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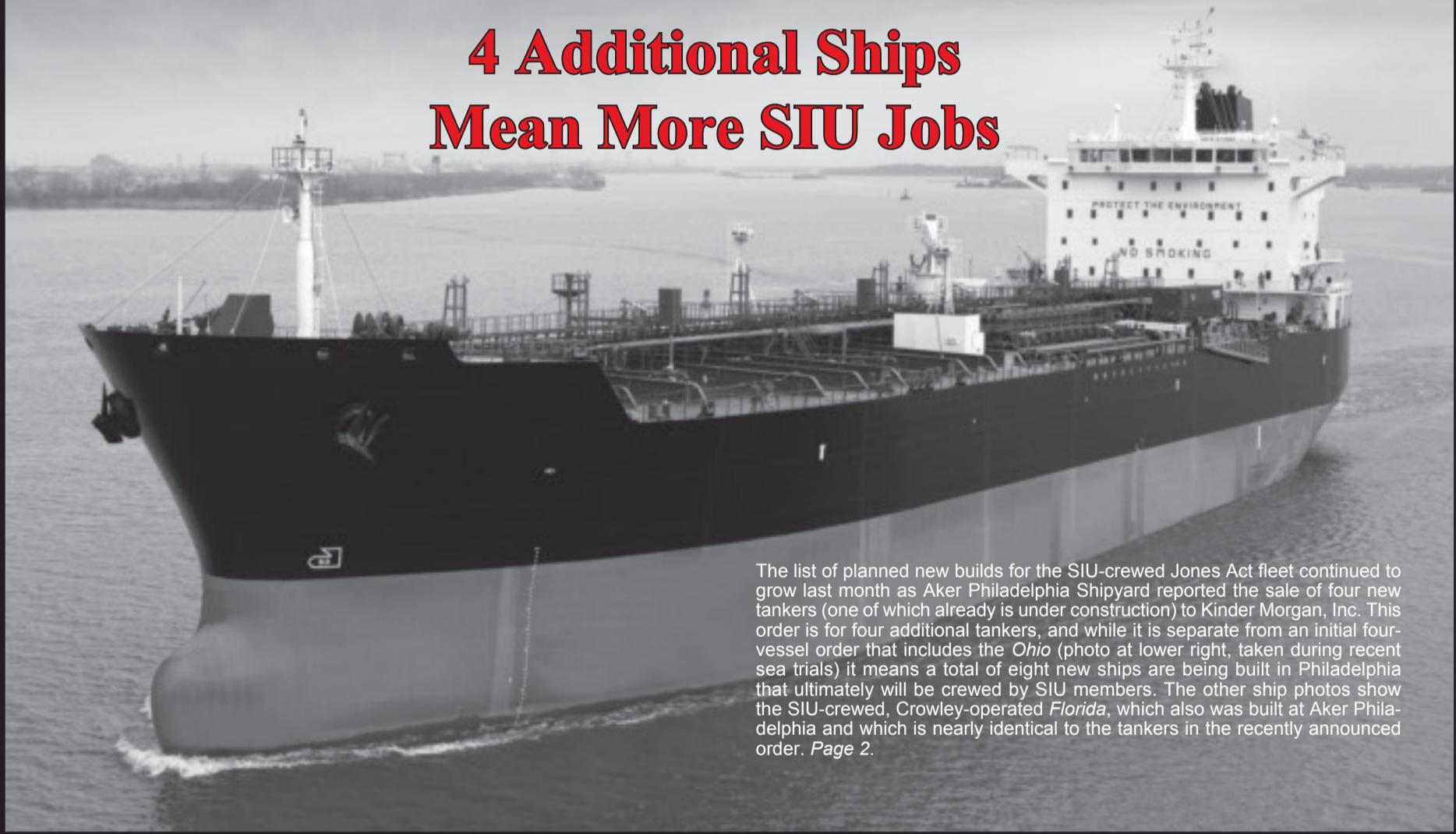


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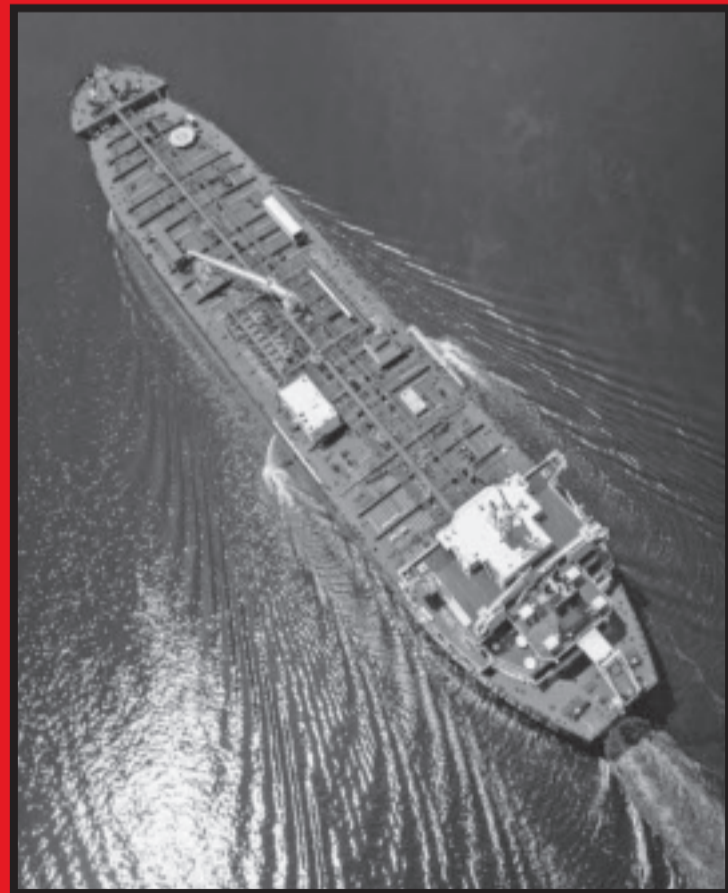
OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

New Tankers Ordered!

4 Additional Ships Mean More SIU Jobs



The list of planned new builds for the SIU-crewed Jones Act fleet continued to grow last month as Aker Philadelphia Shipyard reported the sale of four new tankers (one of which already is under construction) to Kinder Morgan, Inc. This order is for four additional tankers, and while it is separate from an initial four-vessel order that includes the *Ohio* (photo at lower right, taken during recent sea trials) it means a total of eight new ships are being built in Philadelphia that ultimately will be crewed by SIU members. The other ship photos show the SIU-crewed, Crowley-operated *Florida*, which also was built at Aker Philadelphia and which is nearly identical to the tankers in the recently announced order. *Page 2.*



New USTRANSCOM Commander
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Boatmen Ratify New Contract
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Bosuns Graduate
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President's Report

Good News for Labor, Maritime

An announcement in mid-August about the upcoming addition of four more new tankers into the SIU-crewed fleet is the kind of news that reinforces my belief in a bright future not only for our union but also for America's shipbuilding industry.



Michael Sacco

Kinder Morgan's purchase of four Jones Act ships to be built at Aker Philadelphia Shipyard is just the latest example of the fact there is plenty of work out there for the U.S. Merchant Marine, and it also demonstrates the outstanding capabilities of our nation's shipyard workers. As a lifelong union man, it's a point of pride for me to note that two of our country's busiest yards – Aker Philadelphia and, on the West Coast, General Dynamics NASSCO – employ union workers. Put another way, union members at those facilities (and elsewhere) are constructing state-of-the-art tankers and containerships and RO/ROs that stack up

against any others around the world.

Just a few days after the announcement about the four tankers, a new Gallup poll found that six in 10 Americans say they approve of labor unions. That's the highest approval rate since 2008, according to news reports.

I didn't realize it until reading an article last month, but Gallup has been surveying American views about organized labor since 1936 (two years before the SIU was chartered). That same article said approval of unions has grown by five percentage points in the last year alone, and by 10 percentage points since 2008 (the start of the recession).

I also found it interesting that 37 percent of Americans say they want unions to have greater influence, while 28 percent want to see us remain the same. Compared to other recent surveys, those figures also reflect a growing belief and trust in organized labor.

You may know that I'm usually at least initially a little leery of studies and statistics, but once I've had time to digest the facts, it's not hard to separate hot air from reality. The Gallup poll shows that union workers are getting the job done, or people wouldn't believe in us. It also shows we're doing a better job of explaining to the general public why unions absolutely, positively still matter.

What that survey also showed is that most people believe unions will become weaker in the future, and that's where I disagree. But we'll have to work to revitalize our movement, and, for better or worse, that means remaining politically active. Our political activities are year-round, but the next presidential election will be especially important for America's working families. As one of the candidates said to me and to others recently during the AFL-CIO executive council meetings, this next election is about doing away with unions. (But I can tell you, based on the reports I heard and read during that meeting, our movement is gaining strength through organizing.)

We will continue to advance our movement and the prospects for America's working families. We've got too much to offer, and once again our own industry is a great example on so many levels. We've demonstrated how labor and management can work together effectively and with mutual respect. In the shipyards and on the vessels, we've proven that union workers can go toe-to-toe with anyone, anywhere, if the playing field is even. And we've proven that grassroots political action works. Does anyone believe for a moment that the commercial ship orders at NASSCO or Philadelphia would've happened if the Jones Act had been weakened or eliminated?

Brothers and sisters, we do indeed have a bright future – as long as we're willing to work for it. That means continuing to do a great job aboard SIU-crewed vessels. It means keeping our affiliated school in Piney Point, Maryland, on the cutting edge of technology so that we continue providing top-notch manpower for all types of ships and tugs and ferries. It means promoting the labor movement and the U.S. Merchant Marine at every level of government.

There's a difference between hope and confidence. When it comes to the SIU, I'm very proud of our record but I'm also confident that many of our best days are ahead of us.

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

More New Tankers Ordered

The SIU already was gearing up to sail aboard four new tankers being built in Philadelphia – and now the union is poised to double that welcome assignment.

On Aug. 10, Aker Philadelphia Shipyard announced Kinder Morgan had purchased contracts for the construction of four, 50,000-dwt product tankers (one of which is in the earliest stages of construction). Although at press time the vessel operator's identity had not been publicly disclosed, the union confirmed that SIU members will sail aboard the new ships.

It adds up to eight new SIU-crewed tankers from Aker that will sail in the Jones Act trade. The first ship in the first four-vessel order (for Crowley Maritime) – the *Ohio* – was expected to crew up in late August. The expected delivery dates for the recently announced order range from November 2016 to November 2017. All eight vessels (known as MT50 product tankers) will be essentially identical.

"This is fantastic news for the SIU, for the shipyard and for supporters of the Jones Act," stated

SIU Vice President Contracts George Tricker. "It means job security for the membership, and we absolutely are ready to provide all the manpower that will be needed."

The MT50 ships will be LNG-conversion-ready, and each will have a capacity of 337,000 barrels. They will be slightly more than 600 feet long and will be able to sail at 15 knots. According to the shipyard, the most recent four-ship order is valued at a total of \$568 million.

Kristian Rokke, chairman of Aker Philadelphia Shipyard, stated, "We are pleased to announce today's transaction with Kinder Morgan as a successful outcome for Philly Tankers' shareholders. Philly Tankers (an Aker Philadelphia entity) has made noteworthy achievements since its inception, including securing long-term employment for two of its vessels, the opportunistic exercise of its options and now the assignment of all four of its new building contracts to Kinder Morgan, which provides an attractive return to Philly Tankers' shareholders."

"There continues to be strong demand for domestic waterborne transportation to move petroleum products and crude oil, and our fleet of highly efficient tankers will provide stable, fee-based cash flow to KMI shareholders for many years to come through multi-year contracts," said Kinder Morgan Terminals President John Schlosser. "This latest transaction clearly underscores Kinder Morgan's commitment to marine transportation of crude oil, condensate and refined products in the U.S. domestic trade."

The Jones Act is vital to American's homeland and economic security. It requires that cargo moving between domestic ports be carried on vessels that are built, crewed, owned and flagged American. The law helps support nearly a half-million jobs in the U.S., and a study by PricewaterhouseCoopers found the Jones Act contributes billions of dollars to the economy every year. It also helps maintain a pool of reliable, well-trained U.S. Merchant Mariners who would be available to sail on U.S. military support ships in times of need.

McDew Takes USTRANSCOM Helm

Air Force Gen. Darren W. McDew is the new commander of the U.S. Transportation Command (USTRANSCOM), following his Senate confirmation in late July.

A career mobility pilot, McDew will replace Air Force Gen. Paul Selva, who has been tapped (and confirmed by the Senate) to become vice chairman of the Joint Chiefs of Staff. Selva, who now is the nation's second-highest-ranking military officer, led TRANSCOM for just over a year. He was a glowing supporter of U.S.-flag shipping and a close friend of the SIU during his time at the agency.

McDew comes to USTRANSCOM from Air Mobility Command where he has been commander since May 2014. Prior to his post at Air Mobility Command, the general was commander of 18th Air Force and commander of the Air Force District of Washington. He is a command pilot with more than 3,300 hours in aircraft such as the C-17, C-141, C-130 and KC-135. Gen. McDew has been in the Air Force since graduating from the Virginia Military Institute in 1982. In 1996, he served as the Air Force aide to President Clinton.

USTRANSCOM oversees air, land and sea transportation for all



Gen. Darren W. McDew
Commander
U.S. TRANSCOM



Gen. Paul Selva
Vice Chairman
Joint Chiefs of Staff

of the Defense Department. It is responsible for the global, joint movement of combat units, sustainment cargo, and service member household goods and privately owned vehicles. Only U.S. Air Force generals have served as USTRANSCOM commanders since its inception in 1987.

Gen. Selva was touring the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, on May 4 when he was called back to the nation's capital for what turned out to be his nomination to the Joint Chiefs of Staff the next day.

AMP Calls Proposals to Disrupt Puerto Rican Maritime Trade 'Misinformed'

The U.S. domestic maritime industry's most powerful coalition, the American Maritime Partnership (AMP), is helping set the record straight about false claims that a key law is hurting Puerto Rico's economy.

Specifically, the coalition (to which the SIU is affiliated) has disproven assertions of a causal link between the costs associated with U.S. domestic maritime in the Puerto Rican trade and the pending debt crisis facing the Commonwealth. According to AMP, "Recent news reports have included statements by both government surrogates and opponents of American

maritime that have sought to capitalize on the debt crisis and undermine an industry that for decades has provided consistent and reliable transport of goods to and from the Puerto Rican people. Critics hinge their arguments on a government-commissioned 'study' released [in July] – known as the Krueger Report – which professes to set forth policy recommendations to address the debt crisis but falls short in substantiating its claims about the Puerto Rican maritime trade. AMP seeks to correct misinformed statements by providing facts developed by trusted, independent third-party sources, including a 2013 study of

the Jones Act in Puerto Rico by the U.S. Government Accountability Office (GAO) – the most comprehensive review to date on this subject."

"America's maritime workers and companies proudly serve as the bridge between the Commonwealth of Puerto Rico and the U.S. mainland, facilitating consistent, reliable, and cost-effective just-in-time delivery of goods in both directions," said Mark Ruge, AMP counsel. "It is not uncommon in any crisis situation for facts and reality to quickly become overwhelmed

Continued on Page 4



Seafarers are sailing aboard four newly acquired Great Lakes Towing tugs, including the *Michigan* (above) and the *Ontario* (photo at left).

