

# SEAFARERS LOG

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

## AFL-CIO Maritime Trades Department Underscores Jones Act's Critical Value

*Executive Board: Cabotage Law Essential to U.S. Security*

During its winter meeting, the executive board of the Maritime Trades Department (MTD), AFL-CIO, focused on the Jones Act along with other nations' respective maritime cabotage laws. MTD officials (including President Michael Sacco, photo at right, who is also SIU president), board members and guest speakers spelled out in great detail how America benefits from the Jones Act. Some of the deliberations in Orlando, Florida, examined the massive, ongoing response by Jones Act carriers who have provided relief cargos and other support to Puerto Rico for the past six months. Our MTD coverage begins on Page 4 and continues on Pages 10-13. Other Jones Act-related articles appear on Pages 2, 3 and 6.



## Seafarers Deliver in 'Deep Freeze 2018'

Two SIU-crewed ships recently completed annual resupply missions to McMurdo Station in Antarctica as part of the U.S. Navy's Operation Deep Freeze 2018. The *Maersk Peary* (directly above) and *Ocean Giant* (partly visible in photo at left, above) carried fuel, food, vehicles, electronic equipment and much more to the research center. A few *Peary* crew members are in the foreground of that photo, while Navy personnel are seen offloading some of the nearly seven million pounds of supplies from the *Ocean Giant*. The remaining photo (lower left) shows McMurdo crews preparing to discharge fuel from the *Peary*. Page 24. (*Ocean Giant* and *Peary* discharge photos by Sarah Burford)

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# President's Report

## Maritime Cabotage is Sound Policy

While there are many aspects of Maritime Trades Department meetings that make them worthwhile, we don't normally hear breaking news during our gatherings.

Last month was quite an exception, as an official from the respected, London-based organization Seafarers' Rights International (SRI) shared results of a years-long survey which concluded that at least 91 nations around the world maintain some form of maritime cabotage law.



Michael Sacco

The findings of this study are significant in several ways. First, they provide a much-needed update to a similar survey that was conducted by the U.S. Maritime Administration back in the 1990s. At that time, the results showed that about 50 countries had cabotage on the books. Knowing that the current figure is almost twice that number shows that we in the United States are far from alone in recognizing the value of maintaining policies that support flag-state shipping.

The results also stand out because of how thoroughly Seafarers' Rights International conducted the study. As explained by SRI Executive Director Deirdre Fitzpatrick, the survey involved more than 1,300 emails, hundreds of phone calls, reviewing around 300 World Trade Organization reports, plus scouring through books and more articles than they could probably count.

Finally, SRI concluded that the goals and benefits of maritime cabotage are exactly what we in the SIU have said all along. Those goals and benefits include fair competition; retaining a skilled, reliable pool of mariners; promoting local jobs; boosting local and national transportation companies; shipboard and environmental safety; and national and economic security.

We also were reminded that the Jones Act (America's freight cabotage law) isn't the only one under attack. Other countries face similar challenges with what I describe as the storm of lies and misinformation about the Jones Act. The MTD and the SIU will do everything possible to help those nations push back with facts, working with the SRI, the International Transport Workers' Federation and other allies.

If you look back at the last year's worth of *Seafarers LOG* editions, you'd probably find that we wrote more information about the Jones Act than any other single subject. And there are good reasons for giving it so much attention, starting with your jobs. Without the Jones Act, there wouldn't be a U.S. Merchant Marine. Without the U.S.-built provision of the Jones Act, our shipyards would be devastated. Without the Jones Act, so-called flag-of-convenience operators would have free reign up and down our rivers and coasts, using crews that could come from anywhere, with nowhere near the security vetting that American mariners go through.

I encourage you to read all of our MTD coverage in this issue, including the article about Ms. Fitzpatrick's presentation. All of it matters to the SIU and to our industry.

There's one other thing from the meetings that I want to mention, and that's the outstanding work being done by SIU of Canada President Jim Given and his team. Jim also addressed the board, and while I personally was familiar with many of the cabotage fights he has led in recent years, there was something about hearing them recapped all at once that renewed my admiration for how hard Jim and his entire organization have worked to protect their members' jobs. Both the SIU and the MTD have been with them all the way, lending whatever support we can, but Jim in particular deserves a tip of the cap for his tireless, effective leadership. He's a good example of what it takes to get the job done and that hard work does pay off.

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

## SIU Crews Support Pacific Partnership

Members of the SIU Government Services Division are participating in a major multinational humanitarian mission named Pacific Partnership 2018.

The Seafarers-crewed expeditionary fast transport *USNS Brunswick* sailed from Guam on March 19, bound for the mission's first stop in Yap, Federated States of Micronesia. The SIU-crewed hospital ship *USNS Mercy* also has mobilized for the operation.

According to the U.S. Navy, Pacific Partnership, now in its 13th iteration, is "the largest annual multilateral humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Asia-Pacific. Pacific Partnership 2018's objective is to enhance regional coordination in areas such as medical readiness and preparedness for man-made and natural disasters."

Capt. Peter Olive, Pacific Partnership 2018 deputy mission commander, stated, "Pacific Partnership provides opportunities to better prepare and respond to a disaster and improve relationships in com-



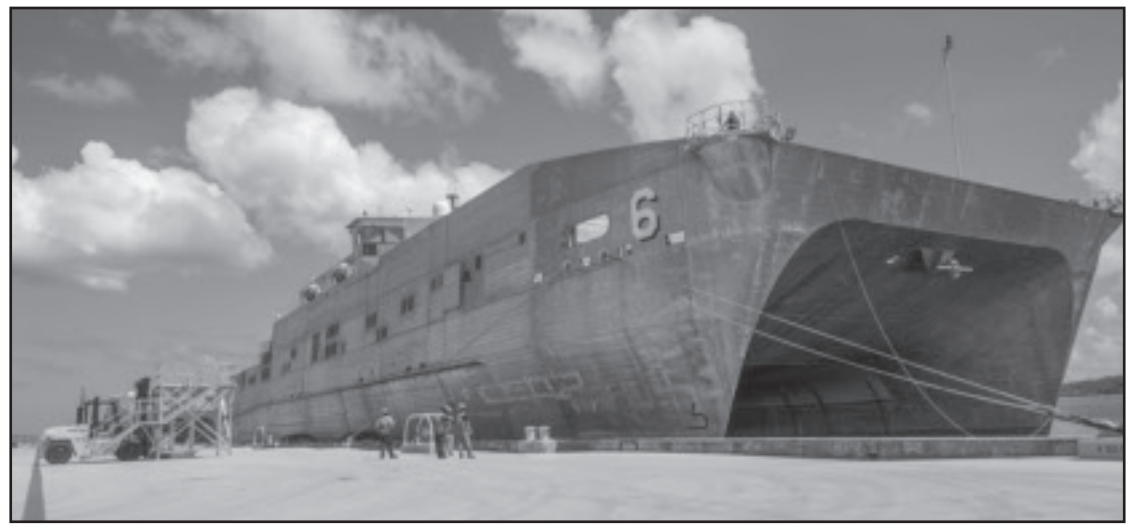
The *USNS Mercy* arrives at Joint Base Pearl Harbor-Hickam, Hawaii, in early March to support Pacific Partnership 2018. (U.S. Navy photo by Mass Communications Specialist 2nd Class Katarzyna Kobiljak)

munities. I am confident we will make a positive difference in the lives of thousands of people across Micronesia and Southeast Asia. Now more than ever, it is critical to foster these partnerships to be better prepared to work together in the future."

