank you for the support you've given us and the confidence you have in us. We're going to deliver you the best product that's out there. People going through the school are learning the trade and learning the economics of the business."

He recalled a conversation with Hall many years ago: "Paul said, 'If we don't upgrade the quality of our people, if we don't start training them for the needs of the industry and the challenges we're going to be facing, we're out of business.' I never forgot that."

Sacco underscored the importance of the school's advisory committee, which includes representatives from labor and management and which also typically features guests from various maritime-related agencies. He pledged to continue working together for the school's advancement.

Sacco concluded, "The school is the future of the SIU and the future of the maritime industry."

Editor's note: The 13-minute video, produced by Kramer Caswell, is available in the Gallery section of the SIU website and also is posted on the SIU and Seafarers LOG Facebook pages. A commemorative Piney Point edition of the LOG was mailed to SIU halls and ships, and it, too, is posted on the SIU website, both in the News section and in the Paul Hall Center section.



Paul Hall Center personnel unveiled an ice sculpture (above) saluting the anniversary. As evidenced by the photo below, no Piney Point anniversary is complete without a cake.



Congressman Hoyer Honors Paul Hall Center

The Office of Congressman Steny Hoyer (D-Maryland) issued the following news release on September 14. Hoyer's district includes Piney Point, Maryland.

Hoyer Honors 50th Anniversary of the Paul Hall Center For Maritime Training And Education

Today, Congressman Steny H. Hoyer (MD-05) submitted a statement into the Congressional Record honoring the 50th anniversary of the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

"I'm proud to congratulate the Paul Hall Center for Maritime Training and Education on their 50th anniversary," said Congressman Hoyer. "As one of the top schools for merchant mariners in the United States, the Center has provided cutting-edge training to tens of thousands of mariners since 1967. The Fifth District is lucky to be home to such an esteemed institution, which has contributed greatly to our local economy and national defense. I join in congratulating the Center on their work over the past fifty years, and I look forward to seeing what the future has in store for this fine institution."

Founded in 1967 by the late Seafarers International Union President Paul Hall, the Center offers more U.S. Coast Guard-approved training courses than any other school in the nation.

Below are Congressman Hoyer's full remarks in the Congressional Record:

"Mr. Speaker, I rise to pay tribute on this Floor to the Paul Hall Center for Maritime Training and Education, which is located in Maryland's Fifth Congressional District. It is one of the leading schools for merchant mariners in the United States and a major contributor to the development and maintenance of our nation's proud maritime traditions.

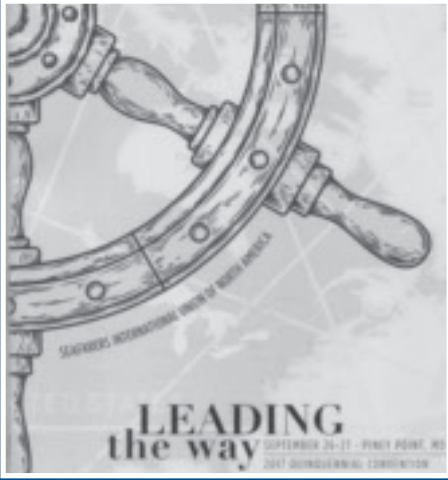
"The Paul Hall Center, which was founded in 1967 by late Seafarers International Union President Paul Hall, runs the leading training program for unlicensed merchant mariners in the United States today. It offers more U.S. Coast Guard-approved training courses than any other school in the nation and has trained tens of thousands of mariners since its founding. The Paul Hall Center's apprenticeship program, which is registered with the U.S. Department of Labor, has been praised as one of the most effective apprenticeship programs in the country and was honored as an 'Innovator and Trailblazer' by the Labor Department in 2012. Today, the Paul Hall Center provides students a world-class education, preparing new merchant mariners to take their places on vessels sailing in both foreign and U.S.-flag fleets.

"It is critical that our country maintain a merchant marine capable of transporting a large share of the seagoing commerce of the United States. The Paul Hall Center's programs help ensure a sufficient number of well-trained, highly skilled merchant mariners to crew U.S.-flag vessels both for the privately owned merchant marine and for U.S. government-operated fleets.

"To that end, I hope my colleagues will join me in recognizing the significant contributions that the Paul Hall Center for Maritime Training and Education has made to our economy, our homeland security, and our national defense through its support of the U.S. Merchant Marine. I hope they will also join me in congratulating the Paul Hall Center on reaching this fiftieth anniversary milestone. I'm proud to represent this wonderful institution in the United States Congress."



U.S. Rep. Steny Hoyer
(D-Maryland)



Event Highlights

2017 SIUNA Convention

'Leading the Way'



The Seafarers International Union of North America's 2017 Quinquennial Convention was an immense success. Held September 26-27 at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland, the conference featured a multitude of memorable moments, some of which were captured in the photos on this page and the next six that follow. In the photo at the top, SIU Secretary-Treasurer David Heindel (left), SIU President Michael Sacco (center) and Apprentice Lucas Vasiliades of PHC Class 828 recite the Pledge of Allegiance during the event's opening ceremony. In photo above at left, SIU Executive VP Augie Tellez (right) and Acting PHC VP Tommy Orzechowski (left) chat with James Wilkinson of the U.S. Department of Transportation. Posing in the photo at center, above are members of the SIU of Canada Delegation. Pictured (from left) are VP Mike Given, President Jim Given and Diane Given. SIU VP West Coast Nick Marrone (photo above, at right) makes his way into the PHC Training Recreation Center Hotel for lodging. SIU Asst. VP Bryan Powell (right in photo at left) is checked into the hotel by hotel Manager Howard Thompson.



The Paul Hall Center for Maritime Training and Education (PHC) Color Guard present the colors during the Pledge of Allegiance portion of opening ceremonies during the 2017 Seafarers International Union of North America Convention. Honoring the flag on the dais (from left) are SIU Legal Counsel Leslie Tarantola, SIU Secretary-Treasurer David Heindel, SIU President Michael Sacco, Apprentice Lucas Vasiliades of PHC Class 828, Father Paul Nguyen of St. Georges Catholic Church and Paul Hall Center Acting VP Tommy Orzechowski. In photo below, the newly elected SIUNA Officers are sworn in by Legal Counsel Tarantola.





SIUNA President Michael Sacco (left) and U.S. Secretary of Transportation Elaine L. Chao share a laugh at the convention.

DOT Secretary Chao, Maritime Administrator Buzby Strongly Reiterate Support for U.S. Merchant Marine

U.S. Secretary of Transportation Elaine L. Chao and U.S. Maritime Administrator Mark Buzby unequivocally voiced the administration's backing of American mariners and the U.S.-flag fleet when they addressed the Seafarers International Union of North America convention.

Chao delivered the keynote speech Sept. 26 in Piney Point, Maryland, while Buzby was the final speaker the following day. The convention, conducted every five years, took place at the SIU-affiliated Paul Hall Center for Maritime Training and Education, which also hosted an anniversary event (see coverage on pages 6-7).

Chao is familiar with the school, having appeared there in the early 2000s while serving as U.S. Secretary of Labor under President George W. Bush. She has worked with the SIUNA and with union President Michael Sacco even longer, dating back to her days with the Federal Maritime Commission and a previous stint at the DOT.

Buzby, too, is no stranger to the union and the school. He served as commanding officer of the U.S. Military Sealift Command from 2009-2013 and previously visited the Paul Hall Center (in addition to speaking at the 2012 SIUNA convention).

Chao opened her remarks by crediting Sacco for his effectiveness.

"You are lucky to have him," she told the delegates and guests. "I've always admired him, because from the very start, I saw a true leader who always puts the interest of his membership as the first priority in his life."

She then discussed U.S. relief efforts in Puerto Rico and the Virgin Islands (in addition to ongoing work in Texas and Florida), and commended the Seafarers and other American mariners who immediately answered the call to assist in the operations.

"The department's goal, even during this

emergency, will be to maximize employment of American seafarers and American-flagged vessels in the recovery effort," Chao said. "So, we will be vigilant about requests for waivers to the Jones Act that are unnecessary to deal with the emergency."

Chao then detailed some of the administration's efforts to finalize a proposal "to rebuild and revitalize our country's infrastructure, including ports and waterways. This will be impacting every sector, and including maritime."

In the works is a 10-year program, she explained, that would be expected to generate a trillion dollars in spending.

"A key part of the plan is eliminating the unnecessary bureaucratic roadblocks and delays that are holding up the delivery of new infrastructure for years, even decades," she added.

Specifically focusing on the U.S. maritime industry, she cited the importance of the U.S. Maritime Security Program (MSP). Chao also said, "We want to maximize access to U.S. government-impelled preference cargos. We want to maintain support of the Jones Act, and we want to engage, train and support American mariners.... Strengthening America's maritime industry is not an afterthought. This industry is vital to America's wellbeing, security, and prosperity."

She continued, "It's a matter of jobs, and that matters very much to this president and this administration. This sector provides so much employment that supports hundreds of thousands of families. The maritime industry supports a strong, independent way of life that's been a vital part of America since its beginning. As a daughter of a merchant mariner,

this industry has deep and lasting roots in my career and also in my heart. I know this industry well. I have tremendous respect for the men and women in this industry, and for the leadership that makes sure that this sector remains vibrant and strong."

Buzby described the SIUNA as "a great maritime federation, and I know it pretty well. I have worked closely alongside Mike and (SIU Executive Vice President) Augie (Tellez), not so long ago when I was commander of Military Sealift Command. I respect both of these gentlemen and I respect this organization, and I always look forward to coming back and spending time with you."

He recalled the massive but cooperative undertaking of updating the Civilian Mariner

Continued on next page



U.S. Secretary of Transportation Elaine L. Chao voices her backing of the U.S. Merchant Marine.

"Strengthening America's maritime industry is not an afterthought. This industry is vital to America's wellbeing, security, and prosperity." — Department of Transportation Secretary Elaine L. Chao

AFL-CIO Official: Labor Movement Up to the Challenge

A top official from the AFL-CIO delivered an impassioned speech at the Seafarers International Union of North America (SIUNA) convention, during which she urged those in attendance to continue fighting for workers' rights.

AFL-CIO Secretary-Treasurer Liz Shuler also pledged the federation's ongoing support for the U.S. Merchant Marine. She spoke at the convention Sept. 27 in Piney Point, Maryland.

Shuler began her speech by praising the host facility: the SIU-affiliated Paul Hall Center for Maritime Training and Education, which she described as "a crown jewel. You should be very, very proud of it."