Tug Crews Approve New Five-Year Contract

Great Lakes Towing Brings Newer Tonnage into Fleet

It's been a newsworthy summer at Great Lakes Towing. SIU boatmen employed by the company have approved a new, five-year agreement, and they're also sailing aboard several recently acquired tugs.

The unanimously approved contract, which took effect July 15, calls for annual wage increases while maintaining Seafarers Pension Plan and Seafarers Health and Benefits Plan coverage, respectively, at their highest levels. It also boosts company contributions to the separate Seafarers Money Purchase Pension Plan.



Seafarers Scott Rosseel (left) and Jeff Davis

The union's negotiating committee consisted of Vice President Great Lakes and Inland Waters Tom Orzechowski, Assistant Vice President Bryan Powell, Port Agent Todd Brdak, Port Agent Chad Partridge and Safety Director Don Thornton.

"It's a fair contract for the members and for the company," said Brdak. "Both sides definitely negotiated in good faith, and the result is something we can all be proud of."

Around the same time Seafarers were ratifying the contract, which currently covers 14 members, Great Lakes Towing announced the addition of four tugboats to its fleet. According to the company, the newly purchased tugs are the *Michigan*, *Huron*, *Ontario* and *Erie*.

"These four tugs will be immediately added to the fleet, and provide some new life and operational stability to our day-to-day business," said Gregg Thauvette, the company's vice president of operations.

He added, "The equipment and machinery on board, including the towing gear and firefighting equipment, are ideal for our operations across the Great Lakes, and will help us to continue to provide harbor towing services to our customers in more than 35 U.S. ports in all eight U.S. Great Lakes states."

Additionally, Great Lakes Towing (headquartered in Cleveland) is reactivating the tugs *Louisiana* and *Pennsylvania*, both of which had been out of service for several years, and has plans to do the same with its boats *Idaho* and *California* in the near future.



SIU members (from left) Brandon Fadenholz, Julius Stafford and Tim McKenna

SIU, AMO Members Volunteer for Typhoon Relief Effort in Saipan

Members of both the SIU and the Seafarers-affiliated American Maritime Officers (AMO) recently volunteered for cleanup efforts at an elementary school in Saipan following a devastating typhoon that struck Aug. 2-3.

The mariners came from the *USNS Pfc. Dewayne T. Williams*, a prepositioning ship operated by Maersk Line, Limited for the U.S. Military Sealift Command. At least two other Seafarers-crewed ships – the *USNS Soderman* and *USNS Charlton*, both operated by Patriot – also mobilized as part of the formal relief effort.

For at least one mariner from the *Williams*, the typhoon literally hit close to home. Chief Engineer Don Baetge lives in Saipan, and he organized the volunteer effort at the grade school.

"The typhoon caused pretty widespread damage," said Bosun **Brian Guiry** of the *Williams*. "With no electricity and limited local resources, one of the local Montessori

elementary schools was faced with a quite a challenge clearing the grounds of fallen trees and repairing damage to the classroom buildings.

"A particular point of pride for me aboard the *Williams* is how well the three different departments work together on a daily basis, and this was no exception," he continued. "The excellent SIU steward department packed a meal and snacks for us, and both AMO and SIU personnel from the deck and engine departments worked together to cut, haul away and then burn fallen tree limbs, as well as help repair water and electric lines."

Guiry added that more work remained, and the mariners planned to return "in the near future to continue giving back to the shore-side community that our crews call home for four months at a time."

Seafarers pitching in ashore included Guiry, ABs **Christopher Dionio** and **Vlad Bendus**, STOSs **Caliph Johnson** and **Ahmed Al-Arashi**, QMEDs **Freddie Malbas**, **Morris Jeff** and **Rolando Romanillos**, Storekeeper **Joss Zolina** and **GUDE Walid Nasser**. The AMO contingent included Baetge, 1st AE Clark Deloach, 3rd AE William Dickey and Electronics Tech Richard Felkey.



Pictured from left to right are (on top of the uprooted tree) ETO Rich Felkey, STOS Caliph Johnson, 3rd AE William Dickey, (standing) GUDE Walid Nasser, AB Vlad Benus, OS Ahmed Al-Arashi, Chief Engineer Don Baetge, 1st AE Clark Deloach, QEE Morris Jeff, QMED Freddie Malbas, (front) Bosun Brian Guiry, Storekeeper Joss Zolina and AB Chris Dionio.

Crowley Lauds Piney Point Upgrades

Shipping Executive Cites Major Improvements at School During MarEx Interview

Tom Crowley's appreciation for many of the improvements that have been made under a multi-million dollar renovation project at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, has not diminished since he initially witnessed them earlier this year.

The president and CEO of union-contracted Crowley Maritime Corporation, Crowley visited the school May 5 and served as keynote speaker during the grand opening and dedication ceremony for the new Thomas Crowley Sr. Center for Maritime Services building, an on-campus edifice named in honor of his late father.

Prior to the ceremony, Crowley toured the school and received an up close and personal look at a host of the facility and equipment upgrades that came into fruition from late last year to this spring. He

shared his impressions of what he witnessed during a recent interview with *Maritime Executive Online*, an electronic medium that provides industry leaders with analysis of maritime issues and news affecting the global maritime community.

"Piney Point is kind of the center of their [SIU's] educational program," he told his interviewer. "It was built many years ago with the support of employers but clearly put together by the SIU leadership, and they use it as a cornerstone of their efforts to help the industry."

"And I don't know if you have been to Piney Point lately, or ever, but that is worthy of a story in itself," he continued. "In addition to the new administration building, they've done a tremendous amount of work on the facility including putting in probably the most sophisticated simulator system in the country and, through consultation with us and other employers

and after going out and studying what the latest and greatest technology is, they've really made a huge investment."

Focusing specifically on the state-of-the-art equipment he saw, Crowley said: "They've got three full-bridge simulators and six additional tug simulators to go along with them and they are all interconnected. They've got an engine room simulator and a crane simulator."

"It's a very, very impressive facility," he continued. "They've really upgraded the school, the classrooms and all the technology within those classrooms to give students the latest and greatest."

Commenting on the building that was named for his father, the Crowley president and CEO said, "...obviously I was very honored to be a part of the dedication of the new building. It replaces an old structure that once housed trainees in the early days of the school and will serve as the administrative center of the campus and be used primarily to train U.S. Merchant Mariners."

"It is part of the SIU's Paul Hall Center in Piney Point that is committed to providing the nation's maritime industry with skilled, physically fit, and responsible deep-sea seafarers and inland waterways boatmen."

When asked about the nature of the historical liaison that exists between the union and his company, Crowley said "...the relationship with the SIU certainly started with my Dad. We've managed to continue and expand it, and they've really been a key part of our success and also of the success of the entire industry in terms of helping support the Jones Act and making sure that we're doing the right kind of training and bringing young people into the industry and building careers that otherwise wouldn't exist."

"So I would say that's kind of the



Tom Crowley delivers the keynote address during the dedication ceremony for the new Thomas Crowley Sr. Center for Maritime Services building, an on-campus edifice named in honor of his late father at the SIU-affiliated Paul Hall Center.

cornerstone of the relationship. And of course the quality of the people – under the leadership of (SIU President) Mike Sacco and his team – is top notch, and the relationship just continues to grow and build across all of our businesses," he said. "So it was a great honor for them to dedicate a building there at Piney Point in honor of my father."

In addition to the upgrades that Crowley saw during his tour, the ambitious renovation project also includes improvements in all roads and walkways, and massive upgrades in the Training and Recreation Center Hotel and auditorium.



Tom Crowley, president and CEO of Crowley Maritime Corporation, receives an in-depth briefing on one of the Paul Hall Center's (PHC) new state-of-the-art simulators from PHC instructor Susan Fagan. Looking on in the background (from left) are SIU Executive VP Augie Tellez and PHC Director of Training Priscila Labanowski. (The distortion on Crowley's face is caused by the color recessed lighting in the simulator's module.)

Flawed Study Causes Rumors About Maritime Trade In Puerto Rico, AMP Sets Record Straight

Continued from Page 2

by rumors and hyperbole. The debt crisis in Puerto Rico has proven no different, as opponents of the Puerto Rican maritime trade have seized on the crisis as an opportunity to promote their agenda. Unfortunately, their arguments are misinformed and unfounded in truth."

Citing the independent review of the Jones Act in Puerto Rico by the GAO, AMP noted the agency concluded the Jones Act ensures service between the United States and Puerto Rico that is consistent and reliable as well as important to the Puerto Rico economy. (The Jones Act requires cargo moving between domestic ports to be carried on ships that are crewed, built, owned and flagged American.)

AMP pointed out many goods imported by Puerto Rico are perishables requiring on-time delivery. Jones Act shippers meet the real-time demands of island import inventory managers who rely on prompt shipping to stock shelves and limit costly warehousing.

According to the GAO study, "If the Jones Act were exempted, foreign carriers that currently serve Puerto Rico as part of multiple-stop trade route would likely continue this model to accommodate other shipping routes to and from other Caribbean destinations or world markets rather than provide dedicated service between the United States and Puerto Rico, as the current Jones Act carriers provide."

As explained by the coalition, longer multi-port trade routes make it difficult to ensure the reliability and consistency of scheduled service. International carriers are more likely to experience lengthy weather delays or delays at ports, and could even intentionally bypass ports on occasion to make up lost travel time.

Only goods transported between Puerto Rico and the mainland U.S. are subject to the Jones Act

– with the majority of goods today coming to the island on foreign vessels. However, according to AMP, contrasting U.S.-flag Jones Act vessels and foreign-flag ships is an "apples to oranges" comparison.

"Most sophisticated trading nations have cabotage laws applied to aviation, maritime, rail, and trucking for their domestic commerce, and the U.S. is no different," AMP declared. "The GAO study pointed out that foreign-flag ships are not subject to U.S. taxation, U.S. immigration, U.S. safety and other U.S. laws. Should the Jones Act be changed, foreign-flag vessels operating in the domestic trades would be subject to many of the same laws as U.S.-flag vessels, drastically affecting any perceived cost savings. The GAO found that, 'Foreign carriers operating in the U.S. coastwise trade could be required to comply with other U.S. laws and regulations which could increase foreign carriers' costs and may affect the rates they could charge.'"

Other noteworthy findings in the GAO report include that the rates in the Puerto Rican shipping trades actually dropped between the years 2006–2010; it is not possible to estimate whether the cost of transportation under the Jones Act is higher than foreign-flag vessels in Puerto Rico; and it is even more difficult to estimate the impact, if any, of the Jones Act on the ultimate price of goods in the Commonwealth.

"Aside from the clear economic benefits of the Puerto Rican maritime trade, the national security benefits of the Jones Act to the United States and its territories are undisputed," AMP concluded. "The Jones Act ensures that the United States maintains a robust shipyard industrial base and trained merchant mariners, both of which support the U.S. military and protect our shores during times of peace and war. The most recent examples of the overwhelming support for the Jones Act can be found in the expressions of Congress, as well as our most prominent military leaders."

EPI: U.S. Losing Manufacturing Jobs to China, Not to Robots

A new report from the Economic Policy Institute (EPI) finds that currency manipulation by foreign countries has been the key factor in wiping out U.S. manufacturing jobs.

The EPI is a nonprofit, nonpartisan think tank created in 1986 to include the needs of low- and middle-income workers in economic policy discussions.

After holding relatively steady for 30 years, manufacturing employment began declining rapidly in 2000, falling to a low of 11.5 million in February 2010, the EPI said in a mid-August news release. This job loss can be traced to growing trade deficits throughout the decade, and the collapse of manufacturing output following the Great Recession – not rapid gains in productivity brought on by technological advancements – according to *Manufacturing Job Loss*, a new issue brief from EPI Director of Trade and Manufacturing Research Robert E. Scott. (The full report is available online at www.epi.org)

"Manufacturing job losses are not the inevitable result of technological progress. They were caused by trade policy, and they can be reversed by trade policy. We are not losing manufacturing jobs to robots, we're losing them to China," said Scott. "Our job losses are the result of failed currency and macroeconomic policies. They can be reversed by aggressive enforcement of fair trade laws, taking action to end currency manipulation, and through major commitments to rebuilding America's crumbling infrastructure."

According to the new report, "The leading cause of growing U.S. trade deficits is currency manipulation, which distorts trade flows by artificially lowering the cost of U.S. imports and raising the cost of U.S. exports. More than 20 countries, led by China, have been spending about \$1 trillion per year buying foreign assets to artificially suppress the value of their currencies. Ending currency manipulation can create between 2.3 million and 5.8 million jobs for working Americans, and about 40 percent of those jobs (between 891,500 and 2.3 million) would be in manufacturing. We also need to reform and aggressively enforce U.S. fair trade laws in order to reduce or eliminate the flood of illegally dumped and subsidized imports of steel and many other manufactured products."

Echoing a point emphasized in recent years by the AFL-CIO, the EPI also pointed to what it described as "a major infrastructure shortfall" in the U.S. For example, the American Society of Civil Engineers has estimated that the United States needs to invest \$3.6 trillion in rebuilding U.S. infrastructure by 2020. Such an investment would lead to millions of new jobs, according to the labor federation, the EPI and others.

"Taken together, steps to eliminate trade deficits (by ending currency manipulation and unfair trade) and rebuild U.S. infrastructure could easily generate sufficient demand for manufactured products to return most or all of the 5 million manufacturing jobs lost between 2000 and 2014," the EPI concluded.



Former Secretary of State Hillary Clinton and AFL-CIO President Richard Trumka



Former Governor Mike Huckabee (R-Arkansas, left) and AFL-CIO President Richard Trumka



AFL-CIO Secretary-Treasurer Elizabeth Shuler and Senator Bernie Sanders (I-Vermont)

Council Interviews Presidential Candidates

Members of the AFL-CIO Executive Council – on which SIU President Michael Sacco is the longest-tenured member – tackled a packed agenda of working-family issues July 29-30 during its meetings in Silver Spring, Maryland.

In addition to issuing several significant policy statements and deliberating on the body's issue priorities, council members met with and posed questions to five of the declared candidates who will vie for the office of President of the United States during the 2016 general elections. Senators Bernie Sanders (I-Vermont), Jim Webb (D-Virginia) and former Secretary of State Hillary Clinton each appeared before the council as did former Governors Martin O'Malley (D-Maryland) and Mike Huckabee (R-Arkansas).

Each of the candidates on the campaign trail – Democrats and Republicans – prior to the meeting was provided a list of survey questions by the council. The five who responded were selected to appear before the body to respond to questions, outline some of their positions relating to labor and make their respective cases for the federation's endorsement. In individual sessions, candidates were questioned about trade policy, how they will make the economy fairer for working families, supporting and strengthening collective bargaining and other issues.

"We spoke with each of them for an hour, and had a genuine exchange of views on a wide variety of critical subjects," said AFL-CIO President Richard Trumka. "We spoke

at length with each candidate about the Raising Wages agenda and were encouraged by our discussions. We look forward to ongoing discussions with the candidates and the further unfolding of the presidential campaign."