The Navy further reported that as the *Brunswick* and *Mercy* visit different Asia-Pacific nations, the participants and host nation counterparts "will conduct technical expertise exchanges in medical, engineering, humani-

tarian assistance and disaster relief. Additionally, key leader and community engagement events will allow for direct engagement with local citizens and enhanced relationships with partner nation military and government leadership."

Pacific Partnership 2018 consists of more than 800 U.S. and allied military personnel along with non-government organizations, working side-by-side with host nation counterparts.



The Seafarers-crewed *USNS Brunswick* moors in Guam on March 16 as part of this year's mission. (U.S. Navy photo by Mass Communication Specialist 1st Class Byron C. Linder)

## U.S. Coast Guard Lauds NY Waterway Crew



The U.S. Coast Guard recently recognized three SIU members with the agency's Good Samaritan award. As reported in the January LOG, the SIU-crewed NY Waterway ferry *Thomas H. Kean* on Nov. 3 rescued an individual who jumped off the Battery Park City Ferry Terminal seawall as the boat was approaching for mooring. Bringing him to safety were Capt. David Dort and Deckhands Gregorio Pages and Pietro Romano. Pictured from left are Pages, Dort and Coast Guard Capt. Jason Tama, who presented the award March 1 during Passenger Vessel Industry Day in Brooklyn, New York. (U.S. Coast Guard photo by Petty Officer 3rd Class Hunter Medley)



# McDew, Buzby Support Jones Act in House Hearing

## USTRANSCOM Commander, Maritime Administrator also Back MSP, Cargo Preference

Two key supporters of the Jones Act recently spoke in defense of the law, as well as offered Congress some perspective on the challenges facing the American maritime industry, during a joint hearing between the House Armed Services Committee, the Readiness Subcommittee and the Seapower and Projection Forces Subcommittee.

Maritime Administrator Rear Adm. Mark Buzby (USN, Ret.) and U.S. Transportation Command (USTRANSCOM) Commander Gen. Darren McDew both provided testimony during the hearing, which took place on March 8. While both officials spoke on various aspects of Transportation Command posture – the subject of the hearing – they shared a common theme: The Jones Act, the U.S.-flag fleet and the merchant mariner pool are critical components of our national defense.

In his testimony, McDew summarized the history and current issues facing the maritime industry: “The U.S.-flagged commercial fleet is vital to the Joint Force’s ability to accomplish its mission. USTRANSCOM’s relationships with U.S.-flagged sealift partners are formalized through the Voluntary Intermodal Sealift Agreement (VISA) and the Maritime Security Program (MSP). Since their establishment in 1996, participation in these programs by privately owned U.S.-flagged commercial shipping has proven a cost-effective means to assure access to sealift capability, capacity, and worldwide networks. The Merchant Marine Act of 1920, or the Jones Act, and the Cargo Preference Act are intended to ensure a baseline of ongoing business to support our inter-coastal shipping capacity and maintain a market for U.S. industrial shipyard infrastructure to build, repair, and overhaul U.S. vessels. However, the dwindling size of the domestic U.S. inter-coastal shipping fleet demands that we reassess our approach to ensure that the U.S. retains critical national security surge sealift capabilities.”

Buzby said, “As maritime administrator, I take seriously my charge to ensure that we have enough U.S.-flagged ships and mariners to serve our nation’s commercial and military sealift requirements. I am working closely with USTRANSCOM, the Military Sealift Command and the U.S. Coast Guard and the commercial maritime industry to address these issues.”

He continued, emphasizing the importance of cargo preference to the maintenance of the U.S.-flag fleet: “Access to cargo is critical for shipowners to compete globally while operating under the U.S. flag and employing U.S. mariners. Cargo preference laws keep U.S.-flagged vessels to transport significant portions of cargoes purchased with federal funds. In addition, the Jones Act U.S.-build, ownership and crew requirements support mariner jobs and give us access to domestic maritime assets needed in times of war or national emergency. It also serves national security priorities by supporting U.S. shipyards and repair facilities that produce and repair American-built ships. U.S. mariners on Jones Act vessels serve as another layer of national defense.”

When asked what could be done to maintain and grow the merchant mariner pool, as well as the U.S.-flag fleet, Buzby responded, “It comes down to cargo. We’ve heard it said many times, cargo is king. Without cargo, there’s no need to have the ships, and without the ships, there’s not the mariners. So, to have cargo available for U.S.-flagged vessels to carry, that’s the root of the problem. And whether we do that through cargo preference or through bilateral trade agreements or freeing up cargo that’s available, that’s the root of the problem.”

McDew talked about the military readiness the Jones Act helps provide, saying, “For me, the Jones Act, from a warfighting perspective, is all about the mariners, and the ability to keep mariners trained and ready to go to war. The ships that are in the Jones Act are also useful, but the primary thing we get from the Jones Act are the mariners. And those mariners have been with us in every conflict that I can imagine, and suffered great loss, and still stay with us.”

Buzby continued that thought, adding, “The Jones Act really is the linchpin. It’s foundational to our merchant marine as it is today. It’s not just the ships, it’s the mariners, which are critical, and it’s the infrastructure that supports the shipbuilding and ship repair part of the industry, and all of the supply chain that impacts that. Because that all has impact on our government shipbuilding programs, as well. The costs of all of those, and the availability of shipbuilders are greatly



Gen. Darren McDew (right) and Maritime Administrator Mark Buzby (left) are pictured at the Maritime Trades Department convention last October in St. Louis. Both of them recently testified in the U.S. House of Representatives, where they spoke powerfully in support of the U.S. Merchant Marine.

impacted by that, as well. So, it has far-ranging impact.”

But not all crises are military in nature, as Buzby spoke about in his testimony: “In addition to providing the RRF ships, MARAD manages National Defense Reserve Fleet (NDRF) vessels used to train merchant mariners and respond to national disasters. Most recently, the Ready Reserve Fleet and NDRF ships were activated to support relief activities of other government agencies following Hurricanes Harvey, Irma, and Maria, as was done for Hurricanes Katrina, Rita, and Sandy, and the earthquake relief efforts in Haiti. During these deployments, MARAD vessels supplied citizens and first responders with housing, meals, logistical support, and relief supplies, including critical Federal Aviation Administration replacement air navigation equipment that was delivered by one of the activated vessel to the Virgin Islands.”