She then noted, "I don't think most people know the depth and breadth of the work that we do in the labor movement, as far as training goes. I heard this statistic a while ago, that the labor movement is the second largest provider of training in the country, behind the U.S. military."

Shuler credited union workers for their ongoing relief efforts in the aftermath of Hurricanes Harvey, Irma and Maria. She had recently visited the Houston area, parts of which were devastated by Harvey in late August, and saw rank-and-file members as well as officials and staff out in force, helping the community with little fanfare.

"I saw our members were the ones evacuating people to safety, and they were the ones tending to the injured," she said. "They were restoring power, and providing critical public services right alongside your members in the wake of this disaster."

After mentioning the recent attempts to weaken the Jones Act in the wake of the hurricanes, she said, "We have an eagle eye on the Jones Act at this moment, and the labor movement stands strong in protecting the Jones Act."

Speaking about the tough road for working families, Shuler said, "America is at its best when working people are strong and thriving. And as a labor movement, we



Liz Shuler
AFL-CIO Secretary-Treasurer

are facing enormous challenges. Employers and politicians are conspiring to hold down wages. Outdated labor laws are making it harder and harder to form a union. Young people are graduating college with mountains of debt...."

She said it's never been easy to fight for workers' rights, but also asked everyone present to remember why they are a part of the labor movement.

"Everyone has a different reason, but here's what I think," Shuler said. "I think we do this work because we care about what happens to people – people we love, and people we will never meet. And that is

what drives us: the simple idea that every person deserves a fair shot and a fair shake in America. And unions are the single greatest force to make that happen."

After talking about growing up in a union family, Shuler also discussed her long career with the International Brotherhood of Electrical Workers (IBEW), which included time as an organizer and a rank-and-file member.

She then spoke about the inequality caused by the labor laws in America.

"Inequality is not inevitable," Shuler declared. "It's based on the policy choices we make, and the people we elect. So, we

can choose to do better in this country. We know that our enemies have made legislation like so-called right-to-work their number one priority, and we know why," she said, continuing to describe the labor movement as the last remaining source of informing, enabling and mobilizing American workers to vote and stay politically active.

Turning to the future, Shuler described the recent internal changes made by the AFL-CIO, in order to better support and provide resources to affiliates. According to Shuler, "We are focusing on three main bodies of work. Mobilizing people, for elections and on issues, and building political independence. The second thing is around legislation, and on advocacy and policy work, so that we can actually rewrite the rules of the economy. And the third area of work that we're really focusing on is organizing and growth, and being strategic in working with our affiliates who do the organizing."

This focus on growth and the future of the labor movement continued as she spoke about the technologies looming on the horizon that threaten to take away jobs and infringe on workers' rights. To this end, the federation is launching a new commission on the future of work at their October convention, as well as making recommendations to affiliates on some best practices for using emerging technologies in support of working families.

In closing, Shuler offered some statistics: "Polls show ... that the labor movement's popularity is growing. We've had a number of years where it was in decline, but it's finally starting to move up again – especially among young people. Seventy percent of people under the age of 35 have favorable opinions of unions. Even among conservatives, we are finally starting to trend back up."

She concluded, "Our founders built something incredible. It's now our job to take the labor movement forward."

Top Transportation Officials Voice Staunch Backing for America's Mariners

Continued from Page 10

Personnel Instruction (CMPI) 610 during his time at MSC. That project not only benefits mariners, he noted, but also reflects how different segments of the industry can and do work well together.

"I'm used to working with unions," Buzby said. "That's how I worked with them. I'm used to sitting down, rolling up our sleeves and getting things done, and that's how I intend to go forward and operate as the maritime administrator. I want that same attitude of cooperation and openness in this job as I did at Military Sealift Command."

He applauded U.S. mariners for their response to the recent hurricanes, and then recalled some of his statements from earlier this year when he was being confirmed for the MARAD job. During that process, he made it clear to Congress that the nation relies on the Ready Reserve Force (RRF), among other components of the U.S. Merchant Marine, to "execute its wartime missions, deploying and sustaining our forces overseas."

Pointing out the strong backing he has received from Gen. Darren McDew, the commanding officer of the U.S. Transportation Command, Buzby added, "Mariners of the U.S. Merchant Marine and those RRF ships are really essential assets in our ability to project our forces. I am committed to make sure that both ship-wide and crew-wise, we're ready to go when needed."

"The final priority that I discussed with Congress during my pre-meetings and hearings was strengthening those three pillars of the U.S. flag ... to make sure that we keep our U.S. Merchant Marine strong," he continued. "The Jones Act, Maritime Security Program, and cargo preference are needed to keep our ships under the flag and to keep our mariners working. They are all critical elements that I am going to be defending with my full energy and I know that Secretary Chao feels the same way."

He also provided some background information on recent, temporary Jones Act waivers and vowed to stand up for America's freight cabotage law.

Buzby mentioned that the motto on the U.S. Merchant Marine flag reads, "In Peace and War." He emphasized the critical need to back the industry at all times, and stated that when he talks about maritime, "I'm really talking about the people. We need people to crew these ships and the fact is we don't presently have enough mariners to sustain our extended military mission overseas. We must take care of our merchant mariners

in peacetime, ensuring they're fully employed, trained and qualified, or we won't have them in wartime. And that would be a tragedy, because our nation would be stuck."

Buzby wrapped up his speech by sharing his command philosophy, which centers on putting people first, being professional, and being "a good shipmate. When I think of the maritime community, whether it's the Navy or the merchant marine, I consider us all shipmates," he said. "That means we take care of each other and we have each other's backs."

"The Jones Act, Maritime Security Program, and cargo preference are needed to keep our ships under the flag and to keep our mariners working."

– Maritime Administrator Mark Buzby



SIUNA President Michael Sacco (right) welcomes Maritime Administrator Mark Buzby to the stage.

ITF General Secretary Vows Cabotage Support

Cotton Credits SIUNA for Leadership Role in International Efforts

The first guest speaker at the Seafarers International Union of North America (SIUNA) convention saluted the union for its effective international leadership and pledged his organization's continued backing of U.S. and Canadian cabotage laws.

International Transport Workers' Federation (ITF) General Secretary Steve Cotton delivered an enthusiastic and wide-ranging address to the delegates and guests Sept. 26 at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

"The ITF isn't a one-way street, and we've been investing in and protecting cabotage," he stated. "We've been supporting [Canadian cabotage] and supporting the Jones Act."

The federation in 2015 formed a cabotage task force consisting of eight affiliates along with key ITF maritime representatives. Included on the task force are unions representing the USA, Norway, Nigeria, Canada, Brazil, Australia, Greece and the Philippines.

Cotton also saluted the SIU's current and past leadership, including President Michael Sacco, Secretary-Treasurer David Heindel, and the late Secretary-Treasurer John Fay. Heindel chairs the ITF's Seafarers' Section – a position Fay also held.

"The ITF is a global federation, but your union has been leading, first with John and now with Dave," Cotton said. "You believe in fighting beyond these shores to protect workers' rights."

Additionally, he commended the SIUNA's work at home.

"This union has been fighting to defend the maritime history of this tremendous country," Cotton stated. "You've been working to defend your rights politically, industrially and persuasively – with common sense and dedication to protect what is a truly maritime nation."

He also pointed to the host facility as

symbolizing the foresight and determination of the union's officials.

"When you look at this tremendous establishment, the Paul Hall Center, you recognize the vision of people – and dare I say, people that fought for this union. They fought on the waterfront to carve out a space for this union.

"And this union is continuing that mantra of setting an agenda, engaging with the employers, looking after the interests of members," he continued. "If you look back to the 1930s, when this union rose up at a difficult time for this country, you know that the leaders then and the leaders in between, and the leadership now, and the leadership going into the future have one thing in their hearts and their minds, and that's defending the rights of workers and primarily Seafarers."

The recent hurricanes were a prevalent topic throughout the convention, and Cotton mentioned that the ITF made a financial contribution specifically for SIUNA relief efforts.

He then explained efforts within the federation to facilitate growth and effectiveness among its non-maritime affiliates, with the maritime unions serving as a positive example.

"With the affiliates, it's about building your power and building your influence," he said. "And I'm very proud that you have supported us all the way through that process. We are looking at the changing face of the global economy and we are developing new strategies..."

He said ITF affiliates represent approximately 20 million members across the globe. That number "is important to recognize, because when we talk to governments and when we talk to international organizations, and when we talk to employers, that loud voice of 20 million transport workers is crucial," he said.

Reflecting on the five years since the prior SIUNA convention (Cotton also was a guest speaker in 2012), he mentioned



ITF General Secretary Steve Cotton (center) is pictured with SIUNA President Michael Sacco (right) and Secretary-Treasurer David Heindel in Piney Point, Maryland.

that the ITF has been effective in helping combat maritime piracy, partly by working with the International Maritime Organization and with individual governments.

Moreover, he said the SIUNA has been at "the heart of all of our maritime work fighting to stop deregulation, and ensuring that all workers – regardless of their nationality – have sustainable jobs and dignity in their lives. This union reaches across the sectors."

He concluded by encouraging attendees to learn from history.

"As I stand here and recognize your 50 years, there's something about being a unionist that we have to know who went

before us, and (know) their struggles, and their fight and belief in protecting the men and women of the transport sectors," Cotton declared. "It is really a privilege to have your support, but we have to recognize from history the world is changing; we have to respond to the changes in the world; we have to bring all of those determinations of the past with us to the table; we have to engage with the employers; we have to engage with governments; but we have to engage with a thoughtful, long-term strategy."

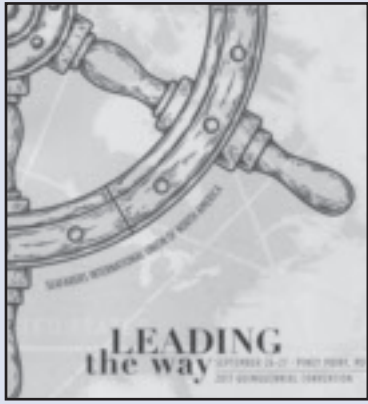
"We must always remember the next day is a challenge, and we must be ready for that challenge."

Guest Speakers Tackle Key Issues



Among the guest speakers addressing the SIUNA convention on Sept. 27 were Maritime Trades Dept. Executive Secretary-Treasurer Daniel Duncan (above, left), Senior Political Consultant Terry Turner (above, center), and Union Plus Representative Valerie Cole (above, right). Duncan inspired attendees with recent examples of grassroots wins for working families. Turner provided insights into how maritime labor carries its message to Capitol Hill. Cole reviewed some of the benefits available through Union Plus, a non-profit entity founded by the AFL-CIO.