Besides meeting with presidential candidates, executive council members, as part of the federation's broad raising wages agenda, discussed and adopted nine policy statements. One addressed restoring overtime protection for the millions of American workers who have been working overtime and not getting paid for it. In part, that statement said:

"President Obama and the Department of Labor have taken an important first step to ensure that millions more workers receive the overtime pay they deserve. The administration's proposal would extend overtime protection to at least 7 million additional workers, and possibly many millions more. This is the most significant action the Obama administration can take to raise wages on its own authority and a significant first step toward broad-based wage growth.

"The gist of the Obama administration's proposal is to restore most of the overtime protection that has been lost to inflation since 1975. Specifically, the administration proposes to raise the overtime salary threshold – which is used to determine overtime eligibility – to \$50,400 per year, slightly below the level necessary to account for inflation since 1975. The administration also proposes to index the threshold in the future to keep overtime protections from being eroded again.

"By the Labor Department's calculations, the proposal would extend overtime protection to almost five million working people who are not entitled to overtime pay now, plus another two million working people who are entitled to overtime protection now but are being wrongly denied protection by their employers. However, the department's estimates are extremely conservative, and the number of workers who will be newly entitled to overtime is almost certainly many millions higher. In addition, millions more workers who are already protected currently will also benefit because their overtime rights will be more secure. In one way or another, the proposal will benefit all of the nearly 15 million salaried workers whose earnings are between the current threshold and the proposed threshold.

"The administration's proposal will especially benefit women, blacks, Hispanics, workers under age 35 and workers with lower levels of education. In terms of occupations, it will benefit first-line supervisors of food preparation and serving workers, insurance claims and policy processing clerks, customer service representatives, miscellaneous legal support workers, first-line supervisors of office and administrative support workers, social workers, first-line supervisors of retail sales workers, insurance sales agents, and counselors, among others....

"Nevertheless, opponents of higher wages are already mobilizing to weaken or defeat the overtime update. They want to lower the

salary threshold below \$50,400 and they are demanding more delay so they can run out the clock and prevent the administration's overtime proposal from ever being implemented.

"However, the opponents of higher wages have been able to manipulate the rules and get their way for far too long. This is why working people are having such a hard time providing for their families and our economy is so out of balance. Low wages are holding back our economy and hurting businesses, and we have to raise wages if we want to fix our economy.

"In the coming weeks, we will urge the administration to stand strong on its proposal, strengthen it where possible, and not bend to the demands of corporate interests and lose this opportunity to raise wages."

The foregoing policy statement, as well as the eight others adopted by the council, can be read in its entirety at www.aflcio.org/About/Exec-Council/EC-Statements.

Also on the executive council's agenda was a new report titled "Rewriting The Rules Of The American Economy, An Agenda For Growth And Shared Prosperity." Copies of the work, written by Joseph E. Stiglitz, chief economist at the Roosevelt Institute, were given to each council member.

Essentially, Stiglitz in the report outlined how we as a nation arrived at our current economic situation and later mapped out a strategy for fixing it—all the while emphasizing that despite the challenges associated with reform, it still can be done.

ITF Recovers \$59.5 Million For Mariners in Europe, Asia

Vast Majority of Mariners' Back Pay Collected in Europe

Helping the world's mariners recover unpaid wages has long been an important function of the In-

ternational Transport Workers' Federation, and the ITF definitely delivered in 2014.

According to a recent report from ITF General Secretary Stephen Cotton, the federation last year recovered more than \$59.5 million in wages owed to mariners. Around \$48 million of that sum was collected in Europe, while another \$8 million-plus was secured in Asia.

Cotton presented the data during a maritime conference in Singapore in July. He said more than 75 percent of the money secured by the ITF came from vessels that aren't covered by ITF agreements through the International Bargaining Forum (IBF).

"There are still elements of the industry that need to be tidied up," Cotton told the online *Seatrade Maritime News*.

More than 11,500 ships are covered by IBF agreements.

The ITF consists of approximately 700 unions, including the SIU, representing more than 4.5 million transport workers from 150 countries. SIU Secretary-Treasurer David Heindel chairs the federation's Seafarers' Section.



Stephen Cotton
ITF General Secretary

Shipping Co. Founder Niels Johnsen Dies at 93

Niels W. Johnsen, retired chairman of International Shipholding Corporation (ISH), passed away at his home in Rumson, New Jersey, on Aug. 7. He was 93.

ISH is the parent company of Seafarers-contracted Central Gulf Lines, Inc. and Waterman Steamship Corporation. Johnsen retired from there in 2003.

A native of New Orleans, Johnsen attended Tulane University before shipping out as a U.S. Merchant Mariner during World War II, starting in 1942. He continued sailing for nearly four years – and survived two separate torpedo attacks that sank the ships he was on. Following the second such attack, in 1944, he spent two weeks in a lifeboat off the coast of Africa, according to published remembrances.

Not long after coming ashore, Johnsen was co-founder, with his father and brother, Erik F. Johnsen, of Central Gulf Steamship in New Orleans in 1947. He went on to devote more than a half-century of service as an executive in the U.S. maritime industry, including work with States Marine Lines and (separately) Trans Union Corporation,

the latter of which merged with Central Gulf in 1971.

According to his official obituary, Johnsen at various times served on the board of managers of the American Bureau of Ship-

ping and the board of trustees of the Seamen's Church Institute (SCI). For many years, he was a trustee of the Atlantic Mutual Insurance Corporation and a director of the Centennial Insurance Company, and served as a director and chairman of the National Cargo Bureau.

He received numerous maritime industry awards, including the SCI Silver Bell Award in 1988 and the United Seamen's Service Admiral of the Ocean Seas (AOTOS) Award in 1993.

He was predeceased by his wife, Millicent Mercer Johnsen, on Sept. 7, 2013, and their daughter, Gretchen Johnsen Bryant, on June 18, 2014.

Survivors include his brother Eric and his wife Barbara V. Johnsen; son Niels M. Johnsen and wife Marlene; daughter Ingrid J. and husband William B. Barrett; seven grandchildren, and 12 great-grandchildren.





Cella is pictured aboard the *Cape Intrepid* (photo above) in Kuwait in 2003. During the maiden voyage of the *Tacoma* (photo at right), Cella (second from right) explains the helm.



Bosun Reflects on Long, Rewarding Career

Recently retired Recertified Bosun **Dana Cella** has many stories to share from his 38-year career with the SIU. From rescue operations and close calls to military support operations, Cella remained a faithful union man whose enthusiasm for the trade encouraged his younger brothers to also become mariners.

"The union has always been my family," he said. "Every ship I've ever been on, I've been the union representative."

He sailed out of the Tacoma, Washington, union hall up until his retirement this summer.

One of Cella's earliest memories from sailing could have been his last. In 1980, he signed off the *SS Poet* just a few months before the vessel's tragic sinking in October. The *Poet*, loaded with corn and headed for Port Said, Egypt, was lost during a storm and disappeared with all hands on board.

Not three weeks before that disappearance, Cella took part in a rescue at sea while aboard the *SL Portland*. This wasn't just any rescue, but what is believed to have been the most successful large-scale peacetime sea rescue in history: the saving of 524 people aboard the *Prinsendam*. A luxury cruise ship, the *Prinsendam* had caught fire in the engine room while embarked in the Gulf of Alaska, 120 miles north of the nearest village.

Cella's ship was redirected to help the rescue effort, which was a complete success. All 324 passengers and 200 crew members were safely rescued from the burning vessel, without a single casualty or even a serious injury.

In 2003, Cella served aboard the *USNS Cape Intrepid*, a Ready Reserve Force cargo vessel tasked with delivering supplies as part of the Persian Gulf War.

According to Cella, "I'm a union man. The union told

me to go to war, so I went to war."

He was awarded the Merchant Marine Expeditionary Medal for his work in support of Operation Iraqi Freedom, along with the rest of the crew of the *Cape Intrepid*.

"Dana Cella is an upstanding union member and a decent human being," said Tacoma Port Agent Joe Vincenzo. "I have known Dana for more than a decade, and in all those years he has demonstrated his mettle time and again. Dana is a standup guy who always had the backs of his friends, my own back included. I wish him great success in his future endeavors. He will be missed."

After such an exciting career, Cella looks forward to seeing what lies ahead for both the industry and the union.

"The union has always been a solid structure," he said. "Now it's a key player in maintaining the state of the [overall labor movement], thanks to the leadership of (SIU President) Michael Sacco."

As a recertified bosun, Cella fondly remembers his time at the union-affiliated Paul Hall Center for Maritime Training and Education. He also spoke about the role that the Piney Point, Maryland, school plays in preparing future generations for life at sea.

"The school is one of the cornerstones of the union, and it's all because of the evolving technologies," he stated. "It's a high-tech industry, and the union is helping to keep the industry crewed with knowledgeable students."

Finally, he expressed his thanks for everything the union has done for him throughout his career, saying, "The union gave a young kid the opportunity to become financially stable, and I am grateful for that."



Recertified Bosun Dana Cella (left) picks up his first pension check from Tacoma Port Agent Joe Vincenzo.

SIU Members Assist Stranded Boaters in Pacific

Members of the SIU Government Services Division recently assisted eight people aboard a distressed sailboat during a routine mission in the western Pacific Ocean.

The Seafarers-crewed *USNS Rappahannock*, a fleet replenishment oiler, rendered assistance to a 38-foot craft named *The Remedy*, which is registered in the Federated States of Micronesia, State of Yap, the U.S. Navy reported. The sailboat was headed to Guam but only had gotten roughly halfway through the 1,000-mile voyage when it ran out of fuel.

"After receiving the distress call on radio, the [*Rappahannock*] immediately maneuvered its way to the sailboat," said Dean Bradford, the *Rappahannock's* master. "Once on scene, the ship deployed its [rigid-hulled inflatable boat] to evaluate the situation and render assistance."

The response took about an hour, and the *Rappahannock* provided fuel to the vessel and potable water to its crew.

"The crew of *Remedy* expressed their gratitude and indicated that they did not need further assistance," said Bradford.

He added, "Boats and ships are spread all over, but I can imagine they were happy to see us. It's a big world out there

and a big ocean, and some are just not fully prepared or equipped to sail out."

Just one week earlier, on July 19, the SIU-crewed ocean surveillance ship *USNS Impeccable* rescued 11 fishermen while en route to Subic Bay, Philippines.

As reported in last month's *Seafarers LOG*, *Impeccable* mariners spotted personnel on a partially submerged ship and noted debris in the water. A rescue crew made three trips to the distressed vessel to recover all 11 individuals.



The *USNS Rappahannock* is pictured in late March in the East China Sea. (U.S. Navy photo)

Six Bosuns Complete Recertification Course

Seafarers Express Thanks for Career Opportunities, Training

Six SIU bosuns recently came together as a class to better themselves professionally when they returned to the union-affiliated Paul Hall Center for Maritime Education and Training for recertification in July. Like those in the classes before them, each mariner faced this challenge head on, with the only source of consternation coming in the form of speeches given at the conclusion of the course.

The six Seafarers who recertified are **Tar Ahmed, Don Ackerman, William Yurick, Wayne Green, Lech Jankowski, and Adrian Jones.** These men formed a close bond while sharpening their skills and becoming better acquainted with the SIU's history and inner workings. Their classes covered many topics, some new to them and some refresher material, including vessel security and safety training, conflict resolution, communication skills and more. The three-week course is the highest deck-department training available at the Piney Point, Maryland, school.

During their graduation speeches, given during the August membership meeting, the bosuns saluted both the union and the school. Their heartfelt remarks reflected the wisdom and experience of seasoned bosuns as they also offered advice to the apprentices along with reminders of how much the union counts on support from the membership.

Don Ackerman

Ackerman was the first to deliver his graduation speech. His words reflected his 25 years as a union man and his gratitude for the opportunities afforded to him. Though he kept his speech short, it was clear that he truly meant every word.

"During my career, I've made good money, visited 30 different foreign ports and was able to support my family, all thanks to the union," he stated.

He continued, offering his thanks to the staff and faculty at the Paul Hall Center, before addressing SIU



Pictured from left to right after the membership meeting are SIU VP Government Services Kermet Mangram, Wayne Green, Exec. VP Augie Tellez, William Yurick, Tar Ahmed, Adrian Jones, President Michael Sacco, Lech Jankowski, Don Ackerman, Secretary-Treasurer David Heindel, Piney Point Port Agent Pat Vandegrift and VP Contracts George Tricker.

President Michael Sacco.

"President Sacco, you've kept the wolves from our heels, the enemy from our walls, and we thank you," he said. "We're all better off with you as our leader.... I'm proud to be a union member and to stand with you all."

Lech Jankowski

Next to the microphone was Jankowski.

"I joined the SIU in Jacksonville, Florida, in 1999," he said. "Since then, I've sailed around the world a couple of times, and the union has remained important in my life."

He reiterated how thankful he was to the union before addressing the stu-

dents in the auditorium. "To the trainees: Study hard, work hard, and learn to work as a team. Remember to pay your dues, and contribute to SPAD."

Jankowski would not be the last bosun to remind students about the Seafarers Political Activity Donation, or SPAD. The day was filled with a uniform message to all members: Donating to the SIU's voluntary political action fund is a critical way to help ensure the future of the organization, because the maritime industry is so heavily regulated.

He added, "My experience at Piney Point has been very rewarding, and I'm proud to be a Seafarer."

Adrian Jones

Jones offered his insight as a 15-year union member. As a U.S. Navy veteran prior to joining the SIU, Jones had a unique perspective to share with the crowd.

"I didn't come into the union like you trainees. I came in through the veterans' program, and I'd like to thank that program for giving me this opportunity," he said. (SIU Executive Vice President Augie Tellez added to this point after Jones' speech, pointing out that in addition to having a veterans' component in the apprentice program, the union and school are very active in the ongoing series of nationwide "Military to Maritime" events sponsored by the American Maritime Partnership.)

Jones continued, discussing his career as a mariner.

"In the Navy, I saw one half of the world for 20 years. In the SIU, I'm now seeing the other half," he said. "Since I've been with the union I've made good money and done nothing but prosper."

Additionally, he talked about the recently completed upgrades to the facilities at the Paul Hall Center. "The simulator has come a long way since I first trained here," he said, retelling a story about how he crashed the simulated vessel during his first training in 1999. "I commend you on the state-of-the-art facilities you now have."

He concluded with advice to the

apprentices: "Out there at sea, you only have each other, and that's what the SIU is all about: unity."

Tar Ahmed

Ahmed, who joined in 1987 at the Port of Tacoma, was the next speaker. He began by offering a disclaimer: "I am not a public speaker, or a comedian, but I am an SIU mariner, and proud of it."

He continued on the theme of pride, discussing in brief one of his most memorable trips in his career: "One thing I am very proud of is a rescue that I was a part of while aboard the *Horizon Reliance*."

This incident, which was reported in the March 2012 issue of the *Seafarers LOG*, involved a disabled sailboat and the successful rescue of three individuals – including a 9-year old boy. The crew of the *Horizon Reliance* saved the sailors' lives that night, as the doomed sailboat eventually sank into the rough seas.

After reminiscing, Ahmed offered some advice to the trainees: "If you're on a ship with me, I will be watching you. But I'll also be helping you along the way. Pay attention to what your instructors are trying to teach you, and learn from them. And remember, contribute to SPAD."

Wayne Green

The penultimate speaker, Green talked about his experiences sailing with the SIU, and how he has had an accomplished and lucrative career.