McDew also touched on this, stating, “When hurricanes ravaged Texas, Florida, Puerto Rico, and the U.S. Virgin Islands,

our joint enabling and strategic mobility assets deployed to provide critical capabilities including planning support, aeromedical evacuation, and life-saving supplies. Our efforts demonstrated the nation’s resolve and strengthened partnerships worldwide.”

Buzby concluded, “Our military’s surge sealift capabilities rely on our nation’s commercial fleet and the mariners who crew these ships – in both peace and war. The decline of the U.S.-flag fleet and the availability of qualified U.S. mariners are of great concern to MARAD and we are exploring a range of options to increase the size of the U.S.-flag fleet with our stakeholders and the administration. MARAD will continue to leverage, as appropriate, the current mainstays of the merchant marine to support strategic sealift: the Jones Act, MSP, and cargo preference.... You have my commitment that we will consider any and all options intended to foster, promote, and develop the U.S. maritime industry.”

## Port Authority Board of Directors Elects SIU AVP Powell to Post

SIU Assistant Vice President Bryan Powell has been unanimously elected to serve as sec-



SIU Asst. VP Bryan Powell

retary-treasurer of the Detroit/Wayne County Port Authority.

The port authority’s board of directors voted for Powell on March 16.

Board members serve four-year terms, without compensation. Powell has been on the board since March 2017.

For more information about the port authority, visit <http://www.portdetroit.com/dwcpa/>

Powell launched his career with the SIU at the union-affiliated Paul Hall Center, attending the apprenticeship program in 1993. Since then, he has worked in several capacities and in various locations for the organization. Powell has served as assistant vice president of the SIU since March 2007. He has also served as assistant vice president for the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU) since 2012.

## Writer: Jones Act ‘Convenient Scapegoat for Puerto Rico’s Woes’

Another writer has spoken out in favor of America’s freight cabotage law.

Julio Rivera, a popular multimedia personality and political consultant, wrote an editorial in early February that was posted on *The Washington Times* website. The headline: “A convenient scapegoat for Puerto Rico’s woes.”

Rivera pointed out that the Jones Act had been unfairly blamed for hindering the recovery in Puerto Rico following Hurricane Maria. He also noted that the attacks against the longstanding maritime law that followed were regrettable.

“To unnecessarily hinder a vital cornerstone of not only our economy but our military in the name of shortsighted political opportunism could only be an example of the worst kind of crisis politicization,” Rivera wrote. “The fact that the Jones Act provides benefits, both direct and indirect, to homeland security, immigration enforcement, and the protection of American jobs exposes its opponents as ‘break it to fix it’ opportunists, oblivious to the potential negative ramifications of its repeal.”

After expounding on the various secu-

rity benefits of the Jones Act, Rivera continued. “As long as the suffering in Puerto Rico continues, we will continue to hear these debates rage on. Some opponents of the Jones Act incorrectly argue cargo shipped in or out of Puerto Rico is required to be transported on Jones Act compliant vessels. Puerto Rico allows for cargo from around the world to be imported into the island. Over 60 percent of cargo-carrying ships docking in La Isla del Encanto are foreign vessels.”

He concluded, “The ugly side of politics and attempts to distract from the systematic corruption in Puerto Rico has found a convenient scapegoat in the Jones Act. Truth be told, a repeal of the Jones Act would only weaken the economic prospects of some of the struggling island’s most fervent allies.”

As reported in last month’s *LOG*, several other articles (new pieces as well as op-eds) have been posted and published this year backing the Jones Act. The law requires that cargo moving between domestic ports be carried on vessels that are crewed, built, flagged and owned American.





Attendees stand for the Pledge of Allegiance.

## MTD Exec. Board Strongly Backs Jones Act *Speakers Stand Up for America's Freight Cabotage Law*

With cabotage in the crosshairs of the unformed, the executive board of the AFL-CIO's Maritime Trades Department (MTD) recently gathered to bolster not only the Jones Act but similar maritime laws across the globe.

The board met March 8-9 in Orlando, Florida.

The MTD is composed of 22 international unions and 21 port maritime councils in the United States and Canada representing nearly 5 million working men and women. SIU President Michael Sacco also serves as MTD president.

Guest speakers addressing the board were American Federation of Teachers President Randi Weingarten; National Shipping of America President Torey Presti; TOTE Maritime Puerto Rico President Tim Nolan; Crowley Maritime Senior Vice President and General Manager, Puerto Rico Services John Hourihan; and Seafarers' Rights International (SRI) Executive Director Deirdre Fitzpatrick. U.S. Sen. Kamala Harris (D-California) and U.S. Rep. Cedric Richmond (D-Louisiana) sent video greetings that were shown during the meeting.

The board also heard from SIU of Canada President Jim Given; Steve Bertelli, international secretary-treasurer of the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union; and, from the International Association of Machinists, Juan Negron, chief of staff for the eastern territory, and Gil Simmons, assistant general chair of District 141.

Noting that it's unusual for the board to devote most of an entire meeting to one subject, Sacco described ongoing attacks against the Jones Act that are threatening American jobs along with national, economic and homeland security.

On the books for nearly a century, the Jones Act requires that cargo moving between domestic ports is carried on vessels that are crewed, built, flagged and owned American. The law helps maintain nearly 500,000 U.S. jobs and contributes billions of dollars annually to the economy.

"Lies are still being told about the Jones Act," Sacco stated in his opening remarks. "This goes back to Hurricane Maria and Puerto Rico. I'm not sure I've ever seen anything quite like the storm of misinformation that followed.... Our industry has done a good job of pushing back and promoting the truth, and that includes great work by Crowley and TOTE and National Shipping of America and others, but this fight is a long way from over. There are similar fights happening in other countries, including Canada and Australia."

One of the more noteworthy statistics cited during the meeting came from Fitzpatrick, who reported that a new study shows at least 91 nations maintain some form of maritime cabotage law.

Meanwhile, the board adopted numerous statements backing the Jones Act and other nations' respective cabotage laws, along with ones supporting American shipbuilding, the U.S. Export-Import Bank, the citizens of Puerto Rico, an LNG terminal in the Pacific Northwest, America's troops and veterans, public employees' rights, cargo preference, infrastructure investment, protecting middle-class jobs, and more.