Convention Committees



Auditing Committee – (Seated from left) Mario Higa, Andrea Gianni, Berit Eriksson, Dawn Taliford, (standing) David Heindel, Chairman Dean Corgey, and Joe Musher.



Convention Arrangements & Public Relations Committee – (Seated from left) David Connolly, Chairman Patrice Caron, Anthony Poplawski, (standing) Monte Burgett, Joseph Soresi and Dave Weathers.



Officers & Affiliates Reports Committee – Ambrose Cucinotta, Nick Celona, Catina Sicoli, Chairman George Tricker and Herb Perez. Also on the committee, but not pictured was Joshua Sanders.



Credentials Committee – (Seated from left) Mike Given, Chairman Augie Tellez, Archie Ware, (standing) Joe Baselice and Paul Doell. Also on the committee, but not pictured was Michael Murphy.



International Affairs Committee – (seated from left) Diane Given, Chairwoman Kate Hunt, Gunnar Lundeberg, (standing) Pat Vandegrift and Eugene Irish. Also on the committee, but not pictured was John Clemons.

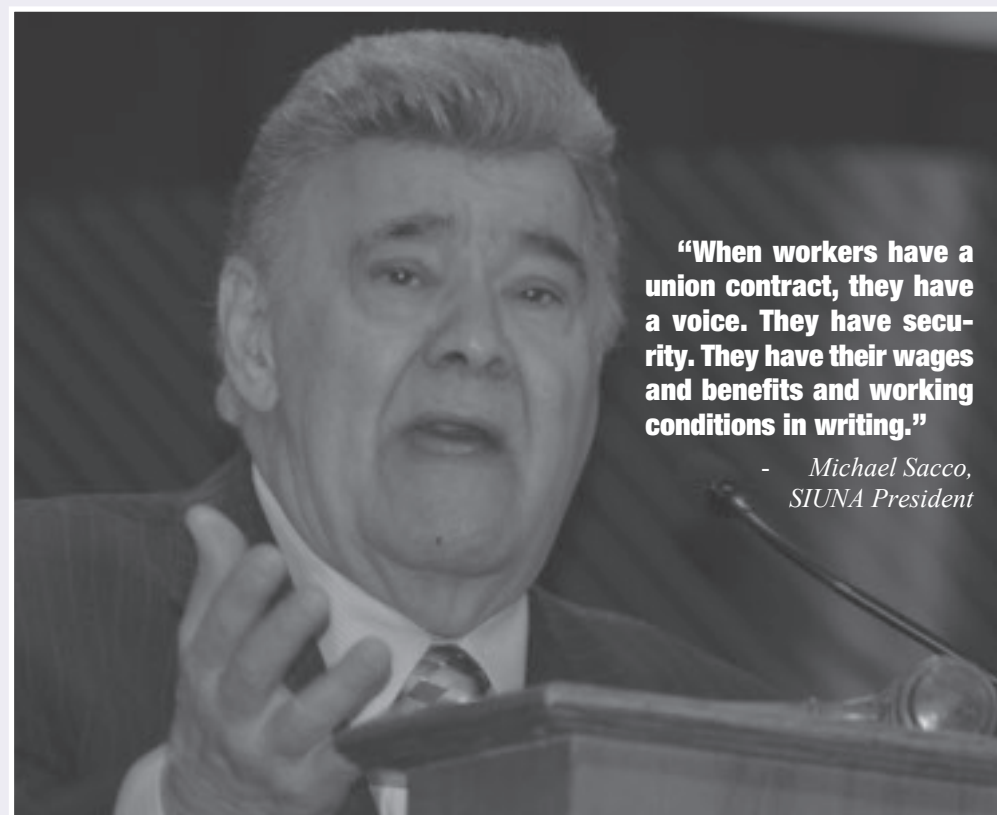


Legislative & Government Agencies Committee – (Seated from left) Michael Lucranz, Chairman Nick Marrone, Karen Horton-Gennette, (standing) Tom Orzechowski, Jim Given and Charles Murdock. Also on the committee, but not pictured was Joseph Gremelsbacker.



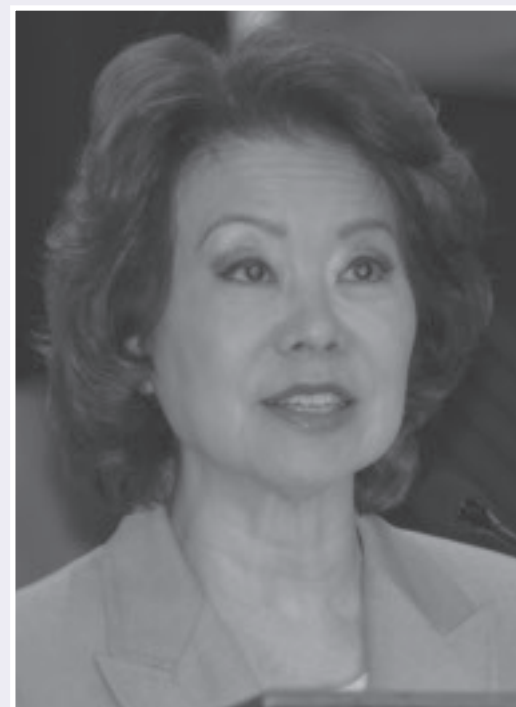
Resolutions Committee – (Seated from left) Bryan Powell, Chairman Kermett Mangram, (standing) Chad Partridge and Christopher Given. Also on the committee, but not pictured were Charles Aubry and Daniel Shea.

Convention Speakers



"When workers have a union contract, they have a voice. They have security. They have their wages and benefits and working conditions in writing."

- Michael Sacco,
SIUNA President



The Honorable
Elaine L. Chao
U.S. Secretary of Transportation



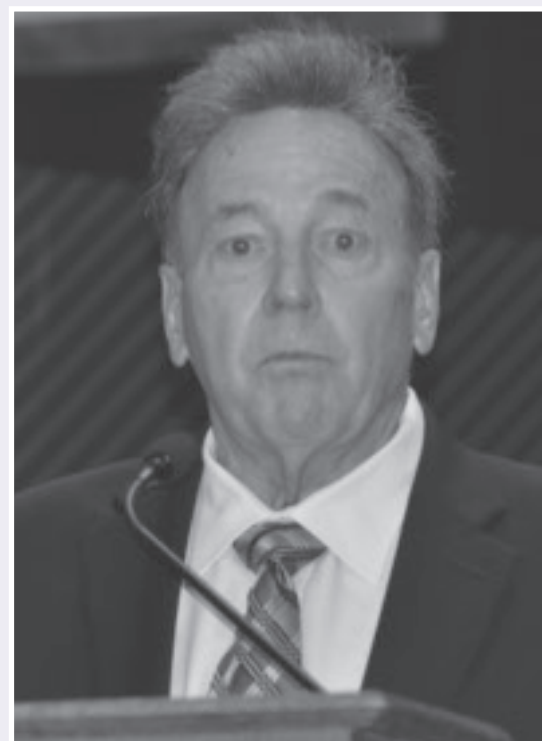
Mark Buzby
U.S. Maritime Administrator



Liz Shuler
Secretary-Treasurer
AFL-CIO



Steve Cotton
General Secretary
International Transport Workers' Federation



Terry Turner
Senior Political Consultant



Daniel Duncan
Executive Secretary-Treasurer
Maritime Trades Department



Valarie Cole
Union Plus Representative

Delegates & Guests



Augie Tellez
SIU Executive VP



Jim Given
President, SIU of Canada



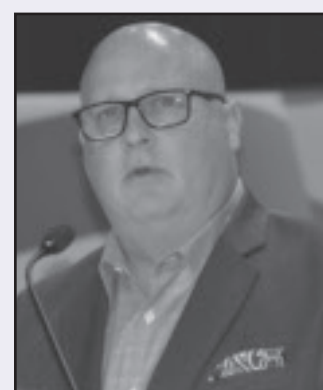
Paul Doell
President, AMO



David Heindel
SIUNA Sec. - Treasurer



Dean Corgay
SIUNA VP



Thomas Orzechowski
SIUNA VP



Nick Marrone
SIUNA VP



Kermet Mangram
SIUNA VP



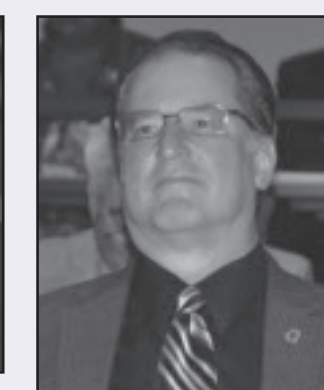
Joseph Soresi
SIUNA VP



George Tricker
SIUNA VP



Gunnar Lundeberg
President
Sailors' Union of the Pacific



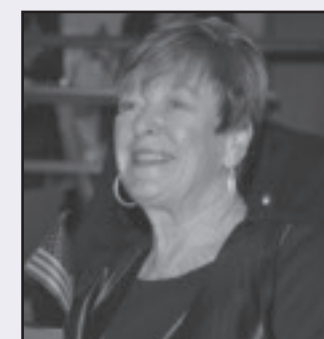
Anthony Poplawski
President, MFOW



Patrice Caron
Executive VP
SIU of Canada



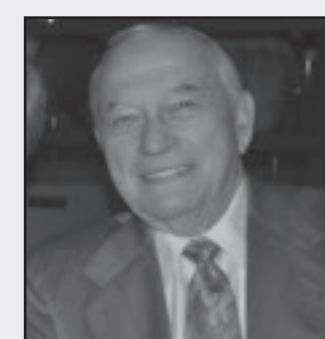
Dave Connolly
SUP VP



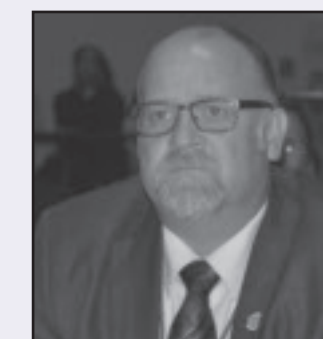
Kate Hunt
UIW National Director



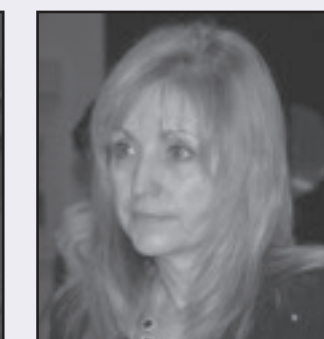
Catani Sicoli
Secretary-Treasurer
SIU of Canada