"My experience with employment while in the SIU has been great. In my career, the longest I've ever had to wait for work through the hall since acquiring my 'B' book was five days," he stated. This kind of continuous employment is possible thanks in part to political action, including SPAD, he added.

He also spoke to the trainees directly. "Set goals for yourself, not just long-term ones but short-term goals as well," Green said. "And when you're out there, looking for a ship to work

Continued on Page 9



Recertified Bosun
Don Ackerman



Recertified Bosun
Lech Jankowski



Recertified Bosun
Adrian Jones



Recertified Bosun
Tar Ahmed



Recertified Bosun
Wayne Green



Recertified Bosun
William Yurick

Northern Exposure: *Fresh from trip to Southernmost Base, Ocean Giant Heads to Northernmost*

The SIU crewed, Waterman-operated *Ocean Giant* has departed Norfolk (Virginia) Naval Station to carry out Operation Pacer Goose, an annual resupply mission to Thule Air Force Base (AFB) in Greenland, the northernmost U.S. Air Force base.

The waters surrounding the base are usually frozen solid, except during the summer. When the ice begins to break, that means supplies are on the way – along with a crew of SIU mariners – to aid the service men and women stationed at Thule.

The waters are still treacherous, but dangerously cold weather is the norm for the *Ocean Giant*. Having recently returned from the annual resupply mission to McMurdo Station in Antarctica, the *Ocean Giant* is specially outfitted to deal with icy conditions. (For full coverage of the *Ocean Giant's* voyage to Antarctica, see the April edition of the *Seafarers LOG*.)

For Operation Pacer Goose, the *Ocean Giant* was loaded with 1,200 metric tons of cargo, most of which would be too heavy to transport by aircraft. The supplies include snow plows and other vehicles, and took almost a week to load onto

the vessel. Once loaded, the ship began its 3,600-mile journey to Greenland, escorted for the last 500 miles by a Canadian Coast Guard icebreaker, just in case conditions worsen unexpectedly.

Thule AFB is located less than 700 miles from the North Pole, deep within the Arctic Circle.

According to Captain Doug McGoff, commander of Military Sealift Command Atlantic, “Fundamentally, Military Sealift Command is about moving the equipment and the fuel that DLA (Defense Logistics Agency) provides to these remote, austere areas like Greenland where if they didn’t have this capability, they wouldn’t be able to operate.”

Operation Pacer Goose was first started by the U.S. military in 1952, and the DLA took over in 1997 to continue the annual commitment. The name of the operation has remained consistent since its inception, though the origin and meaning have been lost over time.

“The idea is, we get the cargo in there on time, safely, and also safely in the environment,” *Ocean Giant* vessel master Capt. Matthew Craven said. “It’s an ecologically sensitive area up there, so we respect that.”



The SIU crewed *Ocean Giant* is no stranger to cold-weather assignments. In this U.S. Navy photo, the Waterman-operated ship delivers cargo to McMurdo Station in Antarctica earlier this year.

SIU members sailing aboard the *Ocean Giant* during Operation Pacer Goose include Bosun **Paul Wade**, ABs **Joshua Rawls**, **William Rackley** and **Michael**

Dooley, QEE **Julian Avila**, QE4 **Christopher Sykes**, Steward/Baker **Robert Wright**, ACU **Charles Kent** and Apprentice **Mark Espinosa**.



Paul Hall Center Delivers Training to G&H Crews

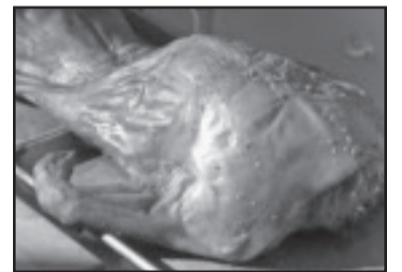
On June 10 and 12, Paul Hall Center instructor Pat Schoenberger (left in the group photos) conducted some off-site training for SIU members working for G&H Towing in Galveston, Texas. All of the Seafarers who completed the course – titled Safe Bunkering Practices – sail as engineers aboard G&H ship assist tugboats, and all are pictured in the group photos. They are: Sellers Teriel Brooks, Addison Jase, Ivan Martinez, William Randall McCrory, Nicholas Saltmarsh, Jeffrey Selcer, Steven White and Mony Williams Jr.



Enjoying BBQ on Maersk Memphis



Vessel master Capt. William J. Dutour submitted these photos from a mid-August barbecue aboard the *Maersk Memphis* in the Red Sea. “Everything tasted better than it looked!” Dutour noted. The individual photo (bottom) features Recertified Steward Andy Hagan, while the group photo above includes many of the SIU crew members. The remaining images feature a few of the menu choices.



AMMV Organization Belongs to All Mariners

American Merchant Marine Veterans Launches Membership Drive

A former SIU member is the new president of the American Merchant Marine Veterans, and he is spreading the word that AMMV membership is open to all U.S. mariners and their allies, not just those who sailed during World War II.

"The point we really want to get across to the younger generation of mariners is that the AMMV is your organization," said Capt. **Chris Edyvean**, an SIU hawsepiper who

sailed with the union from 1992-2006. "We are still slugging it out trying to gain benefits and recognition for the World War II guys who founded the AMMV in 1984, but now we have expanded our goals... We are recognizing all U.S. mariners, in peace and war, from the Revolutionary War right up to today's ongoing war on terror."

A new website (ammv.us) contains information on how to join the

organization. There's a way to sign up online and there is also a printable membership application that can be sent via regular mail. A number of SIU retirees belong to the AMMV chapters across the country.

Edyvean, a graduate of the apprentice program at the SIU-affiliated Paul Hall Center, stressed that the older members of the AMMV "are looking to hand down the torch to a younger generation who will continue

to promote public awareness of the role which the U.S. Merchant Marine has played in our nation's history. Thus, Project/Operation Survival is what the AMMV is calling its efforts to remain a viable maritime organization moving forward into the future."

He added that the organization supports the Jones Act, the Maritime Security Program, cargo preference "and anything else that serves to promote the U.S. Merchant Marine."

Bosuns Reflect on Recertification

Continued from Page 7

on, just take anything that comes your way. Don't be picky, just do the work. And remember to contribute to SPAD."

William Yurick

Bolstered by the cheers of his friends in the audience, Yurick was the last to take the stage. The bosun from Philadelphia began by showing his school spirit, shouting out his apprentice graduating class number, "Class Number 601, from the year 2000." He then spoke from the heart about what the SIU means to him.

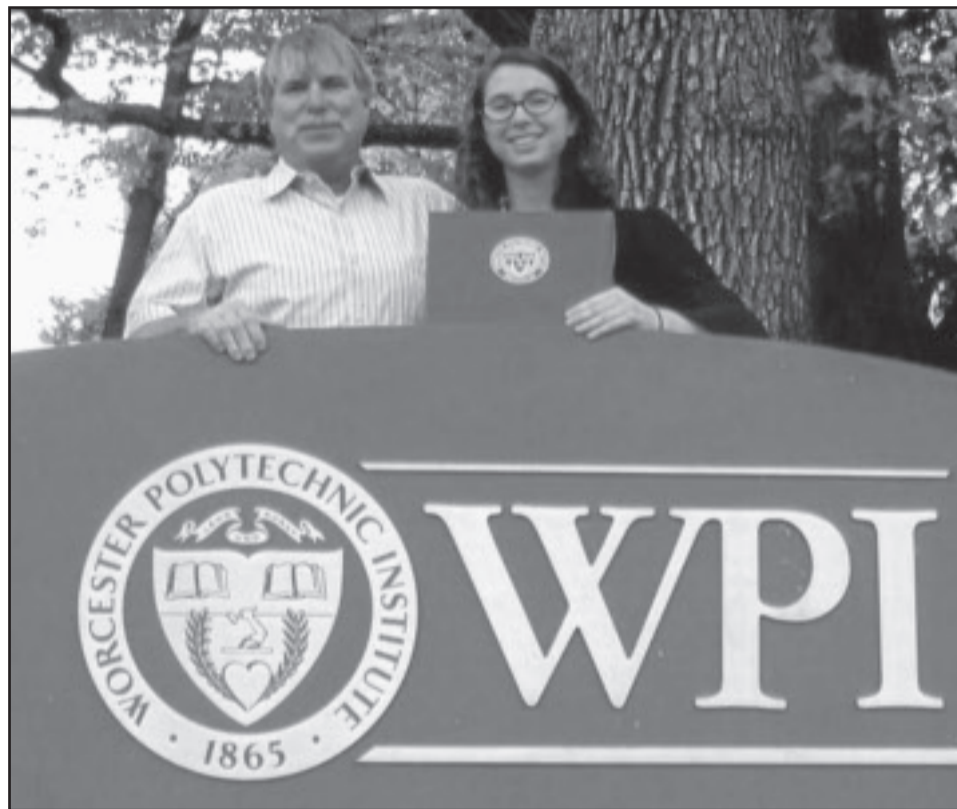
"I've upgraded a few times at our beautiful school, and it's a great honor to be standing here as a recertified bosun in the SIU," Yurick said.

He continued, "I've had the opportunity to work with and meet some of the best people I've ever met in my life."

Yurick then spoke to fellow members about the relationship between union officials and rank-and-file Seafarers: "Whatever we do for our officials – phone calls, letters to Congress, and so on – it's always beneficial for our members." Those tasks help pave the way for more jobs, political reform, and even higher wages, he said.

Later, Yurick addressed the trainees. "What is important is to ask questions while you're here, and listen to what they're telling you," he advised. "And once you get out there, you need to stay positive, and stay focused."

He closed the recertification speeches with the following sentiment, which really summarized the camaraderie shown by this group of bosuns: "Last but not least, I'd like to thank these five brothers that I've met here at the school. Now, let's get to work, boys."



SIU inland Captain Randy Isenhart (left) proudly poses with his daughter Randi at the main entrance of Worcester Polytechnic Institute in Worcester, Massachusetts. Randi recently graduated from the school with a degree in biology and biotechnology.

Seafarers Scholarship Makes Difference to Union Family

Member, Daughter Offer Thanks Following College Graduation

A recipient of the Seafarers Health and Benefits Plan (SHBP) scholarship has parlayed her \$20,000 grant into an advanced degree.

She is Randi Isenhart, daughter of inland Captain **Randy Isenhart** who works for union-contracted Crowley Maritime Corporation. The Del Haven, New Jersey, native recently received her Bachelor of Science degree in biology and biotechnology from Worcester Polytechnic Institute (WPI) in Worcester, Massachusetts.

Both Randi and her father justifiably are proud of her accomplishment and had only words of extreme gratitude to the union for the SHBP scholarship and the game-changing role it played in her success.

"With the high costs associated with attending college these days, the scholarship Randi received from the union was definitely a huge help for us," the senior Isenhart said. "I would just like to extend our sincere thanks to the union for helping to make this wonderful achievement for her possible."

"Randi comes from a long line of Seafarers and we all are proud of her," he continued. "I've been sailing with the SIU for more than 20 years now and her late grandfather was also a retired Seafarer. Randi is a great kid and our entire

family is proud of her."

Randi expressed her gratefulness for the SHBP's monetary support in a series of letters to several union officials, including SIU President Michael Sacco.

"I wanted to sincerely thank you for the SIU scholarship," she said in her correspondence to President Sacco. "The scholarship money enabled me to attend Worcester Polytechnic Institute in Worcester, Massachusetts, from which I just graduated with high distinction with a BS in biology and biotechnology."

Randi said she that during her time at WPI, she had the opportunity to supplement her academics by competing in collegiate-level ballroom dancing, being active in her fraternity and completing a course related project in Zurich, Switzerland.

"Each of these endeavors provided me with invaluable experience in leadership," she continued. "This perfect balance between academics and extracurriculars helped me find employment conducting cancer research at Dana-Farber Cancer Institute in Boston, Massachusetts. I hope to work there for a few years and eventually pursue my Ph.D."

"All of this has been possible thanks to your generous scholarship," she concluded. "I really can't thank you enough."

Brick Donation Helps Cement Bosuns' Legacy

They may have departed from the Paul Hall Center shortly after graduating on Aug. 3, but the union's newest class of recertified bosuns left a permanent reminder of their recent stay at the Piney Point, Maryland, school.

The six Seafarers donated a commemorative brick for the Paul Hall Center's waterfront park, thereby becoming the first group of recertified members to do so. The engraved bricks are part of the waterfront restoration project; they're placed on a walkway.

Asked why they decided to donate a brick, the bosuns enthusiastically offered several reasons

including a show of unity, leaving their legacy, inspiring others, and being the first recertification class to make such a move.

As previously reported, proceeds from brick donations have been used to help offset some of the costs of the overall restoration (a multi-million dollar endeavor). However, the larger aim is to beautify the area while giving people an opportunity to share memories and honor others in a lasting way.

More information on how to donate a brick is available on the SIU home page (www.seafarers.org) and at every SIU hall. Questions may be sent via email to siubricks@seafarers.org



The recertified bosuns examine a brick similar to the one they donated to be placed in the Paul Hall Center's waterfront park.



TALKIN' UNION IN THE COMMONWEALTH – SIU VP Government Services Kermet Mangram (left) and Port Agent Georg Kenny represented the union in early August at the Virginia AFL-CIO convention in Williamsburg. Gov. Terry McAuliffe gave the keynote address.



TAKING THE OATH IN OAKLAND – Deckhand Frank Dignon (right in photo in center, above, with SIU Asst. VP Nick Celona) is sworn in as a full book member while QMED Si Hughes (left in other photo, with Patrolman Nick Marrone II) receives his A-book.



At Sea and Ashore With the SIU



WELCOME ASHORE IN JACKSONVILLE – Picking up their first pension checks, respectively, are newly retired Seafarers Recertified Steward Larry Ewing (left in photo directly above with Patrolman Joseph Koncul) and DEU Nestor Palompo (right in other photo, also with Koncul). Ewing joined the union in 1969, while Palompo began sailing with the SIU in 1998.



A-BOOK IN WILMINGTON – Steward/Baker Maili Wang (left) picks up her A-book from Port Agent Jeff Turkus at the SIU hall in Wilmington, California.



ABOARD BLACK EAGLE – SIU members aboard the Sealift, Inc.-operated ship are pictured after discharging cargo in Concord, California, in early July. Pictured from left are (standing) SA Henry Commager, OS Stevie Palmer, Steward/Baker Milton Sivells, DEU John Jaremchuk, AB Richard Grubbs, Bosun Luis Valerio, (front) DUE Kelly Percy, OS Taylor Jefferies and Chief Cook David Dingman. (Thanks to Sealift's Danielle Centeno for the photo.)



SEAFARERS TO THE RESCUE – As reported in last month's LOG, the SIU-crewed *USNS Impeccable* rescued 11 fishermen from a sinking boat while en route to Subic Bay, Philippines, July 19. The rescue took place near Yokosuka, Japan, and it also featured help from U.S. military personnel and a security detachment. Some of the crew members are pictured with the fishermen aboard the Crowley-operated *Impeccable*.



ABOARD APL KOREA – Pictured after a union meeting aboard the ship in Oakland, California, are Chief Cook Clarence Page (left) and Recertified Steward Donald Irvine.