The Jones Act statement read in part, "Critics wrongly claimed (going back to September 2017) that the Jones Act hampered relief efforts in Puerto Rico in the wake of Hurricane Maria. Even though nothing could have been further from the truth, Jones Act opponents used their flawed accusations as a foundation to call for weakening or eliminating the law. It was of little consequence to them that the backdrop for their claims showed stacks and stacks of containers delivered to the San Juan docks by U.S.-flag vessels. They neglected the fact that Jones Act ships were on the scene in Puerto Rico within hours after the first port reopened and that these vessels continue to deliver vital cargoes even today. They completely overlooked the fact that because of damaged roads and numerous other infra-



MTD President Michael Sacco (left) poses with AFL-CIO Metal Trades Department President James Hart.

structure problems, significant portions of the waterborne cargo initially stayed in the ports. They coasted right past the fact that none of these circumstances had anything to do with any maritime law."

Additionally, the statement supporting Puerto Rico residents included the following: "The MTD takes this opportunity to convey a very important message to all of our brothers and sisters in Puerto Rico. Namely, we are with you. We were there from the start of the recovery, and we will be there right through to the end."

"AFL-CIO unions – including MTD affiliates – represent 100,000 Puerto Rican resi-

dents, and union members have been involved in every phase of the recovery and rebuilding effort," the statement continued. "We have contributed not only money, but also manpower. For instance, shortly after the hurricane, more than 300 skilled union volunteers – including doctors, nurses, electricians and heavy equipment operators – traveled from the mainland to Puerto Rico to provide assistance. And, Jones Act ships were at the piers as soon as they reopened, bringing the first wave of relief cargoes."

*See pages 10-13 for full coverage of the MTD meeting.*

### Alabama Shipyard Christens, Launches USNS Burlington

More jobs for members of the SIU Government Services Division are on the way following the recent christening of the *USNS Burlington*.



The Seafarers-crewed *USNS City of Bismarck* moors at Naval Air Station Key West's Mole Pier on Feb. 13. The newest ship in the class, the *USNS Burlington*, will be identical to the *USNS City of Bismarck*. (U.S. Navy Photo by Mass Communication Specialist 2nd Class Cody R. Babin)

The vessel, the latest of the U.S. Navy's Spearhead-class expeditionary fast transport (EPF) ships, was christened on Feb. 24 at Austal's shipyard in Mobile, Ala. When delivered, it will be vessel 10 of a 12-vessel order awarded to Austal by the U.S. Navy.

"Austal is excited to get *Burlington* one step closer to joining the fleet," said Austal USA President Craig Perciavalle. "The efficiency at which this complex ship has come together is truly remarkable and a testament to the incredible talent of our shipbuilding professionals here at Austal USA."

U.S. Sen. Patrick Leahy (D-Vermont) and his wife, Marcelle Pomerleau Leahy, served as primary sponsors of the ship, with the senator giving the keynote address at the event. In a time-honored Navy tradition, Marcelle Leahy christened the ship by breaking a bottle of champagne across the bow.

"This ship honors Burlington, Vermont, a city that embodies American values and its patriotic, hardworking citizens for their support and contributions to our Navy," said Secretary of the Navy Richard V. Spencer. "*Burlington*, like the other ships in the EPF program, will provide our commanders high-speed sealift mobility and agility. I am thankful for this ship and her crew who will serve our nation for decades to come and I am thankful for our industrial force teammates whose service makes this great ship possible."

On March 1, the vessel was launched successfully, and at press time the *USNS Burlington* was undergoing sea trials.

"Ship launches are milestone events in any shipbuilding program, but today's launch is particularly significant as it is the tenth EPF launch in less than seven years," said Capt. Scot Searles, Strategic and Theater Sealift program manager for the Military Sealift Command (MSC). "This noteworthy milestone for the EPF program is a testament to the hard work of the Navy and Austal's shipbuilding team."

The previous nine Spearhead-class EPFs have been delivered to MSC and are crewed by SIU Government Services Division members. The latest, the *USNS City of Bismarck*, was delivered to the Navy in late 2017, and two more EPFs are under construction at Austal.

According to the Navy, "With an all-aluminum shallow-draft hull, the EPF is a commercial-based catamaran capable of intra-theater personnel and cargo lift providing combatant commanders high-speed sealift mobility with inherent cargo handling capability and agility to achieve positional advantage over operational distances. EPF class ships are designed to transport 600 short tons of military cargo, 1,200 nautical miles, at an average speed of 35 knots. The EPF includes a flight deck for helicopter operations and an off-load ramp that will allow vehicles to quickly drive off the ship. EPF's shallow draft (under 15 feet) further enhances littoral operations and port access. This makes the EPF an extremely flexible asset for support of a wide range of operations including maneuver and sustainment, relief operations in small or damaged ports, flexible logistics support or as the key enabler for rapid transport."



## SHBP Updates Puerto Rico Residents

*Editor's note: The following letter from the Seafarers Health and Benefits Plan (SHBP) was mailed in early March, and the information was reported at the monthly membership meetings. The letter was sent to Plan participants who live in Puerto Rico.*

The Seafarers Health and Benefits Plan (Plan) would like to notify you that if you live in Puerto Rico, in certain cases you and your family may be able to use your Humana card in the mainland U.S. to receive benefits. The following are the situations in which you may use your Humana benefits, provided that you meet the Plan's eligibility requirements:

■ **You or a Family Member Require a Medical Service that is Not Available in Puerto Rico** – Your health care provider in Puerto Rico must send Humana information to document that the service is not available in Puerto Rico. Humana will verify this information, and will advise you and your provider whether they will cover the service in the mainland U.S.

■ **Your Child is Attending High School or College in the Mainland U.S.** – You must send proof of your child's enrollment in the high school or college to Humana's Enrollment department. The fax number is 1-888-899-9730, and the email address is feo\_group@humana.com. If you receive approval from Humana, your child will be eligible to receive in-network coverage at any provider in the U.S that is in-network with Humana. If

your child goes to a provider in the mainland that is not in the Humana network, the claim will be processed at the out-of-network rate for Puerto Rico, which will result in a larger out-of-pocket cost to you.

■ **You (the Seafarer) are in the Mainland U.S. to Register for Employment or Because You are Working for an SIU-contracted Employer** – The local Union official must fill out a form to verify that you are in the mainland to get a job at an SIU hiring hall, or because you are working for an SIU-contracted employer. This form must be sent to Humana's Enrollment department at the fax or email address listed above. You will be eligible for coverage in the mainland U.S. for a limited time at any provider that is in-network with Humana. If you go to a provider that is not in the Humana network, the claim will be processed at the out-of-network rate for Puerto Rico, which will result in a larger out-of-pocket cost to you.

■ **In an Emergency** – If you or a covered member of your family are in the mainland U.S. and experience a serious medical emergency in which your life or health is in jeopardy, you are eligible for coverage for emergency treatment at the in-network rate.

If you have any questions about this coverage, please contact the Humana customer service department at 1-800-314-3121.