Roman Gralewicz
President Emeritus
SIU of Canada



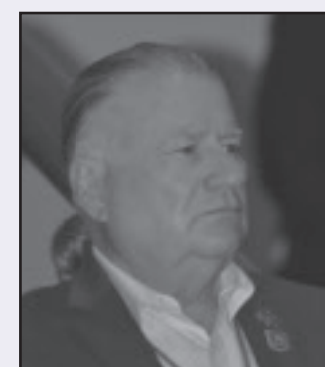
Mike Given
VP, SIU of Canada



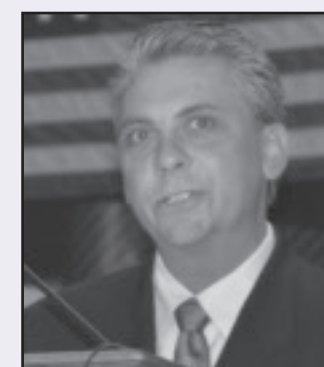
Maggie Bowen
SIU Plans Administrator



Eugene Irish
UIW VP



Herb Perez
UIW VP



Monte Burgett
UIW VP



Chad Partridge
UIW VP



Karen Horton-Gennette
SEATU Asst. VP



Nick Celona
SIU Asst. VP



Archie Ware
SIU Asst. VP



Ambrose Cucinotta
SIU Asst. VP



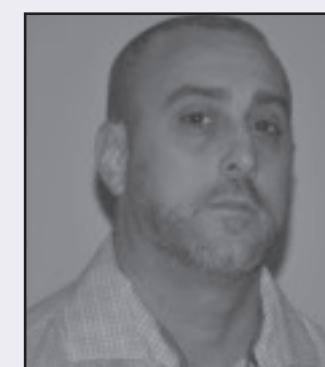
Bryan Powell
SIU Asst. VP



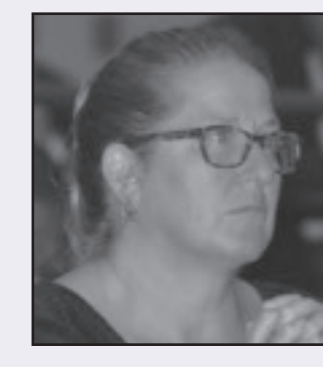
John Hoskins
SIU Port Agent



Pat Vandegrift
SIU Port Agent



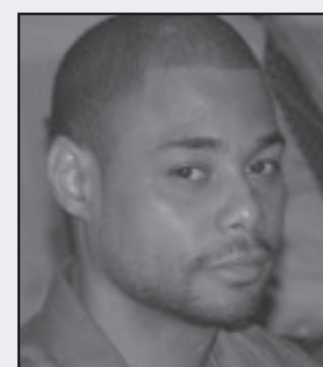
Joe Baselice
SIU Port Agent



Tracey Mayhew
PHC Training/Regulatory
Affairs Liaison



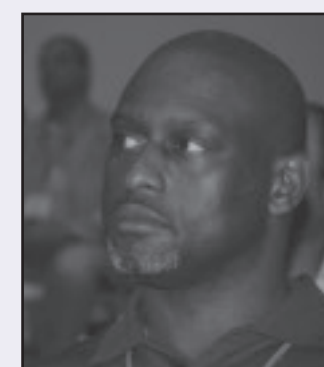
Ben Anderson
SIU Safety Director



Andre MacCray
SIU Safety Director



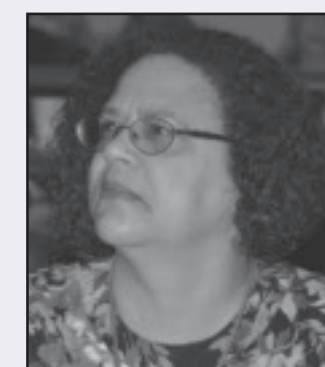
Osvaldo Ramos
SIU Safety Director



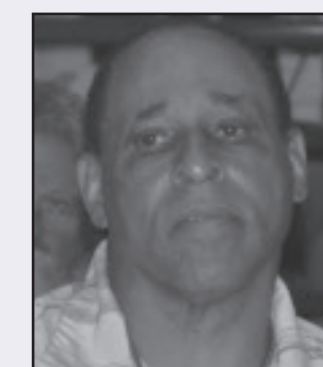
Kevin Sykes
SIU Safety Director



Kevin Marchand
SIU Safety Director



Kathy Chester
SIU Safety Director



James Brown
SIU Safety Director



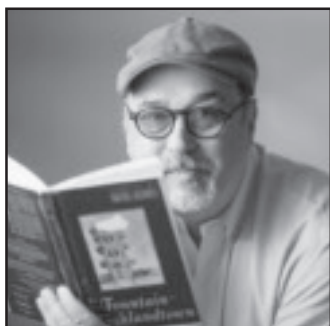
Amber Akana
SIU Safety Director

Current Seafarer, Former Member Publish Books

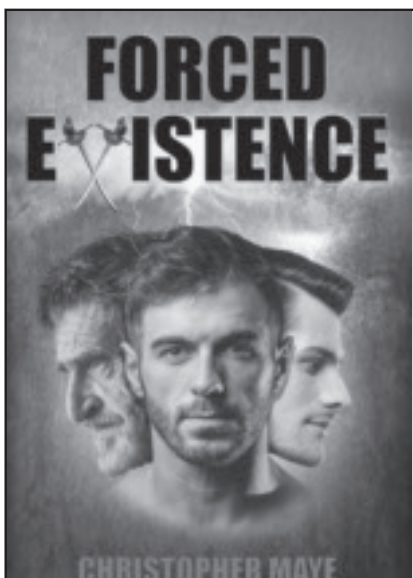
A current SIU member and one former Seafarer recently announced the respective availability of new books they've published.

SIU Storekeeper/Supply Officer **Chris Maye** says it took him more than 25 years to write his first book – but he wrapped it up near the end of this summer.

Titled “Forced Existence,” Maye’s missive is “a fiction, action adventure,” he notes. It’s available in electronic format via the website barnesandnoble.com. (The site includes a search feature; entering the words “Christopher Maye” or “Forced Existence” will call up the book.) It’s also available online via Nook Books (for which there is a free app).



Rafael Alvarez



Cover of Chris Maye's book

Maye started sailing with the SIU in 1987. At press time for this edition of the *LOG*, he was working as a storekeeper aboard the *USNS Montford Point*.

Rafael Alvarez, meanwhile, has been a writer for most of his life, including 20 years as a city desk reporter for the *Baltimore Sun*. The son of a longtime member of the SIU’s inland division, he has published numerous books (in addition to briefly sailing with the union). Alvarez’s most recent manuscript is a fiction collection titled “Basilio Boullosa Stars in the Fountain of Highlandtown,” and it’s available on Amazon. Signed copies may be ordered directly from the author; email him at orlo.leini@gmail.com.

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.



For More Information

Contact Seafarers Harry Lundeberg School Academic Coordinator Dale Rausch

(301) 994-0010 Ext. 5411 -or- drausch@seafarers.org

Classes Start October 16, 2017

- 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:

February 26 – March 16, 2018

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

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



Spotlight on Mariner Health

Guard Against Aneurysms

Remember that an aneurysm is an enlarged part of the blood vessel. These areas are important to discover quickly because they may become larger and weaker over time.

If the area gets very large, it can rupture. This is a serious health event that will affect many individuals in many different ways.

Aneurysms may range from life-threatening to just being found on a routine X-ray. Your doctor may want it treated quickly or he/she may just watch the aneurysm and see what happens over time.

Symptoms differ depending on where they are in the body. If an individual has a cerebral aneurysm, that person may experience fatigue, loss of balance, speech problems, double vision, severe headaches, loss of vision, neck and jaw pain. Another person may experience abdominal pain or tenderness, hypertension, and signs of shock if it is found to be an abdominal aneurysm.

Diagnosis Important, Must be Done Quickly

Risk factors for an aneurysm include diabetes, obesity, hypertension, smoking, alcohol abuse, high cholesterol, and increasing age. Atherosclerosis can be the cause of many aneurysms.

As we all age, there may come a time when the wall of the artery becomes harmed by plaque. Plaque can cause the arteries to narrow and even cause blockages. The blood

flow will slow and an aneurysm may occur.

Doctors may order an Ultrasound, CT Scan, MRI, lab work, or an Angiogram if they are concerned about any abnormal findings. Some individuals are born with a weakness in the blood vessel that may not show up until later in life—Congenital malformations. Unfortunately, many have had this happen over time due to age, diet, injury, lack of exercise, certain diseases, infections, and basic life style choices.

Aneurysms are handled by a team approach. You may need to see a neuro-surgeon, a cardiac doctor, a chest surgeon, a renal-surgeon, and many others doctors depending on where the aneurysm is located in the body.

All treatments are individualized and specific to the type of aneurysm that a person has.

If an aneurysm is diagnosed quickly and treated rapidly, that person has a good chance of survival. Again, this depends on the type of aneurysm that person has!

The most important things people can do to help prevent aneurysms are to control their blood pressure, sugar levels and weight. Keep active with regular exercise, watch what you eat, and do not smoke!

Keep doctor appointments and take medications as prescribed. Stay healthy and happy!

Healthy Recipe

Stuffed Peppers w/ Ground Turkey

25 Servings

- 12 1/2 whole bell pepper, cut in half & seeded
- 1 quart brown rice, cooked
- 3 1/3 pound ground turkey
- 1 1/16 cups onion, chopped fine
- 1 1/16 cups celery, chopped fine
- 2 teaspoons granulated garlic
- 2 teaspoons salt
- 2 teaspoons black pepper
- 2 2/3 tablespoons parsley, chopped fine
- 2 whole egg
- 1 quart tomato sauce

- Sauté the onions and celery together for about 7-10 min over medium heat.
- Mix all ingredients together in a large bowl. (Not tomato sauce)
- Stuff the bell pepper halves with the ground turkey mixture. Place the stuffed pepper in 2” hotel pans equally.
- Top the peppers with tomato sauce. Bake covered in a 350 degree F oven until 165 degree F internal temp.
- Cover with plastic wrap & foil.

Per Serving (excluding unknown items): 239 Calories; 6g Fat (24.1 percent calories from fat); 15g Protein; 31g Carbohydrate; 2g Dietary Fiber; 65mg Cholesterol; 478mg Sodium. Exchanges: 1 1/2 Grain (starch); 1 1/2 Lean Meat; 1 Vegetable; 0 Fat.