WITH G&H BOATMEN – Pictured from left to right aboard the G&H Towing tug *William M* (photo at right) are Oiler Felix Johnfinn, Chief Engineer Walter Bickel and Mate Jack Pegram. The other photo, taken on G&H's *Condor*, shows Engineer Darryl Jones (left) and Mate Lionel Hall.



At Sea and Ashore With the SIU



ABOARD HORIZON ENTERPRISE – Putting out a hearty Independence Day spread are Chief Steward Marcus Rowe (left) and Chief Cook Efren Ancheta as the vessel sails to Los Angeles.



A-BOOK IN JERSEY CITY – AB Sherwin Jones (left) receives his A-book at the hall in Jersey City, New Jersey. Congratulating him is Patrolman Mark von Siegel.



WELCOME ASHORE IN HOUSTON – Jimmy Cady (right), a chief engineer with G&H Towing, picks up his first pension check from Patrolman Joe Zavala at the Houston hall.



ABOARD HORIZON SPIRIT – These photos were taken during a late-July servicing of the *Horizon Spirit* (now operated by Sunrise Operations) on the West Coast. Standing watch at the gangway (above, left) is AB Emmanuel Buyser while the other photo includes (from left) SA Walter Harris, Chief Steward Alberto Insong and Chief Cook Joel Ababa.



ABOARD APL BELGIUM – Pictured from left are Chief Cook Christopher Coston, Recertified Steward Ali Matari, SA Saeed Alahmadi and SIU Wilmington Safety Director R.J. Osborne.



KUDOS TO FLICKERTAIL STATE GALLEY GANG – Recertified Steward Michael Pooler (third from left) commended the work of his department during a recent sea trial that followed a July 27 activation. "After the voyage, several people told me I had gotten a good group of people; they got along well together and put out some great food," Pooler said. "I told them thanks, I agree and that I'd be glad to have them back any time." Pictured from left are Chief Cook Marcus Logan, SA Curtis Spencer, Pooler, SA Sheilla Daguio, SA Murray Perkins and SA Virnabeth Cano. The ship is operated by TOTE Services.



ABOARD MAHI MAHI – Pictured from left aboard the Matson-operated ship are ACU Hilario David, Chief Steward Mark Scardino and Chief Cook Mercurion Abuan. Fellow mariners described the steward department's performance as top-notch.

Seafarers Prep Cable Ship for Next Operation

Tyco Decisive Heads Northeast from Home Port of Baltimore

A mid-August visit to the *Tyco Decisive* in Baltimore found the SIU crewed cable ship bustling with activity in all three departments. Seafarers were helping prepare the vessel for assignments near New Hampshire that are expected to last until late September or early October.

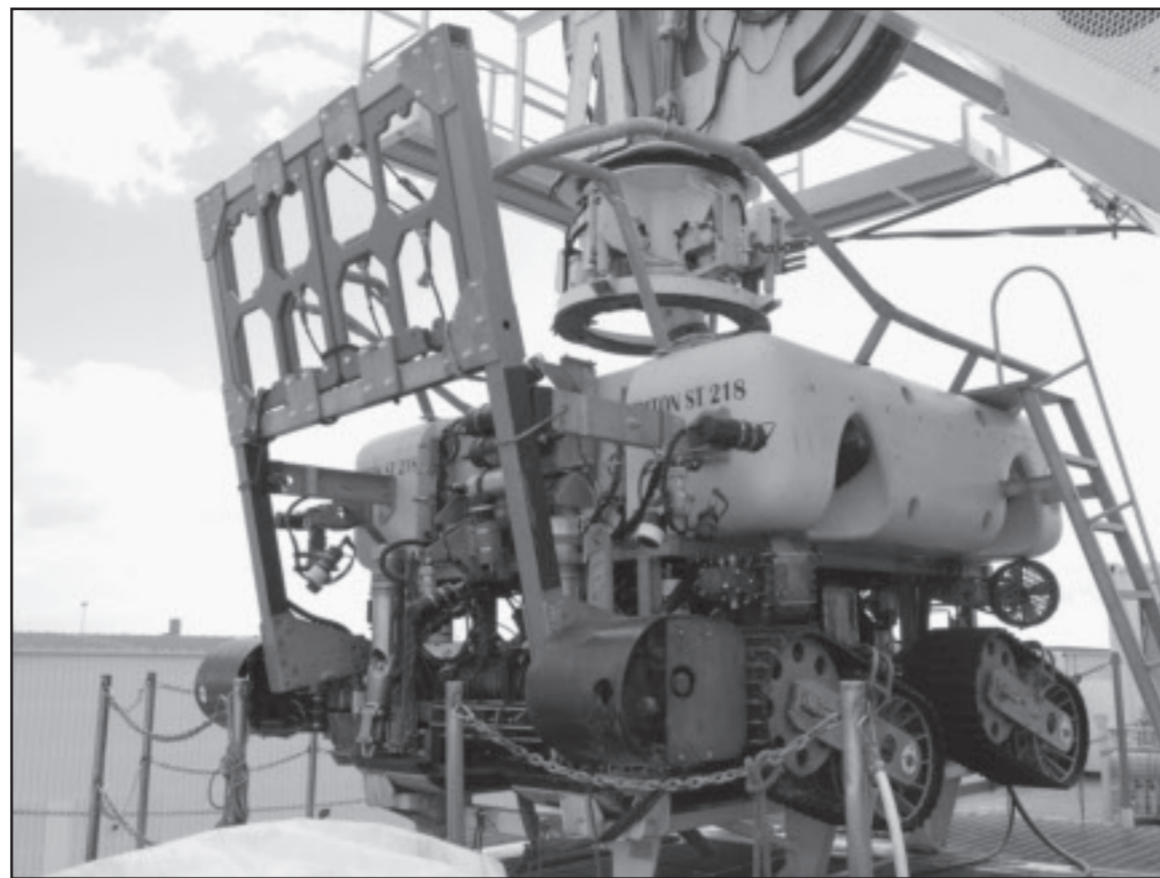
The work isn't isolated – Bosun Victor Nunez said he expects the *Decisive* to be busy for years to come.

Only a dozen years old, the 460-foot-long *Decisive* is described by its parent company (Tyco Telecommunications) as among the most versatile and capable ships in the indus-

try. It is used for cable construction, installation and repairs around the world and can sail at up to 14 knots.

One of the ship's most noteworthy features is called an ROV, short for remotely operated vehicle. It's an underwater robot, controlled from the *Decisive*, which can handle installations and repairs more than 1.5 miles below the surface.

The photos on these two pages were taken Aug. 11 as the SIU crew and AMO officers readied the ship for a weekend departure from Baltimore.



This remotely operated vehicle is used for cable installation and repair tasks at depths to 1.5 miles.



Bosun Victor Nunez, Port Agent Elizabeth Brown



SIU Hawsepiper Brian Isenstadt



Members ensure proper storage of lines.



Seafarers maneuver a transporter that will move lines.



GVA Gregory Attawora



A view down into one of the holds



OMU Lamont Stewart



OMU Cellilio Banga



Chief Cook Quentin Hood



Chief Steward Florencia Farquhar, Bosun Victor Nunez



Bosun's Mate Nestor Agcaolli



AB Arsenio Breccio



AB Dina Mott



Chief Electrician Jome Zerna



SIU VP Contracts George Tricker (standing at left) meets with the crew.



SA Jose Calix



SA Sabbah Shaibi, GVA Jamal Kassim



New flooring and modern equipment (photo above) highlight the shipboard gym. Wellness activities for the *Decisive* crew aren't confined to the gym as evidenced by the photo at left.



Here's one more thing
Union families can share.

Plan ahead with a mortgage from Union Plus. The Union Plus Mortgage program with financing provided by Wells Fargo Home Mortgage was created exclusively for union members, their parents and children. Benefits include mortgage hardship assistance to help protect members' homes in the face of financial hardship. With Union Plus, a mortgage is more than a monthly payment. It's long-term protection for everything your home means to you.



9/15

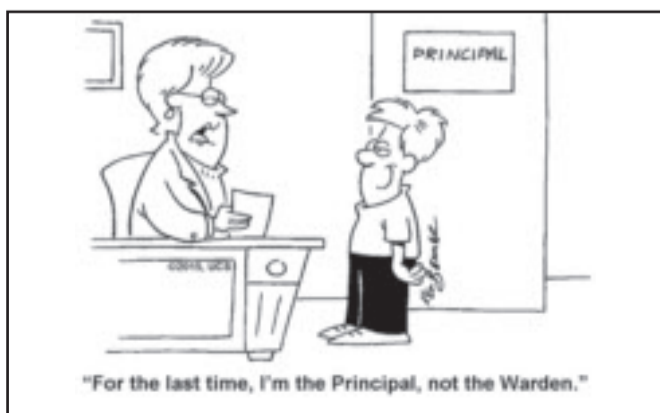
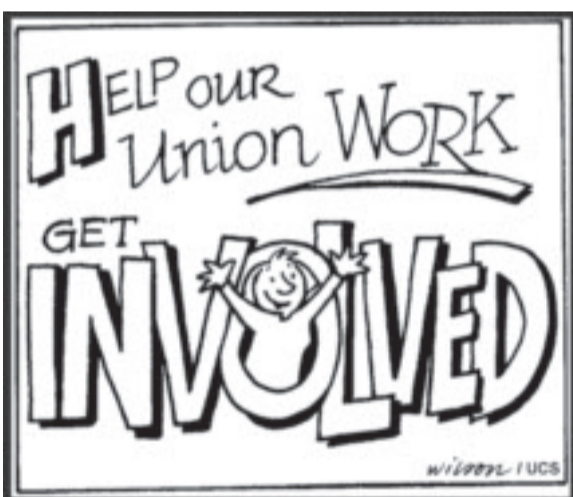
September & October 2015 Membership Meetings

Piney Point.....*Tuesday: September 8, Monday: October 5
 Algonac.....Friday: September 11, October 9
 Baltimore.....Thursday: September 10, October 8
 Guam.....Thursday: September 24, October 22
 Honolulu.....Friday: September 18, October 16
 Houston.....Monday: September 14, **Tuesday: October 13
 Jacksonville.....Thursday: September 10, October 8
 Joliet.....Thursday: September 17, October 15
 Mobile.....Wednesday: September 16, October 14
 New Orleans.....Tuesday: September 15, October 13
 Jersey City.....Tuesday: September 8, October 6
 Norfolk.....Thursday: September 10, October 8
 Oakland.....Thursday: September 17, October 15
 Philadelphia.....Wednesday: September 9, October 7
 Port Everglades.....Thursday: September 17, October 15
 San Juan.....Thursday: September 10, October 8
 St. Louis.....Friday: September 18, October 16
 Tacoma.....Friday: September 25, October 23
 Wilmington.....Monday: September 21, October 19

*Piney Point change due to Labor Day holiday

**Houston change due to Columbus Day

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



Dispatchers' Report for Deep Sea

July 16, 2015 - August 15, 2015

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	26	8	1	15	10	0	4	31	16	3
Anchorage	1	2	0	0	2	0	0	2	1	0
Baltimore	6	6	3	5	1	1	1	4	9	2
Fort Lauderdale	16	13	4	21	6	1	5	28	20	7
Guam	2	2	0	1	1	0	0	7	4	0
Harvey	16	2	0	10	2	1	3	23	3	2
Honolulu	10	8	0	7	4	0	4	27	6	2
Houston	54	6	2	51	9	1	25	98	22	3
Jacksonville	52	17	2	28	18	2	14	83	30	4
Jersey City	38	15	0	20	13	2	12	86	23	2
Joliet	2	4	1	3	0	0	1	6	5	1
Mobile	7	4	2	4	4	1	1	11	2	3
Norfolk	24	15	1	16	10	0	7	38	25	4
Oakland	22	6	0	17	2	1	6	29	11	0
Philadelphia	8	3	1	7	3	0	1	14	6	4
Piney Point	3	3	0	2	2	0	2	2	3	0
Puerto Rico	6	6	2	4	1	1	3	10	6	3
Tacoma	39	7	2	30	6	0	8	65	13	4
St. Louis	1	4	1	0	2	0	0	2	3	1
Wilmington	28	11	2	21	12	1	9	54	17	7
TOTALS	361	142	24	262	108	12	106	620	225	52
Engine Department										
Algonac	11	8	1	4	2	1	1	9	8	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	2	2	1	5	1	1	0	3	3	1
Fort Lauderdale	9	4	2	6	3	0	3	16	3	2
Guam	0	0	0	0	0	0	0	1	1	0
Harvey	1	1	0	1	1	0	1	6	1	0
Honolulu	4	5	1	7	3	1	3	17	9	5
Houston	17	6	0	12	2	0	8	33	11	3
Jacksonville	13	13	4	15	8	0	4	35	27	4
Jersey City	17	7	1	11	7	0	5	27	11	5
Joliet	2	3	0	2	1	0	0	4	4	0
Mobile	8	6	0	3	0	0	0	10	8	3
Norfolk	13	18	3	9	10	0	6	26	26	4
Oakland	9	10	0	7	4	2	1	20	13	4
Philadelphia	4	2	0	2	0	0	0	6	5	0
Piney Point	1	7	1	0	4	0	2	2	2	1
Puerto Rico	2	2	2	1	1	1	2	5	10	3
Tacoma	15	5	0	12	4	2	6	30	5	8
St. Louis	1	1	0	1	1	0	1	3	1	0
Wilmington	15	10	1	10	6	2	4	23	21	1
TOTALS	145	110	17	108	58	10	47	277	169	44
Steward Department										
Algonac	3	2	0	3	2	0	3	5	3	1
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	1	2	1	1	2	1	2	1	0	0
Fort Lauderdale	10	3	2	15	1	0	6	10	4	1
Guam	1	1	1	0	0	1	0	1	1	0
Harvey	4	1	1	4	1	0	3	5	1	1
Honolulu	15	1	1	11	0	0	5	29	2	0
Houston	20	8	0	16	5	0	8	41	8	1
Jacksonville	10	8	1	15	6	1	6	31	11	3
Jersey City	13	5	1	10	1	0	6	24	8	2
Joliet	3	1	0	0	0	0	0	3	2	0
Mobile	3	2	2	2	2	1	1	5	0	2
Norfolk	12	7	2	14	2	1	4	21	21	3
Oakland	22	3	1	15	5	0	2	33	8	7
Philadelphia	2	1	0	2	1	0	0	5	0	0
Piney Point	3	0	2	1	0	1	0	4	0	1
Puerto Rico	1	3	0	1	4	0	3	3	4	0
Tacoma	12	3	0	15	0	0	3	19	5	0
St. Louis	1	1	0	1	1	0	0	3	1	0
Wilmington	27	7	2	26	5	1	8	41	8	4
TOTALS	163	59	17	152	38	7	60	284	88	26
Entry Department										
Algonac	3	11	9	1	9	3	2	5	11	9
Anchorage	0	1	1	0	2	0	0	0	1	1
Baltimore	0	2	3	0	1	1	0	0	2	1
Fort Lauderdale	0	5	1	0	4	0	0	2	7	4
Guam	0	2	1	0	0	0	0	0	3	1
Harvey	1	2	1	1	2	0	0	1	1	4
Honolulu	1	3	6	0	4	4	2	4	9	7
Houston	7	10	2	0	12	0	4	9	20	6
Jacksonville	2	8	7	4	7	3	3	5	20	15
Jersey City	5	18	3	4	12	3	2	9	26	7
Joliet	0	0	1	0	0	0	0	0	1	1
Mobile	0	2	1	0	2	0	1	0	2	4
Norfolk	0	20	13	0	8	2	0	0	29	22
Oakland	3	12	6	2	7	4	3	3	11	9
Philadelphia	0	0	0	0	0	1	0	0	0	1
Piney Point	0	1	3	0	1	0	0	0	1	2
Puerto Rico	0	0	0	0	0	0	0	0	0	0
Tacoma	3	4	5	2	4	4	1	5	19	13
St. Louis	0	0	0	0	0	1	0	0	0	0
Wilmington	3	12	10	5	7	2	3	7	24	21
TOTALS	28	113	73	19	82	28	21	50	187	128
GRAND TOTAL:	697	424	131	541	286	57	234	1,231	669	250

Seafarers International Union Directory

Michael Sacco, *President*
Augustin Tellez, *Executive Vice President*
David Heindel, *Secretary-Treasurer*
George Tricker, *Vice President Contracts*
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Vice President Lakes and Inland Waters
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Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

JERSEY CITY

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was posed to members attending upgrading courses at the union-affiliated Paul Hall Center in Piney Point, Maryland.