Sincerely,  
Margaret Bowen  
Administrator

## EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER!

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

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

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

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

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



### Enrollment Information

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

Resident courses at Piney Point begin  
May 7, 2018

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

The following classes will convene at SHLSS:

May 7, 2018 through May 25, 2018

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

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

4/18



## Spotlight on Mariner Health

### Rheumatoid Arthritis Could Cause Damage to More Than Just Joints

Rheumatoid arthritis (RA) is a chronic inflammatory disease that affects more than just joints. In some instances, this condition can also damage a wide variety of the body's systems, including the eyes, skin, lungs, heart and blood vessels.

RA is an autoimmune disorder that occurs when an individual's immune system starts to mistakenly attack its own body's tissue, specifically the synovium (the lining of the membrane that surrounds one's joints.) The inflammation from RA can solidify the synovium, which may damage cartilage and bone within joints, cause joint deformities (especially in the hands and feet), and harm other parts of the body.

Doctors don't know what starts the process of RA, but genetic components appear to be the likely culprits. While genes do not cause RA, they can make the person more susceptible to infections with certain viruses and bacteria that may trigger it.

Women are more likely than men to develop RA. Individuals who have family members with RA could have increased probabilities of developing the disease. The disorder can occur at any age; however, it is seen most frequently between the ages of 40 to 60.

In the risk arena, cigarette smoking increases the odds of developing RA, particularly for those who have genetic markers for the disease. Environmental factors can also increase the possibilities of developing the condition. Working with asbestos is especially harmful and obesity can also be a contributing factor for RA development.

There are many types of medications for RA. While new meds have improved treatment options, severe RA can still cause many physical disabilities. Signs and symptoms of RA may include sore, warm, and swollen joints; stiffness in joints that is usually more severe in the morning and following periods of inactivity; and lots of fatigue, fever and weight loss.

Early in the RA continuum, arthritis tends to affect an individual's smaller joints – particularly those which attach the fingers to the hand and toes

to the feet. As the disease progresses, symptoms can often spread to the wrists, knees, ankles, elbows, hips, and shoulders. In many cases, RA symptoms can occur in the same joints on both sides of the body.

Rheumatoid Arthritis also can affect many non-joint structures including: the skin, eyes, lungs, heart, kidneys, nerve tissue, bone marrow, and blood vessels. RA signs and symptoms can vary with each person. In addition, periods of increased disease activity (called flares) can alternate during periods of remission where swelling and pain subsides.

Many types of medications are used to help with the treatment of RA. These may include: analgesics (nonopioid) such as Tylenol and Ultram; and opioids such as Tylenol with codeine, Percocet, Percodan, Vicodin, Dilaudid, Demerol and Morphine. Anti-inflammatory medications such as aspirin, Celebrex, Motrin, Naproxen and Indocin are also available as are newer biologic agents such as Orencia, Humira, Enbrel, and Remicade.

Most patients will need to see a pain specialist at some time during their treatment process to decide what pain meds work best for them. Disease-modifying anti-rheumatics (DMARDs) such as methotrexate, Imuran, Arava, and Plaquenil have been used with good results. Steroid injections are also used to decrease the pain and inflammation associated with RA. The development of new medications is ongoing.

An individual's rheumatologist will decide what works best for them. Lab work should be done frequently to be sure that the medications being used do not harm a patient's health.

Rheumatoid arthritis is a chronic and painful disease that can cause many problems. With treatment by a specialist, symptoms and damages to the joints can be decreased and many people can lead productive and less painful lives.

One final word of advice regarding RA: always follow your doctor's instructions and take all medications as previously prescribed.

### Healthy Recipe

#### BBQ Chili Glazed Chicken

Servings: 15

#### Ingredients

6 pounds chicken breast halves without skin, trimmed – fresh  
½ tablespoon olive oil  
1 tablespoon Mrs. Dash  
2 tablespoons sriracha sauce  
1 ½ cups barbeque sauce  
2 tablespoons honey  
1 teaspoon granulated garlic  
¼ cup apple juice



#### Preparation

- Butterfly cut the chicken into 4 oz fillets, season with Mrs. Dash evenly on both sides.
- Sauté the seasoned chicken 1-2 minutes on each side; just to brown them. Place in well-oiled 2-inch pans.
- Mix together the bbq sauce, honey, apple juice, sriracha, and granulated garlic in a container big enough to hold it.
- Glaze the chicken with the sauce evenly.
- Bake in a 325-degree F oven for 10 minutes until the inside is 165 degrees F.
- Garnish with lemon and chopped green onion or parsley.

#### Nutrition Information

Per Serving (excluding unknown items): 194 Calories; 3g Fat (13.1% calories from fat); 34g Protein; 6g Carbohydrate; trace Dietary Fiber; 84mg Cholesterol; 298mg Sodium. Exchanges: 0 Grain (Starch); 4 ½ Lean meat; 0 Fruit; 0 Fat; ½ Other Carbohydrates.

(Provided by the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland)



# Crowley Vessels Bring Bridge Sections to Puerto Rico

SIU-crewed Crowley Maritime Jones Act vessels have been transporting multiple bridges in sections to Puerto Rico to support the roadway reconstruction efforts in the Utuado region. This project is essential to restoring access to Rio Abajo, a remote community in the mountains, following damage to the bridge caused last September by Hurricane Maria.

According to Crowley, each bridge comes in sections which are shipped in 16 to 18 containers and on several flatbeds. The company also carried an oversized drill – a 119,000-pound piece of equipment essential to setting the foundation for the bridges.

“This breakbulk shipment and accompanying containers and flatbeds marks the latest in a multitude of response shipments carried out by Crowley since the storm hit,” the company announced in a news release. “The company has provided a constant transportation and logistics pipeline of both commercial and government relief cargo that has included 7,900 Federal Emergency Management Agency (FEMA) and 32,000 commercial loads since the storm.”