(Provided by the Paul Hall Center’s Harry Lundeberg School of Seamanship)



Flooding remains in Carolina, Puerto Rico, Sept. 22, two days after Hurricane Maria struck the territory. (Photo by Sgt. Jose Ahiram Diaz-Ramos, Puerto Rico National Guard)



Bosun Abel Vazquez and Chief Cook Joaquim Gonzalez help repair the SIU hall in San Juan.

Labor Assists Hurricane Victims

Continued from Page 3

we are even better when we find common ground and partner with business and industry on solutions to lift up our communities. This endeavor is entirely about working people helping working people in every way possible. In times of great tragedy, our country comes together, and we are committed to doing our part to assist the people of Puerto Rico.”

In what may be considered a bittersweet irony, the SIU temporarily moved into its new hall in Puerto Rico on Oct. 11. It was hardly the debut anyone expected or hoped for – but personnel at the hall also said they realized it was fortunate the building 457 Hillside Street wasn’t severely damaged. SIU headquarters officials said the hall eventually will need more sprucing up, so the initial occupancy is supposed to be short-term.

In addition to the Jones Act ships servicing Puerto Rico, SIU members sailed

aboard numerous others in anticipation of, and in the aftermath of the three hurricanes. Dating to mid-August, Seafarers crewed up the training ships *Kennedy* and *Empire State*, and also mobilized the *Harry Martin*, *Roy Wheat*, *Obregon*, *Matej Kocak*, *Brittin*, *Cape Diamond*, *Cape Douglas*, *Cape Domingo*, *Cape Edmont*, *Wright*, and *Cape Decision*. Members of the SIU Government Services Division sailed the hospital ship *USNS Comfort* to Puerto Rico; it remained stationed there along with the *Kennedy* and *Wright*.

Previously, the *Wright* delivered generators and other cargoes to St. Thomas in the USVI.

“We’re doing everything we can to make the best of it and take care of the membership and help rebuild,” said SIU Puerto Rico Port Agent Amancio Crespo. “We also need to get the word out that the Jones Act has to be maintained here in Puerto Rico. I can’t believe how many lies have been told against the Jones Act.”



The Seafarers-crewed *SS Wright* delivers generators and other relief supplies to St. Thomas, U.S. Virgin Islands, in late September.



Containers for relief donations are moved into place outside the SIU hall in Houston on Oct. 10.



The SIU hall in Jacksonville, Florida, collects donations for Puerto Rico.



This screen grab from CNN shows some of the relief supplies delivered to Puerto Rico by SIU-contracted Crowley Maritime.



SIU members helped crew up and mobilize the training ship *Empire State*. Pictured on deck in Florida, preparing to sail to Puerto Rico, are (from left) AB Saleh Mothana, Bosun Magdy Balat, OS Luis Lopez and AB Yancy Cabarrubias.

2017 Seafarers Health and Benefits Plan Scholarship Program

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

Seafarers Scholarships

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

Dependents Scholarships

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



The Cathedral of Learning
University of Pittsburgh

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet (PDF). Although the booklet says 2016, all information is still current for the 2017 SHBP Scholarships.

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

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ().....

This application is for: Self Dependent

Complete and mail form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgery, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by Seafarers in Piney Point, Maryland.

Question: What are some of the biggest changes you've seen the Paul Hall Center undergo over the years?



Ernie Frank
Bosun/3rd Mate

First of all, the place has never looked better. Our new training ship, the *Freedom Star*, is an upgrade over previous training vessels, and really gives the students an accurate learning environment. The effort that Chef John (Hetmanksi) and (TRC Director) Howard Thompson have put into the kitchens and hotel is really amazing. I've never been prouder to be a member



Jose Bonita
QMED

The new Crowley building is hard to miss, as well as all of the improvements done to the hotel facilities. I like the new classrooms as well, and all of the improvements in the hotel rooms themselves are really great.



Reginald Walker
AB

That new statue out front is really something. The quality of the instructors has never been better. The gym is modern and high-quality, as well as the modern classrooms. In general, the school is much more visually appealing now than ever before.



John Jewell
Chief Cook

Physically, there have been a lot of changes to the facility, and all of the improvements are really great. In addition, it feels like the hotel staff and school instructors have really stepped up their game since I started here, and it really shows in the quality of the trainees' work and the state of the hotel.



Ali Matari
Recertified Steward

I like the school very much. The dining areas are much improved, the new front desk looks very nice. I think the school in general looks very new and very clean.



Robert Bryson
AB

Honestly, the whole campus has changed. The *El Faro* memorial is really nice, and the new modern classrooms are great. They've also done a lot of work to the hotel, even since I got here and started upgrading.

Pic From The Past



SIU members are pictured aboard the GATCO tug *Florida* at San Juan Harbor in 1977. Standing from left are John Kale, cook; Edward Schaffhauser, AB; and SIU Port Agent Juan Reinosa. Seated from left Pete Popour, AB; Erik H. Eriksen, relief captain; Charles Flowers, chief engineer; and William Brinkley, captain.

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

DENNIS BAKER

Brother Dennis Baker, 59, donned the union colors in 1970, working for Michigan Tankers Inc. He was a member of the engine department and upgraded on several occasions at the Piney Point school. Brother Baker most recently shipped on the *Maersk Detroit* and resides in Roseville, California.



JOHN BUKOWSKY

Brother John Bukowsky, 62, joined the SIU in 1980. He originally sailed with Cove Shipping. The steward department member upgraded on multiple occasions at the maritime training center in Piney Point, Maryland. Brother Bukowsky's last vessel was the *Integrity*. He lives in Stevensville, Maryland.



BARRY CARRANO

Brother Barry Carrano, 66, began his seafaring career in 1982, working aboard the *Constitution*. A member of the deck department, he upgraded multiple times at the Paul Hall Center. Brother Carrano most recently shipped aboard the *Alliance Norfolk* before settling in Ocala, Florida.

ISMAEL CASTILLO

Brother Ismael Castillo, 67, joined the SIU in 1983, sailing with Delta Lines. He was a member of the deck department and upgraded in 1996 at the Paul Hall Center in Maryland. Brother Castillo most recently shipped on the *Philadelphia Express*. He resides in Houston.



GORDON CHERUP

Brother Gordon Cherup, 66, joined the union in 1970. The deck department member's first vessel was the *Schoellkoff*. Brother Cherup upgraded at the Piney Point school on several occasions. He last sailed on the *Dewayne Williams*, and lives in White Lake, Michigan.

DANIEL CONZO

Brother Daniel Conzo, 65, first sailed with the SIU in 1977. A member of the deck department, he initially



shipped on the *CL Austin*. Brother Conzo upgraded on multiple occasions at the school in Piney Point, Maryland. He last worked on the *Maersk Memphis* and resides in Andover, Ohio.

JOSEPH CORR

Brother Joseph Corr, 57, donned the union colors in 1979, initially working aboard the *Cove Leader*. A member of the engine department, he upgraded on several occasions at the maritime training center in Piney Point, Maryland. Brother Corr last shipped on the *Elizabeth* and now calls Brick Township, New Jersey, home.

ROBIN COTTON

Brother Robin Cotton, 62, began his seafaring career in 1978 aboard the *El Paso Southern*. He worked as a member of the deck department and upgraded on multiple occasions at the Paul Hall Center, located in Piney Point, Maryland. Brother Cotton last worked for Crowley Towing, and has settled in Springtown, Texas.

DOMINADOR DALMACIO

Brother Dominador Dalmacio, 65, joined the union in 2005. A member of the steward department, he initially sailed on the *Abby G*. Brother Dalmacio's final vessel was the *Dewayne Williams*. He resides in Guam.



MICHAEL HAMMOCK

Brother Michael Hammock, 60, started sailing with the Seafarers in 1974. He was initially employed on the *Del Oro*. Brother Hammock worked in the steward department. He attended classes on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Hammock's most recent trip was aboard the *APL Coral*. He is a resident of Brooklyn, New York.



PHILLIP HARMON

Brother Phillip Harmon, 62, donned the union colors in 1979. He first sailed on the *LNG Capricorn*, and most recently shipped aboard the *Flickertail State*. Brother Harmon worked in the deck department and upgraded often at the Piney Point school.



He resides in Kitty Hawk, North Carolina.

LONNIE JONES

Brother Lonnie Jones, 70, began

his seafaring career in 1988, aboard the *American Cormorant*. A member of the steward department, he upgraded at the Piney Point school in Maryland on several occasions. Brother Jones last shipped on the *Pennsylvania*. He makes his home in Columbus, Ohio.

MARY JONES

Sister Mary Jones, 65, began sailing with the SIU in 1995. She originally worked on the *USNS Pollux*. Sister Jones sailed in the steward department, most recently aboard the *Paul Buck*. She resides in



Mobile, Alabama.

JACK LAMOTTA

Brother Jack Lamotta, 65, started sailing with the union in 1988. He first shipped aboard the *USNS Lynch*. Brother Lamotta upgraded at the Paul Hall Center in 1990. A member of the deck department, he most recently worked aboard the *Liberty Wave*. He calls Eules, Texas, home.

GEORGE LEE

Brother George Lee, 67, joined the union in 1980. Working in the steward department, he first sailed on a Bay Tankers vessel. Brother Lee upgraded on multiple occasions at the Piney Point school before sailing on his final vessel, the *Cape Inscription*. He makes his home in Los Angeles.

ROBERT LERMA

Brother Robert Lerma, 65, began his seafaring career in 2005. Working in the deck department, his first vessel was the *Maersk Alabama*. Brother Lerma upgraded multiple times at the maritime training center in Piney Point, Maryland. He last shipped aboard the *Intrepid* and lives in East Glacier, Montana.



TIMOTHY MCHALE

Brother Timothy McHale, 65, began sailing with the SIU in 2001, as a deck department member. He first vessel was the *USNS Dahl*; his last, the *USNS Montford Point*. Brother McHale settled in Troy, North Carolina.



JACK MOHAMAD

Brother Jack Mohamad, 67, began sailing with the SIU in 1990. He first shipped on the *Independence*, working in the steward depart-

ment. Brother Mohamad took advantage of educational opportunities at the Piney Point School and upgraded on multiple occasions. Prior to his retirement, he shipped on the *John Paul Bobo*. Brother Mohamad resides in Penacook, New Hampshire.