Question: Is your job as a merchant mariner important to the country? Why?



Eddie Solichin
OMU

I sail out of the Port of Wilmington, California, and have been sailing for about three years. My job is very important to the country because in addition to bringing goods to the United States we take goods to other countries. So a lot of people depend on us for a lot of commodities. We also do a lot of different things to support our military.



Steve Tate
OMU

My home port is Port Everglades, Florida, and I'm here upgrading to (eventually) third engineer. I have been sailing with the SIU for 15 years; before that I sailed under foreign flags for 20 years. I think my job as a merchant mariner is very important because the people depend on us to move all kinds of cargo in and out of the country. We do this during peace time as well as during periods of war.



Robert Gross
OS

I've been sailing for about six years and my job as a Seafarer is very important. The country gets most of the goods that people use through the maritime industry and it's important that we keep this flow of goods going because people depend on us. But none of this would be possible without the Jones Act. Under it, we are able to maintain our jobs and have good careers. I sail out of the Port of Jacksonville.



Helen Haslam
AB

My job as a merchant mariner is important because we bring a lot of things in and out of the country that people use in their everyday lives. We also support the military a lot. I sailed on an MSC vessel and we had to be ready to go at all times in case any type of emergency happened anywhere around the globe. I have been sailing for just over one year and am home ported in Algonac, Michigan.



Aaron Beasley
OS

My job definitely is important to the country because we do a lot of import and export of all types of merchandise, both domestically and internationally. Without merchant mariners, a lot of merchandise that Americans use and depend on every day could not get here to the U.S. in a convenient way. We also do a lot of work for the military, especially the Military Sealift Command. We have a lot of duties and responsibilities involving the MSC fleet. I've been going to sea for about one and one-half years and sail out of the Port of Philadelphia.



Johnny Dozier III
AB

I'm home ported in Norfolk, Virginia, and have been sailing for about eight years. My job is important because I work on the waterways – the number one method through which exports and imports get to and from their destinations. Most countries that require U.S. products depend on us to deliver them and the reverse is true for products that the U.S. needs from other countries. Doing and keeping these jobs on the ships is what keeps our economy going.

Pic From The Past



This photo was published in an October 1955 edition of the *LOG* as part of a feature about navigation aids. The original caption: "Man-made space satellites may look like this someday, but these happen to be channel buoys under repair at the Coast Guard base in Boston."

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

JOEY ACEDILLO

Brother Joey Acedillo, 68, joined the SIU in 1989. His first trip was aboard the *Independence*. Brother Acedillo sailed in the engine department. He upgraded often at the maritime training center in Piney Point, Maryland. Brother Acedillo last worked on the *Summer*. He calls Las Vegas, Nevada, home.



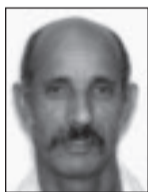
RODOLFO ANTONIO

Brother Rodolfo Antonio, 68, became a union member in 1999. He initially worked on the *Independence*. Brother Antonio attended classes frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. He sailed in the deck department. Brother Antonio's most recent voyage was aboard the *Horizon Pacific*. He makes his home in Waipahu, Hawaii.



AHMED BAABBAD

Brother Ahmed Baabbad, 64, donned the SIU colors in 1978. He originally sailed on the *Del Sol*. Brother Baabbad enhanced his skills at the union-affiliated school on two occasions. The deck department member's last trip was on the *Comet*. He lives in Costa Mesa, California.



GAUDIOSO BACALA

Brother Gaudioso Bacala, 66, started sailing with the union in 2003. His first trip was aboard the *Chemical Pioneer*. In 2003, Brother Bacala attended classes at the SIU-affiliated school in Maryland. The deck department member's most recent vessel was the *Horizon Discovery*. Brother Bacala is a resident of Houston.



LARRY BAKER

Brother Larry Baker, 65, became an SIU member in 1997. He initially worked aboard the *Chief Gadao*. Brother Baker sailed in the steward department and most recently shipped on the *USNS Pathfinder*. He upgraded twice at the Piney Point school. Brother Baker resides in Mobile, Alabama.



VICTOR BERMUDEZ

Brother Victor Bermudez, 65, joined the SIU ranks in 1989. He initially



sailed on the *Enterprise*. Brother Bermudez attended classes often at the Paul Hall Center. His most recent ship was the *Ocean Freedom*. Brother Bermudez sailed in the engine department. He calls Houston home.

GEORGE CARAGUNOPOLOS

Brother George Caragunopoulos, 65, started shipping with the SIU in 1993. He originally worked in the inland division with Crowley Towing & Transportation of Wilmington. Brother Caragunopoulos upgraded in 1996 and 2002 at the union-affiliated school in Piney Point, Maryland. He last sailed on the *Long Beach*. He resides in El Cajon, California.

ABDALLA GAAFAR

Brother Abdalla Gaafar, 62, began sailing with the SIU in 2001 when the NMU merged into the Seafarers International Union. He also enhanced his skills in 2001 at the maritime training center in Piney Point, Maryland. Brother Gaafar sailed in the deck department and most recently worked aboard the *Maersk Utah*. He settled in West Orange, New Jersey.

MICHAEL HARRIS

Brother Michael Harris, 57, joined the Seafarers in 1980. He upgraded numerous times at the union-affiliated school in Piney Point, Maryland. Brother Harris' first ship was the *Producer*; his most recent, the *Alliance Richmond*. He sailed in the steward department. Brother Harris is a resident of Jacksonville, Florida.



MICHAEL HESTER

Brother Michael Hester, 65, signed on with the SIU in 1991. His earliest trip was on the *Overseas Washington* as a member of the deck department. Brother Hester often took advantage of educational opportunities available at the union-affiliated school in Piney Point, Maryland.



He most recently sailed aboard the *Pacific Tracker*. Brother Hester settled in Seattle.

JOHN NEAL

Brother John Neal, 64, joined the union in 1986. He first shipped with Stuart Transportation Company. Brother Neal upgraded in 2003 at the Seafarers-affiliated school in Piney Point, Maryland. He worked in the steward department. Brother Neal last sailed on the *USNS Impeccable*. He was born in North Carolina and now calls



Tamuning, Guam, home.

JESUS OLBES

Brother Jesus Olbes, 65, became a Seafarer in 1991. He was originally employed on the *USNS Assurance*. In 2003, Brother Olbes attended classes at the Piney Point school. The deck department member's most recent vessel was the *APL Pearl*. Brother



Olbes is a resident of Rakati City in the Philippines.

MICHAEL PHILLIPS

Brother Michael Phillips, 59, signed on with the union in 1974. His first ship was the *Tam Guilden*; his most recent was the *North Star*. Brother Phillips often took advantage of educational opportunities available at the Paul Hall Center. He sailed in the engine department. Brother Phillips lives in Tacoma, Washington.

KIRT PUGH

Brother Kirt Pugh, 65, began shipping with the Seafarers in 1991. His first trip was on the *Sealift Mediterranean*. Brother Pugh, who sailed in the deck department, enhanced his skills in 1999 at the Piney Point school. His most recent voyage was aboard the *USNS Brittin*. He resides in Canton, Illinois.



FRANCIS QUEBEDEAUX

Brother Francis Quebedeaux, 74, became a union member in 1966. He initially sailed with Intercocean American Shipping Company. Brother Quebedeaux shipped in the engine department. He upgraded frequently at the union-affiliated school in Piney Point, Maryland. Brother Quebedeaux last sailed on the *Flickertail State*. He makes his home in Century, Florida.

DANIEL RAMIREZ

Brother Daniel Ramirez, 65, started sailing with the SIU in 2001 during the SIU/NMU merger. A member of the engine department, Brother Ramirez upgraded his skills often at the Piney Point school. His most recent voyage was aboard the *St. Louis Express*. Brother Ramirez continues to live in his native state, Texas.



GARY RANNE

Brother Gary Ranne, 65, became a union member in 2001. His first ship was the *Independence*. Brother Ranne attended classes frequently at the maritime training center in Piney Point, Maryland. A



native of Honolulu, Brother Ranne shipped as a member of the engine department and last sailed on the *USNS Petersburg*. He resides in Ketchikan, Arkansas.

THOMAS RESPICIO

Brother Thomas Respicio, 65, began shipping with the SIU in 2001. Brother Respicio originally sailed on the *Patriot*. His most recent vessel was the *Maj Stephen W. Pless*. The engine department member enhanced his skills on three occasions at the Paul Hall Center. Brother Respicio makes his home in Stockton, California.



MURRAY ROBERSON

Brother Murray Roberson, 62, started his seafaring career in 1972. He initially worked aboard the *Walter Rice*. Brother Roberson sailed in both the engine and steward departments. His most recent trip was on the *APL Pearl*. Brother Roberson has retired to Washington, North Carolina.

MUHAMAD SANI

Brother Muhamad Sani, 65, signed on with the SIU in 1968. He was first employed aboard the *Endurance* as a member of the steward department. Brother Sani attended classes in 1988 at the maritime training center in Piney Point, Maryland. He last shipped on the *Overseas Martinez*. Brother Sani is a resident of Tukwila, Washington.

MARY SIMS

Sister Mary Sims, 71, joined the SIU during the SIU/NMU merger in 2001. She sailed in the steward department. Sister Sims upgraded in 2001 at the maritime training center in Piney Point, Maryland. Prior to her retirement, she shipped aboard the *Cape Decision*. Sister Sims calls Middleburg, Florida, home.

CARLOS SOLINAP

Brother Carlos Solinap, 65, became an SIU member in 2001 when the NMU merged into the Seafarers International Union. He enhanced his seafaring abilities in 2001 and 2010 at the Piney Point school. Brother Solinap last sailed aboard the *Shughart*. He makes his home in Las Vegas, Nevada.



CRESCENCIO SUAZO

Brother Crescencio Suazo, 65, began shipping with the union in 1978. He initially worked on the *Overseas Alaska*. Brother Suazo was born in Honduras and sailed in the engine department. He upgraded often at the Paul Hall Center. Brother Suazo's final trip was aboard the *Ocean*



Freedom. He settled in Houston.

INLAND

PAUL BROWN

Brother Paul Brown, 62, started shipping with the union in 1972. He originally sailed with Mariner Towing. Brother Brown, a deck department member, enhanced his skills frequently at the Piney Point school. He last worked with OSG Ship Management. Brother Brown calls Roaring River, North Carolina, home.

MICHAEL KRALJEVIC

Brother Michael Kraljevic, 56, joined the SIU ranks in 1975. He initially worked on the *Los Angeles*. Brother Kraljevic sailed in the engine department. He upgraded on three occasions at the SIU-affiliated school in Piney Point, Maryland. Brother Kraljevic's most recent trip was aboard the *Liberty Island*. He resides in Mobile, Alabama.

KEVIN MCNEELY

Brother Kevin McNeely, 62, became a union member in 1977. He was primarily employed with Crescent Towing of New Orleans, and sailed in the deck department. Brother McNeely is a resident of his native state, Louisiana.



RANDY RHOADS

Brother Randy Rhoads, 65, first donned the SIU colors in 1973. He shipped with G&H Towing for the duration of his career. Brother Rhoads was a member of the deck department. He makes his home in Texas City, Texas.



JACK RUPERT

Brother Jack Rupert, 66, began sailing in the deep sea division in 2005, on the *Ist Lt. Jack Lummus*. He worked in the steward department and concluded his career with Intrepid Personnel & Provisioning. Brother Rupert lives in Spring, Texas.



PATRICK WELSH

Brother Patrick Welsh, 59, signed on with the union in 1980. His first trip was aboard the *Sabine*. Brother Welsh shipped in the deck department, most recently aboard a Crowley Towing of Jacksonville vessel. He upgraded twice at the Piney Point school. Brother Welsh calls Danbury, New Hampshire, home.



Final Departures



DEEP SEA

ELEFTHERIOS ANAGNOSTOU

Pensioner Eleftherios Anagnostou, 92, died December 16. He first shipped on the *Cape Catawba* in 1953. Brother Anagnostou was born in Greece. A member of the engine department, he last sailed aboard a vessel operated by Michigan Tankers Inc. Brother Anagnostou retired in 1987 and made his home in Athens, Greece.

GEORGE ARMSTEAD

Pensioner George Armstead, 87, passed away December 24. He started sailing with the union in 1965. Brother Armstead's first few voyages were aboard ships operated by Isthmian Lines Inc. He was born in Alabama and shipped in the steward department. He last sailed on the *Sam Houston*. Brother Armstead went on pension in 1992 and called Norfolk, Virginia, home.

JOSEPH BIRKE

Pensioner Joseph Birke, 73, passed away January 5. He was born in Mobile, Alabama. Brother Birke initially worked on the *USNS Wyman*; his final ship was the *Overseas Houston*. He was a member of the steward department. Brother Birke became a pensioner in 2010 and settled in Harvey, Louisiana.



EDILBERTO CAMIT

Pensioner Edilberto Camit, 66, passed away January 16. He started shipping with the Seafarers in 1992 in the port of San Francisco. Brother Camit first sailed aboard the *USNS Silas Bent*. The Philippines native was a steward department member. Brother Camit's final ship was the *USNS Petersburg*. He went on pension in 2013 and continued to live in the Philippines.



CHIH CHANG

Pensioner Chih Chang, 83, died December 28. Brother Chang joined the SIU in 1988. He originally worked with Bay Tankers Inc. Brother Chang last sailed aboard the *Atlantic*. A member of the steward department, Brother Chang started collecting his retirement compensation in 2000. He was a resident of Taiwan.

DANIEL COMPEAU

Pensioner Daniel Compeau, 89, passed away February 4. Brother Compeau began sailing with the union in 1991. He first shipped with Marinucci Brothers. Brother Compeau was born in Michigan and worked in the



engine department. His final voyage was on the *Independence*. Brother Compeau retired in 1991 and made his home in Arizona.

JORGE COTO

Pensioner Jorge Coto, 86, died January 26. Born in Costa Rica, he donned the SIU colors in 1993. Brother Coto initially shipped aboard a Penn Navigation Company vessel. He was a deck department member. Prior to his retirement in 1993, Brother Coto worked for Waterman. He called Louisiana home.