“The people of Puerto Rico are steadily re-

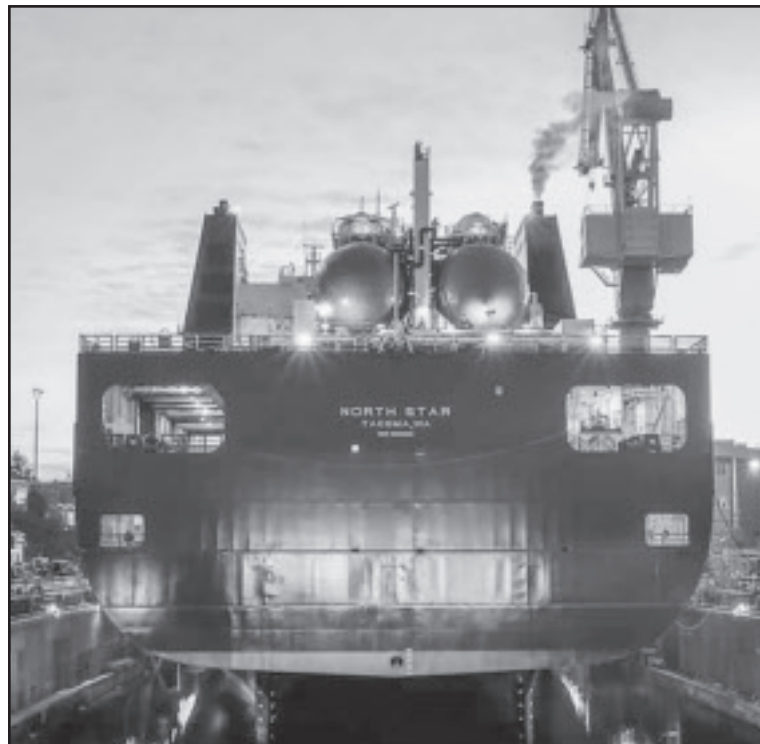
building their infrastructure, including work to repair or replace temporary roads and bridges,” said Frank Larkin, senior vice president and general manager, logistics and commercial services. “As a full supply chain services provider, we can flex our offerings to accommodate their changing needs from containerized relief cargo to oversized, breakbulk shipments utilizing multiple transportation modes and meeting all permit requirements.”

“We continue to work with our customers in Puerto Rico and on the mainland including FEMA, and in this case the Department of Transportation, to provide them with reliable services to meet the recovery needs of Puerto Rico’s businesses and residents,” said John Hourihan, senior vice president and general manager, Puerto Rico services. “We’ve increased vessel capacity by 67 percent, onboarded additional containers and equipment and have a staff that remains dedicated to the needs of the island.”

*(Editor’s note: See page 12 for coverage of Hourihan’s recent address to the Maritime Trades Department executive board.)*



SIU-crewed Jones Act ships are delivering bridge sections to Puerto Rico, including these components.



TOTE Maritime Alaska’s SIU-contracted *North Star* is pictured after being outfitted with two LNG tanks.

## TOTE Completes First Phase of LNG Conversion

SIU-contracted TOTE Maritime Alaska has demonstrated its continued confidence in the Jones Act trade with the recent completion of the first liquefied natural gas (LNG) conversion period of the company’s Orca class vessels.

TOTE Maritime, believed to be the first maritime shipping company to announce its intention to convert its fleet to LNG power, has scheduled three more conversion periods for the two vessels in its Alaskan fleet: the *North Star* and the *Midnight Sun*. The first conversion period saw the *North Star* outfitted with LNG fuel tanks, along with the necessary engine upgrades required for the vessel to use LNG as fuel.

Once completed, the conversions will drastically reduce air emissions, virtually eliminate sulfur oxides (SOx) and particulate matter while also significantly

reducing nitrogen oxides (NOx) and carbon dioxide. Each of these conversion periods will take place in the winter, with the conversion of both ships scheduled to be completed in the first quarter of 2021.

“We are excited to be the first shipping company in the United States to undertake this important environmental effort,” noted Mike Noone, President of TOTE Maritime Alaska. “And we are appreciative of our customers and partners who support our ongoing effort to innovate in ways that reflect our commitment to the environment and communities we serve.”

The *North Star* and the *Midnight Sun* are roll-on/roll-off ships that usually carry cargo between Tacoma, Washington, and Anchorage, Alaska. Union-built at General Dynamics NASSCO, each ship is 840 feet long.

### With Seafarers Aboard Maersk Michigan

Thanks to vessel master Capt. Thua Pham for these recent snapshots.



QMED Lateef Sanusi performs routine maintenance.



Participating in a boat drill at sea are (from left) AB Jerry Aquino, AB Joseph Parr, AB Kareem Baxter and Bosun Kenneth Abrahamson.



Pictured from left are Chief Cook Gerard Cox, Capt. Thua Pham, GVA Ronnie Rankin and Chief Steward Teresito Reyes.



Teaming up for a fire drill are (foreground, from left) AB Jerry Aquino and AB Gregory Baker, along with (background, from left) AB Jonas Robinson and AB Joseph Parr.



QMED Walden Galacgac takes a morning reading.





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**SUPPORTING PRO-MARITIME CANDIDATE** – The SIU is backing Texas State Sen. Sylvia Garcia in her bid for U.S. Congress. A longtime friend of the union, she is running to replace retiring Rep. Gene Green in the state's 29th District. Pictured from left in photo at left, which was taken at the SIU hall, are SIU VP Gulf Coast Dean Corgey, Garcia, SIU Asst. VP Mike Russo and Green. The photo above includes Seafarers and Patrolman J.B. Niday (left) getting ready for a block walk.

## *At Sea and Ashore with the SIU*



**PROMOTING SIU AND PINEY POINT** – SIU Port Agent Amancio Crespo (left) and Recertified Steward Ismael Garayua (right) chat with Brig. Gen. Dustin Anne Shultz in late February during a career fair at Fort Buchanan, Puerto Rico. The SIU personnel were on hand to promote the union and its affiliated school in Piney Point, Maryland, to military veterans and other interested individuals. Brig. Gen. Shultz is the commanding general of the U.S. Army Reserve's 1st Mission Support Command.



**AB OFFERS FAMILY NEWS & MEMORIES** – Seafarer Jose Argueta (center) wanted to share the following: "Gianni Santiago Argueta (right) was born July 14, 2005 in Norfolk, Virginia. He was the son of Able Seaman Jose David Argueta and aspired to walk in his father's footsteps. Gianni loved the outdoors which included activities such as hiking, fishing and cycling. He was not only an adventurous young man but also a thoughtful person, as he always tried to give a helping hand. He tragically passed away in a car accident February 24 in Newport News, Virginia. May his soul rest in peace. Please keep my son in your prayers and if you wish to make a contribution you can donate here: [gofundme.com/funeral-of-gianni-s-argueta](http://gofundme.com/funeral-of-gianni-s-argueta). All donations will be used for funeral arrangements."



**ABOARD USNS BUTTON** – Recertified Bosun Greg Jackson commended the steward department on the Crowley-operated ship for a great cookout in Diego Garcia. That's him at left in photo left, with Chief Steward Edwin Bonefont. The other snapshot shows crew members and contractors enjoying the meal.





**ABOARD MOHAWK** – Pictured from left aboard the vessel (formerly named the *Seattle*) in Concord, California, are Port Agent Nick Marrone II, AB Anthony Thompson, Recertified Steward Alan Bartley, Bosun Kevin Stehlik, QMED Ashley Carmichael, SA Pierce-Anthony Mitchell and AB Beris Robinson. The vessel is operated by JM Ship LLC.



**ABOARD TUG HMS LIBERTY** – Engineer Daniel Grant (left) and Barge Captain Frank Middleton are pictured aboard the Harley Marine tug in New York. Thanks to Patrolman Ray Henderson for the photo.