ABDUL MOHAMED

Brother Abdul Mohamed, 65, joined the union in 1979. A deck department member, he first sailed on the *Overseas Vivian*. Brother Mohamed upgraded at the Paul Hall Center in 1987. He last worked on the *Sea-Land Independence* and lives in Melvindale, Michigan.



LORENZO NUNEZ CACHO

Brother Lorenzo Nunez Cacho, 74, started sailing with the SIU in 1994, working on the *Independence*. Brother Nunez Cacho upgraded at the Paul Hall Center in 2002. A member of the steward department, he last sailed on the *Liberty Sea*. He resides in Bronx, New York.

TEREZA PADELOPOULOU

Sister Tereza Padelopoulou, 72, became a union member in 2007, working aboard the *Richard G Matthiesen*. She sailed in the steward department and upgraded several times at the Piney Point school. Sister Padelopoulou last shipped on the *Liberty*, and lives in Myrtle Beach, South Carolina.

ANTON POPESCU

Brother Anton Popescu, 67, became a union member in 1997. He began his career working aboard the *USNS Yano*, sailing in the engine department. He upgraded on several occasions at the Paul Hall center. Brother Popescu's most recent trip was on the *USNS Seay*. He lives in Honolulu.

KENNETH SMITH

Brother Kenneth Smith, 73, initially sailed with the SIU in 1986. He worked in the deck department, first sailing aboard the *USNS Assurance*. Brother Smith's final vessel was the *USNS Heezen*. He makes his home in Honolulu.

PAUL TITUS

Brother Paul Titus, 59, became a union member in 1981. He first worked on the *Cove Engineer*, as an engine department member. Brother Titus upgraded several times at the Piney Point school before sailing on his last vessel, the *Maersk Chicago*. He calls Delmar, Maryland, home.

MOHAMED YAHIA

Brother Mohamed Yahia, 68, started sailing with the union in 1993. He first shipped on the *Independence*. Brother Yahia was a deck department member and most recently worked on the *North Star*. He lives in Tacoma, Washington.

INLAND

DONALD BISHOP

Brother Donald Bishop, 62, started his seafaring career in 1977, initially working for Interstate Oil Transport Company. A member of the deck department; he upgraded on two occasions at the maritime training center in Piney Point, Maryland. Brother Bishop was last employed by OSG Ship Management and calls Virginia Beach, Virginia, home.

PAUL DIMAURO

Brother Paul DiMauro, 66, began his SIU career in 2008. He worked for Crowley Towing & Transportation throughout his career and was a deck department member. Brother DiMauro resides in Orange Park, Florida.

CLIFFORD JAMES

Brother Clifford James, 63, became a Seafarer in 1973. The engine department member sailed with Dravo Gulf for his entire career. Brother James lives in Jackson, Alabama.

JAMES PALMQUIST

Brother James Palmquist, 67, began shipping with the union in 2000, initially working on the *USNS Effective*. He upgraded on multiple occasions at the SIU-affiliated school in Piney Point, Maryland. Brother Palmquist sailed in the deck department. He most recently shipped with Crowley Towing and Transportation, and resides in San Diego.

RUFUS PITTMAN

Brother Rufus Pittman, 94, signed on with the SIU in 1963. He began his career working for Graham Transportation. Brother Pittman most recently sailed with McAlister Towing of Virginia. He calls Chesapeake, Virginia, home.

NMU

EMILIO REYES BATISTA

Brother Emilio Reyes Batista, 61, initially sailed with NMU before the merger with SIU in 2001. He upgraded in 2001 at the Piney Point school. Brother Batista calls Catano, Puerto Rico, home.

STELLA CALVARY

Sister Stella Calvary, 68, began her career with NMU before the 2001 SIU merger. She sailed in the steward department; her most recent trip was aboard the *Cape Decision*. Sister Calvary lives in North Charleston, South Carolina.

Final Departures



DEEP SEA

CRAIG AMISON

Pensioner Craig Amison, 69, passed away August 27. He joined the SIU in 1967. Brother Amison shipped as a member of the deck department. He first sailed on the *Petrochem*. Brother Amison last worked on the *Prestige New York* and became a pensioner in 2012. He resided in Harrisburg, Virginia.

PATRICIA BALLANCE

Pensioner Patricia Ballance, 78, died August 7. A member of the steward department, she first sailed on the *Independence*. Sister Ballance's last vessel was the *LNG Arias*. She became a pensioner in 2004 and lived in Covington, Louisiana.

JOHN BURNETT

Pensioner John Burnett, 84, passed away July 3. Born in Alabama, he began sailing with Pan Shipping in 1952. Brother Burnett was a member of the engine department and last sailed on the *Buyer* in 1991. He became a pensioner later that year and settled in his home state, in the city of Summerdale.

MARGARITO DEGOLLADO

Pensioner Margarito Degollado, 89, died August 16. Brother Degollado's first trip to sea was with Delta Lines as a deck department member, in 1951. He most recently sailed on the *Inspiration* and began collecting his pension in 1994. Brother Degollado was a resident of Houston.

DAVID FARRIS

Pensioner David Farris, 66, passed away June 12. Brother Farris joined the SIU in 1971 and worked as a member of the deck department. He first sailed with G&H Towing and last worked aboard the *SL Pride* before retiring in 2015. He resided in Santa Fe, Texas.

GREGORY HOWARD

Brother Gregory Howard, 46, passed away June 21. The California native signed on with the SIU in 1992, when he sailed on the *Cape Nome*. He last sailed on the *Matej Kocak*. Brother Howard primarily sailed in the engine department. He resided in Jacksonville, Florida.

CHARLES JOHNSON

Pensioner Charles Johnson, 90, died August 12. Born in North Carolina, he began his seafaring career in 1951, working aboard the *Robin Mowbray*. A member of the steward department, he last sailed on the *Oakland* before going on pension in 1988. Brother Johnson was a resident of San Jose, California.

NICK KRATSAS

Pensioner Nick Kratsas, 71, passed away August 25. He began sailing in 1964, working as a deck department member for Isco Inc. Brother Kratsas last sailed aboard the *Mayaguez*. He became a pensioner in 1993 and made his home in Baltimore.



ROBERT LEWIS

Pensioner Robert Lewis, 74, died August 26. He joined the union in 1966, and initially worked aboard the *Saphire Sandy*. Brother Lewis was a member of the deck department and last sailed on the *SL Florida*. He retired in 2001 and lived in Lakeland, Florida.



CANDIDO LIAL

Pensioner Candido Lial, 92, died August 20. Brother Lial embarked on his SIU career in 1953 as an engine department member for Eagle Carriers Inc. He last sailed aboard the *Del Oro* before collecting his pension in 1989. Brother Lial called Marble Falls, Texas, home.

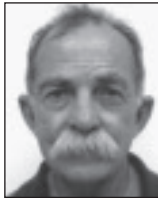


ARMANDO MEDINA

Pensioner Armando Medina, 71, passed away July 12. Born in New York, Brother Medina became an SIU member in 1988. He first sailed on the *Star of Texas* as a deck department member. Brother Medina last worked aboard the *Liberty Grace* before going on pension in 2010. He resided in Metairie, Louisiana.

GEORGE MOXLEY

Pensioner George Moxley, 72, died September 4. He joined the union in 1976, working for Crowley Puerto Rico Services. A member of the deck department, Brother Moxley last sailed aboard the *Liberty Star*. He retired in 2010 and settled in Lihue, Hawaii.

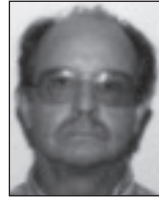


FEDERICO RODRIGUEZ

Pensioner Federico Rodriguez, 72, died August 8. Brother Rodriguez's first trip to sea was on the *Steel Design* in 1973. The Puerto Rico native most recently sailed on the *San Juan* as a deck department member and began collecting his pension in

2002. Brother Rodriguez continued to live in Puerto Rico, in the city of Caguas.

RAY STRENGTH



Pensioner Ray Strength, 81, passed away August 20. He signed on with the SIU in 1960, when he sailed on the *Fort Hoskins*. A member of the deck department, he last sailed on the *Senator*. Brother Strength settled in his home state of Alabama in the city of Flomaton.

EDDY STWAEARD

Pensioner Eddy Stwaeard, 71, died August 5. He began his seafaring career in 1979, working aboard the *Long Lines*. A member of the deck department, he last sailed on the *Elizabeth* before going on pension in 2016. Brother Stwaeard was a resident of Brooklyn, New York.

RAYMOND TORRES

Pensioner Raymond Torres, 94, passed away August 6. The New Jersey native's first trip to sea was aboard the *Evelyn*, in 1952. As a member of the engine department, Brother Torres last shipped on the *Elizabeth*. He became a pensioner in 1984 and made his home in Miami.



INLAND

CHARLES BAKER

Pensioner Charles Baker, 75, died September 22. He became a member of the union in 1972, working for Steuart Transportation. Brother Baker was a member of the deck department and last sailed on a Mariner towing vessel. He retired in 2004 and settled in Ocala, Florida.



WALTER BAUER

Pensioner Walter Bauer, 90, passed away September 12. He joined the union in 1962 and first sailed with Crescent Towing & Salvage. Working as a deck department member, Brother Bauer remained with the same company until his retirement in 1989. He resided in Waggaman, Louisiana.



CLIFTON CHAMPAGNE

Brother Clifton Champagne, 62, passed away June 22. He signed on with the SIU in 1973, working with Moran Towing of Texas. A member

of the engine department, he concluded his career after working for the same company for the duration of his career. Brother Champagne called Winnie, Texas, home.

CHARLES CHISHOLM

Pensioner Charles Chisholm, 89, died July 6. Brother Chisholm became a seafarer in 1963. The deck department member sailed with Hvide Martine throughout his career. Brother Chisholm began collecting his pension in 1992 and resided in Port Arthur, Texas.



LUIS GONZALEZ

Pensioner Luis Gonzalez, 86, passed away August 15. Brother Gonzalez signed on with the SIU in 1976 and sailed with Crowley Puerto Rico Services until his retirement. An engine department member, he began collecting his pension in 1993 and settled in San Juan, Puerto Rico.

WILLIAM GUERRIN

Pensioner William Guerrin, 86, died August 12. Born in Massachusetts, Brother Guerrin joined the union in 1973. The deck department member first sailed with Gulf Atlantic Transport Company. Before collecting his pension in 1996, he concluded his seafaring career working with Crowley Towing and Transportation. Brother Guerrin resided in Fernandina Beach, Florida.