ANDERSON CUARES

Pensioner Anderson Cuares, 94, passed away February 12. He signed on with the union in 1970 in the port of Norfolk, Virginia. Brother Cuares' first ship was the *Del Mundo*; his last was *USNS Stalwart*. A member of the steward department,



Brother Cuares began collecting his pension in 1986. He lived in New York.

RODOLFO GATICA

Pensioner Rodolfo Gatica, 96, died February 17. He joined the SIU in 1951. Brother Gatica was initially employed aboard the *Strathmore*. He was born in Mexico and worked in the engine department. He last shipped on the *Inger* and settled in Texas City, Texas.



HUBERT HALFHILL

Pensioner Hubert Halfhill, 90, passed away February 11. Brother Halfhill started sailing with the Seafarers in 1951. He was originally employed aboard the *Seawind*. Brother Halfhill was born in Bardstow, Kentucky. The deck department member last shipped aboard the *Dodge Island*. He retired in 1984 and resided in Frankfort, Kentucky.



THOMAS MALEY

Pensioner Thomas Maley, 79, died December 2. Brother Maley became a union member in 1959. His first trip was with Boston Towing. Brother Maley sailed in the steward department. He most recently worked on the *Franklin J. Phillips*. Brother Maley started receiving his pension in 2000. He settled in New York.



ALLEN MYREX

Pensioner Allen Myrex, 89, passed away February 5. Brother Myrex began his seafaring career in 1946,

initially sailing with Liberty Navigation Trading Company. He worked in the deck department and last sailed aboard the *Sea-Land Venture*. Brother Myrex went on pension in 2012 and lived in Silverhill, Alabama.

CRAIG NEBBIA

Brother Craig Nebbia, 37, died December 13. Brother Nebbia donned the SIU colors in 2013. He originally sailed in the deck department of the *Overseas Los Angeles*. Brother Nebbia was born in Omaha, Nebraska. He last sailed on the *2nd Lt. John Paul Bobo*. Brother Nebbia was a resident of Bellevue, Nebraska.



ANASTACIO SERENO

Brother Anastacio Sereno, 84, passed away February 7. He began shipping with the union in 1972. Brother Sereno initially worked aboard the *Achilles*. He was a steward department member. Brother Sereno was last employed on the *Manukai*. He was a native of the Philippines but called Santa Clara, California, home.

HERNAN SUAZO

Brother Hernan Suazo, 48, died November 24. He became an SIU member in 2001. Brother Suazo initially sailed in the inland division aboard a Delta Queen Steamship vessel. The deck department member most recently worked on the *Chemical Pioneer*. Brother Suazo made his home in Humble, Texas.

JAMES TUCKER

Pensioner James Tucker, 73, died February 26. He started his seafaring career in 1964 aboard the *Robin Locksley*. Brother Tucker was a native of Alabama. He sailed in the steward department, most recently on the *Liberty Glory*. Brother Tucker retired in 2012 and lived in Buford, Georgia.

INLAND

JAMES MCLAUGHLIN

Brother James McLaughlin, 66, passed away December 3. He signed on with the union in 1974 in the port of Jacksonville, Florida. Brother McLaughlin primarily shipped with Crowley Towing and Transportation of Jacksonville. He was born in Baltimore and worked in the deck department. Brother McLaughlin was a resident of Lake Mary, Florida.

CLAUDE MURPHY

Pensioner Claude Murphy, 69, died February 22. He began his union career in 1969. Brother Murphy worked with G&H Towing Company for the duration of



his career. He was born in Keechi, Texas. Brother Murphy went on pension in 2003 and settled in Bufalo, Texas.

GLEN MURRY

Pensioner Glen Murry, 80, passed away February 13. He donned the SIU colors in 1989. Brother Murry mainly worked in the deck department of Crowley Towing & Transportation of Jacksonville vessels. He retired in 1999 and resided in his native state, Louisiana.



JIMMY SALOOM

Pensioner Jimmy Saloom, 61, died January 26. Born in Alabama,



Brother Saloom began sailing with the SIU in 1990 in the port of Mobile. He was initially employed with Crowley Towing & Transportation of Jacksonville. Brother Saloom last sailed on the *Gulf Reliance*. He became a pensioner in 2008 and continued to live in Alabama.

JULIAN WATLER

Pensioner Julian Watler, 75, passed away January 5. He signed on with the union in 1984. Brother Watler primarily shipped with Delta Queen Steamboat as a member of the engine department. He began receiving his retirement compensation in 2004. Brother Watler was a resident of Honduras.



GREAT LAKES

EDWARD GOETZ

Pensioner Edward Goetz, 88, died February 7. He joined the SIU in 1961. Brother Goetz worked with Massman Construction Company and with Great Lakes Towing Company. He began receiving his pension in 1989 and called Michigan home.



MUSSLIH KASSIM

Pensioner Musslih Kassim, 81, died January 21. He started shipping with the union in 1966. Brother Kassim's first vessel was the *Anniston Victory*; his last was the *Richard J. Reiss*. He worked as a member of all three departments. Brother Kassim began collecting his pension in 1999 and lived in Detroit.



NATIONAL MARITIME UNION

DOMINGO AYALA

Pensioner Domingo Ayala, 88, passed away December 29. The Puerto Rico native retired in 1988. Brother Ayala called Bronx, New York, home.

CARLIE BUMGARNER

Pensioner Carlie Bumgarner, 88, died January 30. Born in North Carolina, Brother Bumgarner started receiving his pension in 1982. He lived in Kannapolis, North Carolina.

WILFRED FORDE

Pensioner Wilfred Forde, 91, passed away January 23. He was born in Newport News, Virginia, and became a pensioner in 1967. Brother Forde settled in Ocala, Florida.



JAMES JONES

Pensioner James Jones, 90, died January 23. Brother Jones, a native of Dillwyn, Virginia, began collecting his retirement pay in 1971. He resided in Queens, New York.

ERNESTO MAULEON

Pensioner Ernesto Mauleon, 94, passed away December 27. Born in Puerto Rico, Brother Mauleon went on pension in 1968. He continued to live in Puerto Rico.

HAROLD PARSONS

Pensioner Harold Parsons, 86, died January 17. Brother Parsons was born in Canada. He started receiving compensation for his retirement in 1986 and made his home in Middletown, Pennsylvania.

JUAN PENA

Pensioner Juan Pena, 79, passed away January 3. The Puerto Rico native became a pensioner in 1987. Brother Pena called Orlando, Florida, home.

ALTHMAN RICHARDS

Pensioner Althman Richards, 93, died January 20. Brother Richards was born in Cuba. He went on pension in 1987 and was a resident of New Jersey.

JULIO ROLON

Pensioner Julio Rolon, 71, passed away January 21. He was a native of Puerto Rico. Brother Rolon retired in 2005 and continued to make his home in Puerto Rico.

RICHARD SMITH

Pensioner Richard Smith, 92, passed away January 25. He was a native of Seekonk, Massachusetts, and became a pensioner in 1968. Brother Smith settled in Coventry, Rhode Island.

Name	Age	DOD
Dyer, John	87	Jan. 25
Johnson, Robert	96	Nov. 7
Palacios, Roberto	69	Nov. 9

Digest of Shipboard Union Meetings

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

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

AMERICAN SPIRIT (American Steamship), May 21 – Chairman **Paul S. Gohs**, Secretary **Steven Eberspacher**, Educational Director **Michael L. Kruse**. Chairman reviewed information in ship's packet and distributed *Seafarers LOG*. Educational director advised mariners to attend classes at the Paul Hall Center in Piney Point, Maryland, and posted schedule of upgrading courses on bulletin board. No beefs or disputed OT reported. Crew talked about upcoming installation of exhaust scrubber system. Protective equipment will be provided. Members discussed need for hoist-operated ladder on bow due to vessel being longer than dock at quarry.

SAM LAUD (American Steamship), May 20 – Chairman **Abdullah Algalham**, Secretary **Walter Wise**, Educational Director **Jeffery G. Frankovich**, Deck Delegate **Ali Musid**, Engine Delegate **Michael R. Lau**. Chairman encouraged members to create portal account on SIU website. Secretary reminded mariners to put dishes in sink when they're done with them. Educational director encouraged members to upgrade at Paul Hall Center. Deck delegate reminded everyone to put safety first. No beefs or disputed OT reported. New harness was requested for DEU. Crew would like physical exams to be done as quickly as they used to be.

CHARGER (Maersk Line, Limited), June 6 – Chairman **Robert Pagan**, Secretary **Alan E. Hollinger**, Educational Director **Wade T. Rudolph**, Deck Delegate **Joven G. Deocampo**, Engine Delegate **Carlos Bonilla**, Steward Delegate **Clifton Medley**. Chairman announced payoff June 19 in Tanjung Pelepas, Malaysia. Those departing vessel were asked to return keys to chief mate. Crew was reminded to keep public spaces and rooms locked while in port. Secretary thanked mariners for helping steward department keep common areas clean. Members were reminded to use designated measuring cup when doing laundry and to clean lint screen. Educational director suggested Seafarers attend classes at the union-affiliated school and stay ahead of document expiration dates. Crew members were advised to pay attention to new STCW requirements that start in 2017. Treasurer reported \$1,399 in ship's fund. No beefs or disputed OT reported. Suggestions were made regarding vacation benefits. Next port: Chennai, India.

LIBERTY PRIDE (Liberty Maritime), June 21 – Chairman **Thomas W. Grosskurth**, Secretary **Rafael A. Cardenas**, Deck Delegate **Nicholas Smithling**, Engine Delegate **Abdul Muhammad**, Steward Delegate **Anthony Harrell**. Chairman reviewed ship's itinerary. He informed mariners that as of 2017 all members will have to renew safety training via classes like the ones offered at Piney Point

With Seafarers on RRF Ships in Baltimore



Mariners from the Crowley-operated *Cape Washington* and *Cape Wrath* are pictured Aug. 11 in Baltimore, aboard the *Washington*. The roll-on/roll-off vessels are part of the U.S. Ready Reserve Force.



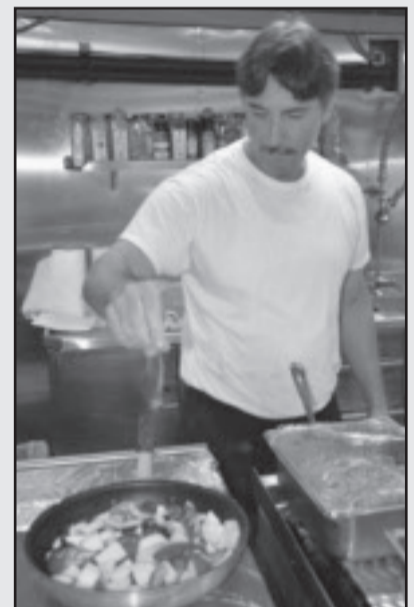
Port Agent Elizabeth Brown, Recertified Bosun Rick James



QMED Jerry Semper, AB Brooke English, GUDE Erick Johnson



Recertified Bosun Billy Dowzicky



Recertified Steward Robert Brown

as there will be no more renewal through sea time. No beefs or disputed OT reported. Recommendation made pertaining to sea-time requirements to qualify for retirement.

JEAN ANNE (TOTE), June 28 – Chairman **Noel R. Camacho**, Secretary **Virginia P. Panoncillo**, Educational Director **Martin M. Hamilton**, Deck Delegate **Mohammed Saleh**, Engine Delegate **William Gibson**, Steward Delegate **Mary Maddox**. Bosun welcomed new crew and discussed ship's schedule. Crew was urged to read *Seafarers LOG* to stay current on issues related to maritime. Educational director urged everyone to enhance skills at the maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Members were reminded that BST/STCW requirements change in 2017, and were urged to have their training renewed as soon as possible. Money earned for recycling used to purchase new movies for crew entertainment. Next port: Honolulu.

MARJORIE C (TOTE), June 21 – Chairman **Daniel J. Davenport**, Secretary **Samuel P. Sinclair**, Educational Director **Michael A. Papaioannou**, Deck Delegate **Billy J. Cooley**, Engine Delegate **Dale Graham**,

Steward Delegate **Stephen Avalone**. Under old business, it was reported that all items previously requested have been addressed. Refrigerators will be installed in crew cabins in the near future, along with transformers for small electrical needs. A third dryer is planned for laundry room. Hobby room will be outfitted with gym equipment. Chairman thanked original crew and new hires for excellent job outfitting vessel on startup voyages. Educational director encouraged fellow members to make use of Paul Hall Center. No beefs or disputed OT reported. Crew discussed recent column by SIU President Michael Sacco pointing out improvements at union-affiliated school in Piney Point, Maryland. School is nearing its 50-year mark (2017) and keeping up with the times. Crew touched on Manila Amendments to STCW Convention and related requirements. They would like a large-capacity ice machine installed for crew use in mess deck. Crew also gave thanks for continued excellence of steward department.

PACIFIC COLLECTOR (TOTE), June 28 – Chairman **Mickey Earhart**, Secretary **Allan D. Bright**, Educational Director **Rodrigo D. Castillo**, Deck Delegate **John O'Connell**, Engine Delegate **Davon Brown**,

Steward Delegate **Gregory Blaylock**. Under old business, it was mentioned that crew wants satellite phone and internet access. New washers and dryers are up and running. Chairman read president's report from latest *LOG*. Educational director encouraged everyone to upgrade at Piney Point and keep all documents current. No beefs or disputed OT reported. All departments were recognized for jobs well done. Next ports: Honolulu, Hawaii; Portland, Oregon.

MAERSK ATLANTA (Maersk Line, Limited), July 18 – Chairman **Robert S. Vazquez**, Secretary **Memo Elfeky**, Educational Director **Hector L. Solis**. Chairman announced upcoming payoff and thanked steward department for great meals and cleanliness. Educational director recommended upgrading at union-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. Crew requested second computer for lounge.

ST LOUIS EXPRESS (Crowley), July 19 – Chairman **Mario R. Romero**, Secretary **Gerald L. Archie**, Educational Director **Christopher M. Eason**, Deck Delegate **Eric J. Moreira**, Engine Delegate **Lonnie I. Carter**, Steward Delegate **John A. Ste-**

phen. Chairman said big crew change is expected in Houston. He thanked departing mariners and encouraged everyone to upgrade at SIU-affiliated Paul Hall Center for Maritime Training and Education. Secretary reported smooth sailing. Educational director also talked about upgrading. No beefs or disputed OT reported. Crew recommended reading *LOG* for information about union and about school.

USNS MONTFORD POINT (Ocean Shipholdings), July 9 – Chairman **Kenneth L. Steiner**, Secretary **Kimberly A. Strate**, Educational Director **Jason A. Powell**, Deck Delegate **Timothy McHale**, Engine Delegate **Mark J. Loughman**, Steward Delegate **James Martin**. Chairman reminded everyone to work safely, and he encouraged fellow Seafarers to contribute to SPAD, the union's voluntary political action fund. Educational director encouraged crew members to upgrade at Piney Point; storekeeper can assist in scanning applications/forms for school. Treasurer reported \$2,500 in ship fund. No beefs or disputed OT reported. Fans have been ordered and approved. Delivery may happen as soon as August. Concerns about email will be mentioned in letter to union. Crew thanked steward department for job well done.

NMC Issues Notices on Mariner Forms, Sea Service

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

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

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

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

The National Maritime Center (NMC) will begin apply-

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

Implementation of Updated Mariner Credentialing Program Forms

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

with each form as well.