**ABOARD FLORIDA** – Seafarers from the Crowley-operated tanker were destined to appear in this month's LOG; we gratefully received photos from multiple sources. The snapshot at right is from vessel master Capt. Christopher Menezes. He obtained "Order of the Ditch" certificates for crew members who had just transited the Panama Canal for the first time. Pictured from left are AB Keith Reeder, OMU Jermaine Love, ABs Randy Powell, Marvyn Chester and Brian Fountain, Bosun Samuel Duah, AB Sunnil Motley, Pumpman Troy Banks, QMED Benjamin Mathews, Recertified Steward Hazel Johnson, Cook/Baker Rocel Alvarez and Menezes. The photo above was taken during a servicing in Martinez, California. Pictured from left are Johnson, Duah, Banks, Powell, Port Agent Nick Marrone II and AB Lawrence Richardson.

## At Sea and Ashore with the SIU



**ABOARD NORFOLK** – Pictured from left are AB Eduardo Ramos, QEE Igor Yakunkov, QMED Azad Ardeshirdavani and QMED Dwight Hunt. Operated by Argent Marine, the ship was docked in Jacksonville, Florida. Thanks to Port Agent Ashley Nelson for the photo.



**ABOARD INTEGRITY** – Pictured from left to right in photo at left are Chief Cook Sharray Turner and Chief Steward Ingrid Ortiz. The pic directly above shows homemade pastries called beignets. The ship is operated by TOTE Services.



**IMPECCABLE CREW HANDLES MEDEVAC** – A successful emergency medical evaluation involving the *USNS Impeccable* took place earlier this year in the South China Sea. One of the ship's officers was transferred by small boat to the *USS Michael Murphy* and then transported by helicopter to the *USS Carl Vinson* for further medical evaluation, according to a report from the Crowley-operated *Impeccable*. "The crew of the *Impeccable* did an outstanding job, with safety and efficiency as the main concerns," noted MDR Donald Dabbs. Other SIU crew members supporting the operation included Bosun Robert Taylor, ABs Ali Al Hadad, William Monroe, and Justin Pierce, STOSs Hector Garibaldi and Macey Horne, and Oiler Devin Gordon. The AMO members who were involved included Capt. Jennifer Brokaw, Chief Mate Eric Moum and Third Mate Padraig Loughlin.



**FULL BOOKS ABOARD FERRIES** – NY Waterway Shop Steward George Schumpp presents full union books to Deckhands Vicente Lizardo (left in photo at left) and Osman Berete (right in remaining photo). Thanks to Patrolman Ray Henderson for the photos.

**ABOARD PATRIOT** – Recertified Steward Lauren Oram (center) submitted this photo from the TOTE-operated *Patriot*, which was sailing to northern Europe. She described it as a "really good ship" and added that the others in her department comprise "a great galley gang." That's SA Fernando Castillo at left and Chief Cook Mark Brooks at right.



# AFT President: 'We Fight for Values'

## Weingarten Says West Virginia Strike Underscores Power of Solidarity

The head of one of America's largest unions says the labor movement faces significant obstacles in its ongoing mission as the catalyst for working families, but unions are up to the task.

Randi Weingarten, president of the 1.7-million-member American Federation of Teachers (AFT), addressed the Maritime Trades Department (MTD) executive board March 9 in Orlando, Florida. She gave a rousing speech that mainly focused on two topics: the impending Supreme Court ruling in the Janus case, and the successful teachers' strike in West Virginia. Weingarten also touched on Operation Agua, a joint project (the SIU is a partner) that has resulted in tens of thousands of water purifiers being delivered to residents of Puerto Rico.

Gesturing toward MTD President Michael Sacco, who also serves as SIU president, Weingarten described him as a mentor and someone she counts on. She also thanked the SIU for its longtime support of the New York-based United Federation of Teachers (UFT), where Weingarten was the president for 12 years.

The UFT "will never, ever forget that we got our start and our help – every time there was a big issue – from the mighty Seafarers in New York," she stated.

Weingarten said that just as the SIU and others showed support for Teachers in years past, the AFT, UFT and others now are carrying a pro-Jones Act message at every opportunity. When the Jones Act came under attack after Hurricane Maria, she learned about the law and equated it in part with prevailing-wage statutes, which help ensure fair compensation for workers.

"Forget about the national security issues (for a minute)," Weingarten said. "So, the moment we have an emergency, what you want to do is take the prevailing wage away from workers?"

Next, she spoke about Janus, a case that figures to harm America's working families. In February, the Supreme Court heard arguments in what is officially named Janus vs. AFSCME Council 31. Pushed by the so-called National Right to Work Committee – with major backing from the Koch brothers – it aims to ban unions from collecting dues or agency fees from all state and local workers, claiming it would violate the employees' First Amendment rights.

The so-called right-to-work group recruited Mark Janus, a dissenter in an AFSCME-represented workplace, to say that by the very act of collecting the money, the union – through state action – forces him to support political stands he disagrees with.

The court's ruling is expected in June and almost certainly will go against organized labor and workers' rights.

"The right wing is just trying to eliminate public-sector unions," Weingarten said. "We used to say this is the case where they were trying to eliminate fair-share dues. But after hearing the argument, it's clear. They just want to eliminate public-sector unions, and weaponize the First Amendment to do it."

Still discussing the Janus case and the need for union representation, she added, "Most individuals are not born with silver spoons in their mouth. Most of us only have power collectively, through all of us – through the union. Through our contracts, through our



MTD President Michael Sacco (right) congratulates AFT President Randi Weingarten on her energizing speech and the win in West Virginia.

willingness to strike. But it's through the union that we have that power. The Court doesn't want working people to have that power. That's the fight we're in."

She used a basic illustration to underscore her point: picture an individual asking his or her boss for a raise, versus negotiating wages through collective bargaining.

Weingarten said the labor movement, in addition to battling in court, also is re-educating rank-and-file members and fighting in the court of public opinion. As part of that outreach, the AFT cited a recent, unofficial report from West Virginia. As she explained, the head of the state senate "broke down and cried in his caucus [one] night, so much so that his colleagues thought he was having a heart attack. He had made a deal with the Koch brothers and Americans for Prosperity to provide money for his campaign, in return for a promise to break the union. He was told that if he could break us here, they could do it anywhere. When he realized that he could not, and he was losing, he literally broke down in tears and caved to the five percent (wage increase). That's what they're doing."

She asked why President Obama's pick for the Supreme Court never got so much as a hearing, then answered: "Because this group of people – Americans for Prosperity – told every Republican senator that if you even have a meeting with this man, they will primary you. That's the level of what's going on against us. And as soon as the (Janus) case [is decided], there's going to be these flyers going to our members that say ... you want a raise? Give up your union dues. We know – we've seen them already."