MICHAEL KOSCAK

Pensioner Michael Koscak, 72, passed away August 11. Brother Koscak signed on with the SIU in 2006, working as a steward department member for Allied Transportation. He remained with the same company for the duration of his career before going on pension in 2013. The Connecticut native settled in Old Orchard Beach, Maine.

HOWARD MCMAHON

Pensioner Howard McMahon, 68, died July 5. He joined the union in 1994, working for Westbank Riverboat Services. Brother McMahon was a member of the deck department and sailed with the same company until his retirement in 2010. He resided in Gretna, Louisiana.



DAVID TURINSKI

Pensioner David Turinski, 63, passed away August 26. He joined the SIU in 2002 and first sailed on the *Ameristar East Chicago*. The deck department member last shipped aboard the *Vision*. Brother Turinski went on pension in 2015 and called Holmen, Wisconsin, home.

JOSEPH WOBBLETON

Pensioner Joseph Wobbleton, 83,

died August 29. Brother Wobbleton initially joined the union in 1964, working for Allied Transportation. He sailed as a member of the steward department, most recently for CG Willis Inc. Brother Wobbleton began collecting pension in 1996 and settled in Moyock, North Carolina.

GREAT LAKES

STANLEY WASLOWSKI

Pensioner Stanley Waslowski, 88, died July 25. Brother Waslowski was born in Pennsylvania and began his seafaring career in 1963, working for American Steamship Company. A deck department member, he last sailed on the *St Clair*. Brother Waslowski retired in 1993 and settled in Green Bay, Wisconsin.

NATIONAL MARITIME UNION

SAVINO AVILA

Pensioner Savino Avila, 93, passed away July 26. Brother Avila started receiving his pension in 1989. He resided in his home state of California, in the city of San Pablo.

EUGENE AYLER

Pensioner Eugene Ayler, 77, died September 1. Brother Ayler became a pensioner in 1996. Native to Alabama, he made his home in the city of Mobile.



LEWIS BOWEN

Pensioner Lewis Bowen, 90, died September 13. Brother Bowen was born in Eastport, Maine. He went on pension in 1968 and called Tampa, Florida, home.

FRANCISCO GARCIA

Pensioner Francisco Garcia, 94, passed away September 10. Brother Garcia began collecting his pension in 1969. He resided in his native Puerto Rico.

Name	Age	DOD
Baldwin, Isaiah	78	July 31
Castillo, Rosalio	89	August 2
Colon, Eddie	90	July 25
Garcia, Angel	91	July 21
Corrales, Thomas	79	August 21
Lewis, James	71	August 20
Martin, Joe	66	July 25
Muentes, Ceferino	96	August 31
Oxford, Egbert	86	July 14
Pagliarini, Francis	91	June 29
Radosti, Carlo	92	August 15
Rossel, Augusto	97	August 20
Tulloch, Leo	91	July 18



SIU Promotes Industry at 'Fleet Week' Event

The union took part in this year's San Francisco Fleet Week proceedings – specifically, by helping host guests aboard the SIU crewed RRF vessel *Cape Horn*. Fleet Week, established in 1981, features a wide range of activities aimed at honoring the armed forces and “advancing cooperation and knowledge among civilian- and military-based humanitarian assistance personnel,” according to the association that organizes the event. More information is available at <https://fleetweeksf.org/>. The photos on this page were taken Oct. 7 aboard the *Cape Horn*, which is operated by Matson Navigation. SIU Port Agent Nick Marrone II and Patrolman Adrian Fraccarolli provided attendees with information about starting a maritime career and also discussed the history and importance of the U.S. Merchant Marine.



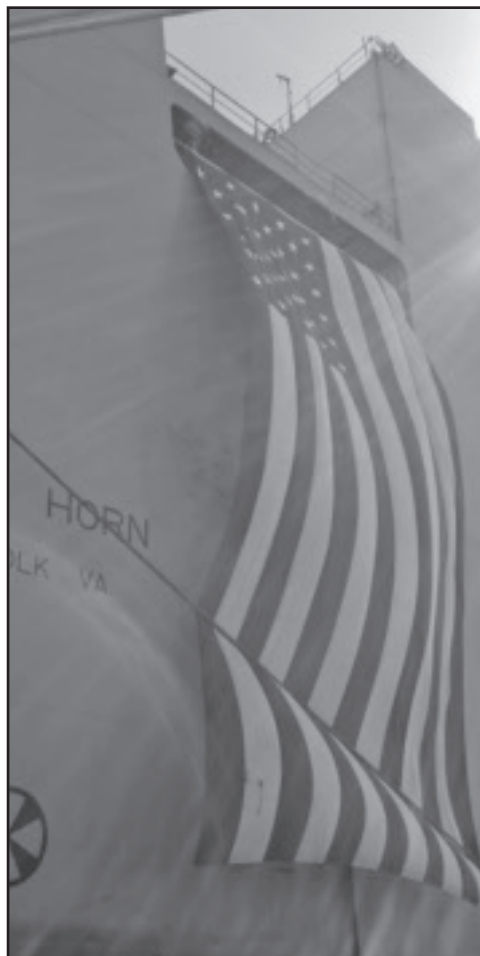
Patrolman Adrian Fraccarolli mans the SIU booth.



Attendees visit the ship Oct. 7 in San Francisco.



U.S. Army personnel pose (photo at left) with Port Agent Nick Marrone II (second from left) and Patrolman Adrian Fraccarolli (far right). In photo above, guests learn about Ready Reserve Force ships and how they are vital to America's national security.



Steward/Baker Joseph Hernandez, Port Agent Nick Marrone II



Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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



HONORING VICTIMS – The American Flag is lowered to half-staff aboard the SIU crewed *USNS Algol* in memory of victims of the Las Vegas shooting. From left are Bosun Ritche Acuman and AB Damar Shaw, on the ship in San Francisco.



A-BOOK IN JERSEY – AB Sylvan Harris (left) receives his A-seniority book from Port Agent Mark von Siegel at the SIU hall in Jersey City, New Jersey.



FELLOWSHIP IN WILMINGTON – Seafarers enjoy the monthly barbeque at the SIU hall in Wilmington, California, in September.

At Sea and Ashore with the SIU



A-BOOK IN OAKLAND – ACU Keith Hall picks up his A-seniority book at the union hall in Oakland, California. He's pictured with Port Agent Nick Marrone II.



FULL BOOK IN CHARM CITY – AB Mark Jones (left) receives his full book from Port Agent John Hoskins. Photo was taken Sept. 25 at the SIU hall in Baltimore.



ABOARD MAERSK PEARY – Recertified Steward Tony Spain (left) and Chief Cook Carlton McMiller present two mouthwatering pizzas on the Maersk Line, Limited vessel.



ABOARD TUG RANGER – SIU Asst. VP Archie Ware and Patrolman Adam Bucalo recently serviced this Crowley tug in Jacksonville, Florida. Waiting for stores are Seafarers Dominick Corbett (left) and Terrance Holmes.



ABOARD TUG SENTINEL – Pictured from left aboard the Crowley boat in Jacksonville, Florida, are Chief Mate Leslie O'Hair, Chief Engineer Lazaro Dominguez, AB Gabron Turner, Capt. Paul Stanford, AB James Kayser, Second Mate Charles Brown and AB James Turner.

Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
Gap Closing Courses		
Leadership and Managerial Skills	December 2	December 8
Deck Department Upgrading Courses		
Able Seafarer Deck	January 6	February 2
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
ARPA	December 9	December 15
Lifeboat	November 18 December 16 January 13	December 1 December 29 January 26
Radar Observer	November 25	December 8
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	February 10	March 9
Engine Department Upgrading Courses		
Advanced Refer Containers	December 2	December 15
BAPO	February 10	March 9
FOWT	January 6	February 2
Junior Engineer	February 3	March 30
Marine Electrician	January 20	March 16
Machinist	November 11	December 1
Pumpman	December 2	December 8
Welding	November 25	December 15
Steward Department Courses		
Advanced Galley Ops	November 18	December 15
Certified Chief Cook	Modules run every other week. The next class will start November 13.	
Safety Upgrading Courses		
Basic Training w/16hr FF	November 25	December 1

Title of Course	Start Date	Date of Completion
Basic Training w/16hr FF	December 2	December 8
Basic Training Revalidation	November 10 January 5	November 10 January 5
Basic Training/Basic Firefighting	January 27	February 2
Basic Training/Adv. FF Revalidation	January 6	January 12
Basic/Advanced Firefighting Revalidation	January 6	January 12
Combined Basic/Advanced Firefighting	February 24	March 2
Government Vessels	December 9 January 6	December 15 January 12
Medical Care Provider	December 2	December 8
Tank Ship Familiarization - DL	November 18	November 24
Tank Ship Familiarization - LG	November 11 December 2	November 17 December 8



UPGRADING APPLICATION

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

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

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

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

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

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

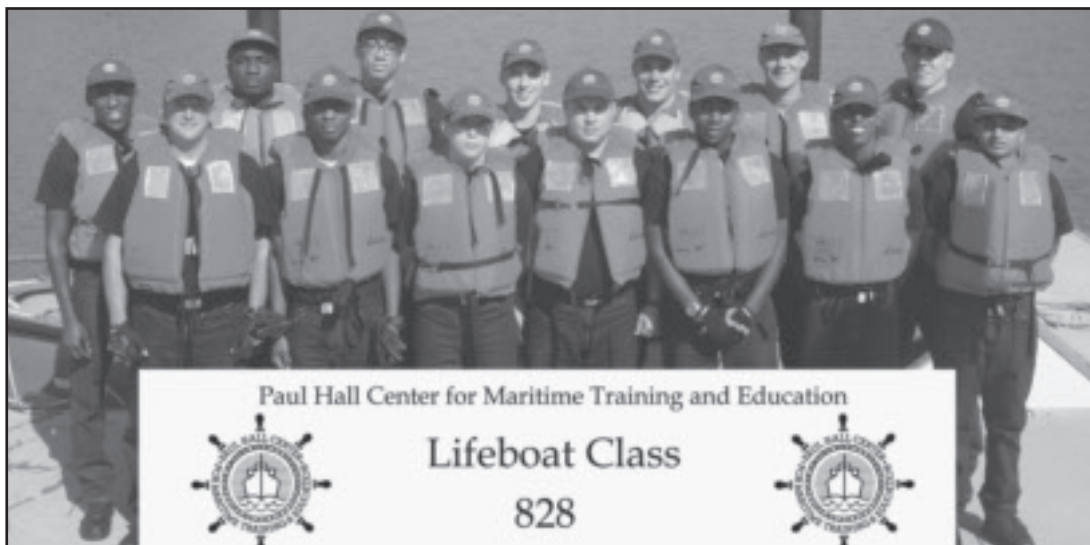
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #828 – The following Phase I apprentices (above, in alphabetical order) graduated from this course September 8: Jamel Anders, Bradley Bagwell, Brandon Caruthers, Eshrak El Sami Dewan, Desmon Graham, Kaden Hardt, Daryl Hicks, Joshua Irvine, Jorge Laboriel Lalin, Tresten Porter, Stephen Efrain Robles-Matos, Jamel Smith, Lucas Vasiliades and Thomas Zamora.