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

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

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

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

SHBP Offers COBRA Continuation Coverage To Union Members

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

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

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

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

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

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

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

Know Your Rights

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

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

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

The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Paul Hall Center 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.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and - in times of conflict - national security.

Students attending any of these classes should check in the Saturday before their course's start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday. Students who have registered for classes, 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.

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
Deck Department Upgrading Courses		
Able Seafarer-Deck	October 10	November 6
ECDIS	November 14	November 20
GMDSS	October 24	November 6
Lifeboat	September 12 October 10 November 7 December 5	September 25 October 23 November 20 December 18
RFPNW	September 12	October 9
Tanker Familiarization DL/LG	September 12	September 25
Tanker Familiarization LG	October 3 December 12	October 9 December 18
Tank Barge DL	October 3	October 9
Engine Department Upgrading Courses		
BAPO	September 12	October 9
FOWT	October 10	November 6
Junior Engineer	October 17	December 11
Machinist	September 26	October 16
Pumpman	October 17	October 30
Welding	September 19 October 24	October 9 November 13
Safety Upgrading Courses		
Advanced Firefighting	November 7	November 13
Basic Firefighting/STCW	September 5 September 26	September 11 October 2

Title of Course	Start Date	Date of Completion
Basic Firefighting/STCW	October 31 December 5	November 6 December 11
Basic Training w/16hr FF	October 19 November 16	October 23 November 20
Government Vessels #1	September 12 October 24 November 28	September 18 October 30 December 4
Medical Care Provider	November 14	November 20
Steward Department Courses		
Advanced Galley Ops	September 26 October 24 November 21	October 23 November 20 December 18
Chief Steward	September 12 December 5	October 23 January 15
Galley Ops	September 12 October 10 November 7 December 5	October 9 November 6 December 4 January 1
Serve Safe	September 26	October 2



Important Notice to Students

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

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.

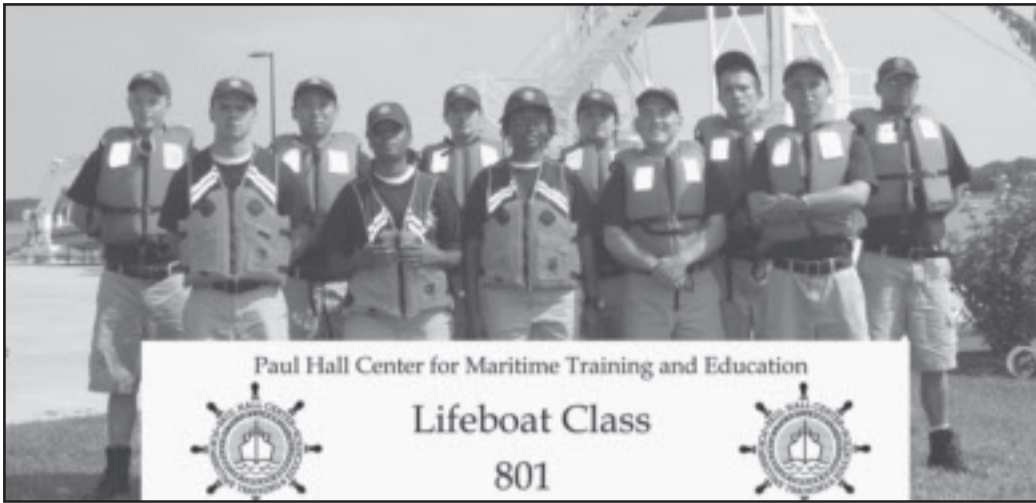
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
LAST VESSEL: _____	Rating: _____	
Date On: _____	Date Off: _____	
SIGNATURE _____	DATE _____	

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.

9/15

Paul Hall Center Classes



Apprentice Water Survival Class #801 - The following Phase I apprentices (above, in alphabetical order) graduated from this course July 31: James Blackburn III, Eric Castle, Patrick Dean, Chastenay Dickerson, Austin Duckworth, Simona Evans, Tiffani Hernandez, Gajatri Normatova, Douglas Pentecost Jr., Kyle Seibel and Peter Suh.



Fast Rescue Boat - Four upgraders completed their requirements in this course July 31. Graduating (above, in alphabetical order) were: Ali Ghaleb Mussa Al Dhahi, Alexander Franklin, Michael Papaioannou and John Reyes. Class instructor Tom Truitt is at the far right.



Tank Ship Familiarization DL/LG - The following Phase III apprentices (above, in alphabetical order) completed this course July 10: Husein Alrayyashi, Benjamin Carroll, Edward Chang, Tamara Cherry, Tyler Cook, Nicholas Fugate, Joseph Gil, Jordan Harris, Benjamin Howarth, Chelsey Jackson, Alfred Jones, Ian McDonough, James McGonigal, Shereka Morris and Tasha Pauley. At the conclusion of their training, each of the foregoing individuals plans to sail in the deck department.



Tank Ship Familiarization DL/LG - Ten Phase III apprentices, each of whom plans to work in the engine department upon the completion of their training, finished this course July 10. Graduating (above, in alphabetical order) were: Monica Coffelt, Nicholas Craddock, Erin Evangelista, Brandon Hickman, Joshua Hicks, Asadullah Khan, Michael Rivera, Jep Sumpter, Alvin Surrency and Paul Watts.



ECDIS - Four upgraders finished this course July 24. Graduating (above, in alphabetical order) were: Ian Charity, Charles Franks, David Hawkins and Stephanie Sandoval. Their instructor, Patrick Schoenberger, is at the far right.



Electronic Navigation - The following Seafarers (above, in alphabetical order) graduated from this course July 24: Oleg Derun, Arthur Doherty, Johnny Dozier III, Benigno Gonzales Jr., James Knute, Brendan O'Brien, Jon Silveira, Emmanuel Wilson and Slavi Zahariev.



Tank Ship Familiarization DL/LG - Eight Phase III apprentices finished this course July 10. Graduating (above, in alphabetical order) were: Monserrate Blas Jr., Jorcell Davis, Wesley Head, Marcel Jubert, Jacob Parrilla, Mayron Santana-Vega, Ajee Smith, and Rae Williams. Upon the completion of their training, each of the foregoing individuals plans to work in the steward department.



BST - Fourteen upgraders completed their requirements in this course July 24. Graduating (above, in alphabetical order) were Donald Ackerman, Tar Ahmed, Ali Ghaleb Mussa Al Dhahi, Jessica Crockett, Merly Ford, Wayne Green Jr., Jan Jalloh, Lech Jankowski, Adrian Jones, Michael Knight, Karl Mayhew III, Michael Pooler, Mark Simpson and William Yurick. (Note: Not all are pictured.)



Emergency Procedures (Op Level) - The following individuals (above, in alphabetical order) graduated from this course July 15: Oleg Derun, Arthur Doherty, Johnny Dozier III, Benigno Gonzales Jr., James Knute, Brendan O'Brien, Jon Silveira, Emmanuel Wilson, and Slavi Zahariev.

Paul Hall Center Classes



Junior Engineer – Twenty-one upgraders finished this course July 24. Graduating (above, in alphabetical order) were: Jarvis Atkins, Jared Cabasug, Rustin Calame, Michael Cruz, Jason Fuller, Walden Galacgac, Manolito Garcia, Julio Gomez, John Greggs, John Gryko, Olympia Harley, Antonio McAdams, Andre Mitchell, Ali Mohamed, Tevryn Narcisse, Arturo Reyes, Raymond Roldan, Melvin Smith Sr., Eddie Solichin, Rahjahn Sorey and Steve Tate. Class instructor Jay Henderson is at the far right.



Engineroom Resource Management – Five upgraders finished this course July 10. Graduating (above, in alphabetical order) were: John Christian, Michael Las Dulce, Jeffrey Rydza, Robert Thorne and Jacob Zeiters.



Tank Ship Familiarization LG – Graduating from this course July 24 (above, in alphabetical order) were: Jose Argueta, Aaron Beasley, Julian Beasley, Roderiques Carson, Adrian Darden, Helen Haslam, Simon Kamau, Imran Khan, Ingrid Ortiz-Rosario, Dwuan Reed, Lance Spain and Tyler Willette.



Tank Ship Familiarization LG – Fourteen Seafarers graduated from this course July 31. Completing their requirements (above, in alphabetical order) were: Joseph Bowen, Tekeisha Brown, Walden Galacgac, Julio Gomez, Olympia Harley, Jan Jalloh, Donald Lumpkins, Karl Mayhew III, Andre Mitchell, Loreto Orosco, James Parker, Carlos Parrilla, Eddie Solichin and Rahjahn Sorey. Brad Wheeler, their instructor, is at the far right.



Engineroom Resource Management – Graduating from this course July 17 (above, in alphabetical order) were: Jimmy Broussard, Daniel Cronan, Seth Green, John McCranie III, John Nordberg Jr., and Vance Sanderson. Freddie Toedtemeier, their instructor, is at the far right.



UA to AS-D – The following individuals (above, in alphabetical order) completed their requirements in this course July 17: Jose Argueta, Aaron Beasley, Julian Beasley, Gideon Decker, Thomas Drummond III, Ryan Drummond, Joshua Freeland, Robert Gross, Helen Haslam, Simon Kamau, Dwuan Reed, Joseph Toth, Emory Wheeler, Tyler Willette and Stephen Zbornik. Class instructor Tom Truitt is at the far left.



Certified Chief Cook - Two upgraders recently graduated from this course. They are (above, from the left) Noel Segovia and Kevin Parrilla Alica.



Galley Ops – Two steward department upgraders completed this course July 17. They are Keith Hall II (above, center) and Tania Ramirez-Diego. At left is their instructor, Paul Watts.



Advanced Galley Ops – Four upgraders completed the enhancement of their skills in this course in July. Graduating (above, in alphabetical order) were: Carmelo Calderon Santini, Melvin Cooper, Olivia Fisher-Macafe and Patricia Sullivan



Certified Chief Cook (Module 5) – Two upgraders graduated from this steward department course July 17. Completing their requirements were Grazyna Tomaszewska (above, left) and Demario Barganier.



Certified Chief Cook (Module 6) – The following upgraders (above, in alphabetical order) completed their requirements in this steward department course July 31: Ricardo Arauz Rochez, Tiffany Davis, Abraham Eisawy, Mamie Porter and Emanuel Spain.



Chief Steward – Five upgraders finished their requirements in this course July 31. Graduating (above, in alphabetical order) were Edwin Bonefont, Marlon Brown, Cesar Dela Cruz, Bruce Johnson and Nina McFall.

NOTICE

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.



Hospital Ships Support Humanitarian Efforts

Two SIU-crewed hospital ships are playing vital roles in humanitarian missions that have taken them all over the globe.

The *USNS Comfort* is sailing in Operation Continuing Promise, while the *USNS Mercy* has mobilized for Pacific Partnership 2015. Both Military Sealift Command (MSC) vessels are crewed by members of the SIU Government Services Division.

While the majority of both voyages have gone smoothly, the SIU has been working hard to ensure that recent leave issues on board the *Comfort* and the *Mercy* are dealt with promptly and to the satisfaction of the members.

Continuing Promise

The *USNS Comfort's* mission, which began April 1, has taken the crew of mariners, Navy sailors and civilian medical professionals to countries in South and Central America and the Caribbean Sea in order to provide medical care for the citizens of those countries. Additionally, the mission includes veterinary and engineering support to the locals, as well as hosting many subject matter expert exchanges (SMEE).

Since deploying from Norfolk, Virginia, the *Comfort* by mid-August had completed mission stops in Belize, Guatemala, Jamaica, Nicaragua, Panama, El Salvador and Colombia. The vessel arrived in Dominica for the first time in mission history on July 28, and an opening ceremony conducted at the Princess Margaret Hospital marked the start of the eighth stop of Continuing Promise 2015.

"Building partnerships with each country is critical to the overall success of the mission. Since this is the first time that the Continuing Promise mission has visited Dominica, we look forward to the opportunity to foster goodwill and build partner capacity and capability through the dozens of collaborations with our Dominican counterparts," said Capt. Sam Hancock, Continuing Promise 2015 mission commander.

During that stop, more than 1,000 medical and dental services were provided in two separate locations in just the first day of operations. Additionally, 17 surgeries were conducted aboard the *Comfort*.

An SMEE was conducted at Princess Margaret Hospital covering topics such as intensive care unit protocols and bed management. The experts also collaborated with Dominican medical professionals to



The Seafarers-crewed *USNS Mercy* (left) conducts a replenishment at sea with the Japanese fleet oiler *JS Mashu* Aug. 13 in the Pacific Ocean as part of Pacific Partnership 2015. (U.S. Navy photo by Mass Communication Specialist 2nd Class Mark El-Rayes)

treat 11 dialysis patients.

The environmental health team went to the same hospital to present formal lectures on mosquitos, including their insecticide resistance and how best to control their spread of disease. The team also distributed mosquito surveillance traps to the Dominican officials.

Meanwhile, the veterinary team met with local Dominican veterinarians to determine what services needed to be provided locally.

The engineering portion of the mission in Dominica consisted of Navy Seabees constructing a guard house and installing a perimeter fence.

According to MSC, the people of Dominica welcomed the *Comfort* with open arms, grateful for the medical care and guidance that was offered. "Your presence here attests to our friendship," said Roosevelt Skerrit, prime minister of Dominica. "When the (U.S. government) asked whether or not we would accept the presence of the *USNS Comfort* here in Dominica, my response was a resounding yes."

Additional stops are planned for the Dominican Republic, Haiti, and Honduras.

Pacific Partnership

Halfway around the world in the Philippines, the *USNS Mercy* is busy supporting Pacific Partnership 2015. In its tenth year, Pacific Partnership is described the Navy as the largest annual multilateral humanitarian assistance and disaster relief

preparedness mission conducted in the Indo-Asia-Pacific region.

In early August, soldiers stationed aboard the *Mercy* trained alongside Filipino first responders with the Olongapo City Urban Search and Rescue Team in a disaster relief preparedness seminar as part of Pacific Partnership. The seminar consisted of classroom lectures and hands-on training about safely extracting victims from damaged vehicles using emergency extrication tools.

"One of the major problems here are vehicular accidents. Sometimes they have

accidents here that involve upwards of 60 people," said Army Captain John Karlsson, a civil affairs team leader. "So, what we're able to do over a process of five months is procure extrication equipment. We're now cross-training on how to use this equipment."

Meanwhile, as this edition went to press, both the *Mercy* and another SIU Government Services Division vessel – the *USNS Millinocket* – were arriving in Da Nang, Vietnam, for the last mission stops of Pacific Partnership 2015. The *Millinocket* is a joint high-speed vessel.



Members of the Armed Forces of the Philippines tour an intensive care unit ward aboard the *USNS Mercy* in mid-August. (U.S. Navy photo by Mass Communication Specialist 2nd Class Mark El-Rayes)



AB Thomas Schell gives instructions during sea and anchor detail aboard the *USNS Comfort*. (Photo by U.S. Navy Mass Communication Specialist 3rd Class Andrew Schneider) In the photo at right, the *USNS Comfort* moors pier-side in Roseau, Dominica during Continuing Promise 2015. (Photo by U.S. Navy Chief Mass Communication Specialist Larry Baruwa)