BAPO – Six upgraders completed the enhancement of their skills in this course August 8. Graduating (above, in alphabetical order) were: Maurice Quindel Backey, Luke Leusoga Failauga, Lionel Manuel Felix Lugo, Mark Nover Miranda Lata, Leroy Thomas and Roberto Andres Sabio.



BT (UP Personal Safety & Social Responsibilities) – The following individuals (above, in alphabetical order) graduated from this course September 1: Robert Brown, Tricia Bush, Tkeyah Elliot, Raymond Forse, Travis Harris, Solymar Herrera Carreras, Joshua Hinton, Christopher Lanier, Jonathan Luna, Claudia Mauricio-Brice, Sylvester Merritt Jr., Evan Nantista, Jay Perry, Husain Salah, Colin Yee and Shana Zeidenberg.



Celestial Navigation – Four upgraders (above, in alphabetical order) graduated from this course September 1: J.K. Mansfield Borden, Jason Hardy, Saleh Mohamed Mothana and Sunnil Motley. Class instructor Brian Moore is at the far left.



Medical Care Provider – The following Seafarers (above, in alphabetical order) enhanced their skills by completing this course September 1: Brandon Albro, Robert Sir Walter Bryson III, Justin Buchart, Jerome Lockett, Bryan Page and George Velez.



Fast Rescue Boat – Three upgraders (above, in alphabetical order) graduated from this course August 25: Mason Cook, Karl Mayhew III and LBJ Bliss Tanoa.



Government Vessels – The following upgraders (photo at left, in alphabetical order) graduated from this course August 18: Nasser Abdulaziz Saed Ahmed, Magdy Hassan Balat, James Dillon, Robert Goldson, Preeyapha Kaisaard, Robert Neff, Darnell O'Hara, Stig Sassie Jr., Jason Springer, LBJ Bliss Tanoa and Abel Vazquez Torres. Class instructor Mark Cates is at the far right.

Important Notice To All Students

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

Paul Hall Center Classes



Government Vessels – Four Seafarers (above, in alphabetical order) completed the enhancement of their skills when they graduated from this course August 11: Larry Jolla, Michael Murner, Steve Parker III and Richard Wythe Jr

SUA (Government Vessels) – The following individuals (above, in alphabetical order) graduated from this course August 18: Joseph Barrack, Kenneth Cabrera-Roman, Apalogie Cruz-Labrador, Cody Herndon, Jaren Daguio Ildefonso, Partick Medders and Tyesha Monique St. Clair. Mark Cates, their instructor, is at the far right.



ECDIS – Two upgraders (above, in alphabetical order) graduated from this course September 1: Ernest Frank III and Frank Kosarick. Joining them to celebrate their achievement is their instructor, Patrick Schoenberger, right.

BT (Basic Firefighting) – The following upgraders (above, in alphabetical order) graduated from this course August 25: Marlon Agulan Battad, Jesus Colomer-Sanchez, Michael Curtis, Joseph Dupre, Jose Antonio Gonzales Del Valle, Hector Arzu Guity, Romalies Jones, Steven Kroner, Antedio Tagnipez Liguin, Anthony McAfee, Benny Antonio Orosco, Juan Francisco Poblete, Pedro Luis Rivera Riestra and Randy Watson. Class instructors Joe Zienda and Matthew Rogers are at the far left and far right, respectively.



SUA (Basic Firefighting) – Nine individuals (above, in alphabetical order) completed their requirements and graduated from this course August 4: Jennifer Bayne, Luis Gabriel Domenech Cordero, Lisa Hatzky, Ameenah Lynch, Shanel Nixon, Gerald Roulhac, Curtis Snow, Christina Stamps and Seandre Stevens. Joe Zienda, their instructor, is at the far left.

BT (Basic Firefighting) – The following upgraders (above, in alphabetical order) graduated from this course August 4: Nestor Espejo Agcaoili, Chelsea Balint, Michael Fitzgibbons, Jape Robin Saturinas Geonzon, Olden Glover, Thomas Morris, Michael Murner and Steve Parker III. Class instructor Joe Zienda is at the far left.



Galley Operations – Five steward department Seafarers graduated from this course August 11. Enhancing their skills (above, in alphabetical order) were: Nasser Abdulaziz Saed Ahmed, Howard Brooks Jr., Preeyapha Kaisaard, Romeo Alambat Molina and Constance Mullings. Becky Piacente, their instructor, is at the far left.

SUA (Galley Operations) – The following individuals (above, in alphabetical order) graduated from this course August 11: Joseph Barrack, Kenneth Cabrera-Roman, Heriberto Cortes-Aviles, Apalogie Cruz-Labrador, Cody Herndon, Jaren Daguio Ildefonso, Patrick Medders and Tyesha Monique St. Clair. Class instructor Becky Piacente is at the far right.

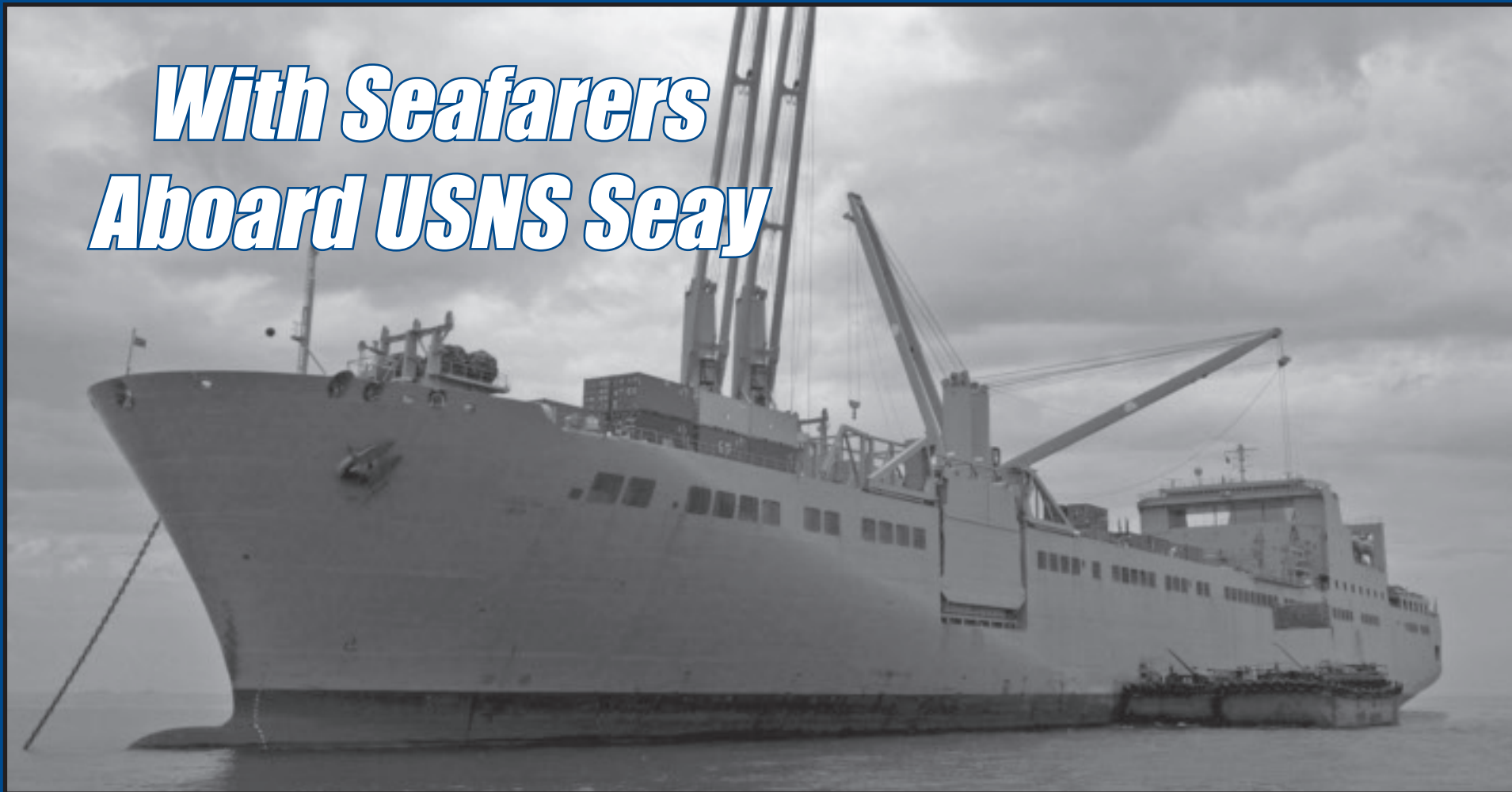
SEAFARERS LOG



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

Paul Hall Center
Class Photos
Pages 26-27

With Seafarers Aboard USNS Seay

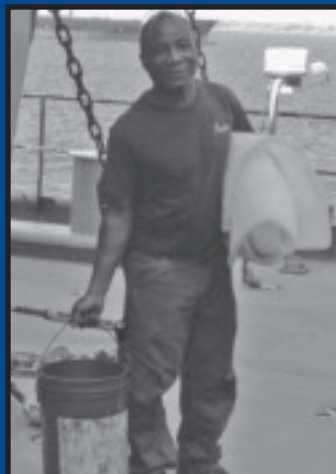


The vessel is part of the Bob Hope class of large, medium-speed, roll-on/roll-off ships in the Military Sealift Command fleet. It's operated by AMSEA and is scheduled to turn over to U.S. Marine Management in the near future.

Bosun John Wells submitted these snapshots of SIU members aboard the *USNS Seay*.



Bosun John Wells (center) says first-tripper GUDE Micah Ferreira (left) (Piney Point Class 808) is off to a strong start. They're pictured with AB Damon Zschoche



QMED Emmanuel Adeoti



ABs Ken Tan and Jerry Estenso



OS Curtis Burks



AB Paublito Ramos-Ortiz



Recertified Steward Robert Firth, Chief Cook Meili Seegers



AB Damon Zschoche