Nevertheless, the nine-day strike proved that solidarity, grassroots mobilization and sharing the union message all work. While much of the press coverage in West Virginia focused on wages, the teachers also defeated an expansion of charter schools, killed a proposal to eliminate seniority, and scuttled a

so-called paycheck-protection bill (aimed at weakening unions by taking away their right to deduct dues through payroll collection).

"What's happening in my union is cathartic, and that's part of why you saw what happened in West Virginia," Weingarten said. "Probably for the first time in a very long time, our leadership gets it, and the members get it, and people are talking to and with one another like they haven't since when we were started – about our aspirations, about our dreams, about how we get their collectively. Whether it is fighting for health care so you're not one illness away from bankruptcy; whether it's fighting for good schools; whether it's fighting for a voice at work; whether it's fighting for a raise of secure retirement..."

When the strike was won, at a rally at the state capitol, "you saw people who probably never stood up before," she added. "Most of them weren't teaching the last time there was a school strike, in 1990. They felt what union means: the respect, the dignity that you get when people stay together in a cause that is righteous and a cause that the county and the country respected – for the dignity of work, getting fair pay. That's the lesson we taught the world with the West Virginia strike – a lesson you've been teaching people forever."

Turning to Puerto Rico, she commended maritime labor and Jones Act operators for all of their relief efforts.

Concerning Operation Agua, she pointed out, "We realized this was a problem and we had to solve it. By Christmas, every single child in every single public school had safe, reliable drinking water because of the work we did together. That's union, too."

Weingarten concluded, "What unions do for our country is we fight for aspirations. Yes, we fight the things that are wrong – and we annoy people because of it. But we fight for aspiration. We fight for values. We fight for working families to be able to have a better life, and I will never, ever apologize for that."



Welcoming AFT President Randi Weingarten to the meeting are SIU Exec. VP Augie Tellez (right) and SIU Port Agent Amancio Crespo.

### Machinists Provide Puerto Rico Update

Two officials from the International Association of Machinists (IAM) briefed the MTD executive board on the union's ongoing efforts to provide hurricane relief in Puerto Rico. Juan Negron (left), chief of staff for the eastern territory, and Gil Simmons (right), assistant general chair of District 141, detailed the exhaustive outreach made by IAM members. They also thanked the SIU, the MTD and other labor organizations for their support and concurrent efforts.

Negron was part of a plane load of 300 volunteers who deployed to the territory shortly after Hurricane Maria devastated the island. "I've never seen so many workers so motivated and ready to work on day one," he said. "What I saw from my union brothers was humbling, and it was an honor to have worked with them."

Simmons said his union local in Illinois served as a staging area for the initial relief operations. "Together, we were able to collect more than 60,000 pounds of relief supplies for Puerto Rico," he said.





# SRI: At Least 91 Nations Have Cabotage Laws

## Study Reinforces Benefits, Including Jobs, National Security, Safety

While most of the recent Maritime Trades Department winter meeting focused on the Jones Act, one guest speaker provided some global perspective to an otherwise domestically oriented gathering.

Seafarers' Rights International (SRI) Executive Director Deirdre Fitzpatrick shared results of a long-term study conducted by her organization. Among the findings are that at least 91 countries maintain some form of maritime cabotage law. The SRI also found that such laws promote shipboard and environmental safety, national security, and good jobs.

"The Jones Act is often referred to as a model cabotage law: protecting jobs, the workforce, and the country," Fitzpatrick stated. "But to protect the Jones Act, and to protect other cabotage laws around the world, it can only be helpful to know which countries have cabotage protections so that, in fact, the situation might be that the protection of cabotage laws is the norm, and it's not the exception."

She continued, "Looking at the international scene, I don't think it will be any surprise to you to know that there are many countries around the world who are fighting to defend their cabotage laws. They're fighting against the politicians, the press and the free trade advocates who appear in various guises."

She then referred to some of those fights, including the long-fought battle for Canadian cabotage spearheaded by SIU of Canada President Jim Given, as well as the ongoing struggles for domestic maritime rights in Australia, Southeast Asia and Europe.

To combat these attempts to dismantle cabotage, she continued, the International Transport Workers' Federation (ITF) (which founded the SRI) assembled a special taskforce.

"In response to these threats, the Seafarers' Section of the ITF, led by (SIU Secretary-Treasurer) Dave Heindel, set up an ITF



Seafarers' Rights International Executive Director Deirdre Fitzpatrick

Cabotage Taskforce which is chaired by Jim Given.... Dave and Jim, together, have put the protection, the preservation and the expansion of maritime cabotage at the front of the agenda of the ITF. The first meeting of the ITF Cabotage Taskforce took place in October 2015, and was hosted by the MTD in Washington, and the meeting was addressed by (SIU) Presi-

dent Michael Sacco."

That taskforce, she explained, charged the SRI to conduct a new, more comprehensive survey on worldwide maritime cabotage laws, which surveyed a larger number of countries than the previous study on cabotage conducted by the United States Maritime Administration (MARAD) in 1991. The study, which

surveyed 136 different countries on their cabotage restrictions, found that two-thirds (67 percent) of those nations utilized some form of cabotage laws.

But determining what constitutes cabotage was far from easy, she said: "I think sometimes it's easy to talk about cabotage as if it is a concept that, first, everyone understands – which is not always the case – and secondly that it's understood the same across different countries."

She continued, explaining that there is no single definition of cabotage.

She summarized the SRI's findings, saying, "The results of our survey are clear. The regulation of maritime cabotage is widespread. The regulation of maritime cabotage is very diverse. But there are at least 91 countries today which have restrictions in their maritime cabotage laws to protect their maritime cabotage trades. Just like MARAD's research in 1991, our research today shows that the Jones Act does not stand alone."

Fitzpatrick said there are also "many countries where these laws are under severe attack. The ITF Cabotage Taskforce is continuing its work to assist unions, develop strategies and practices to defend their cabotage laws, and even to expand cabotage protections around the world."

According to their website, "The SRI is a unique and independent center established (in 2010) to promote, implement, enforce and advance all seafarers' and fishers' rights and remedies, including human rights and the rights of other persons on board vessels, through research, education and training throughout the international maritime industry, and advocacy in international, regional and national forums, and to provide a database of materials for the benefit of the international community."

# Canadian Cabotage Battles Continue

## Union Leads Successful Maritime Efforts North of Border

The top official from the SIU of Canada gave an information-packed report to the Maritime Trades Department (MTD) executive board March 9.

President Jim Given detailed his union's exhaustive efforts to protect Canada's maritime cabotage laws and said significant victories have been achieved. There are also plenty of ongoing challenges, Given told the board and guests.

"Every single day, there is something new – there's another attack on cabotage," Given stated. "And a lot of it is hidden; it's hidden in different legislation like immigration, or it will come down in our budget like it did four years ago on page 310 where they said [foreign] ships could come in without permits."

Given said some of the Canadian cabotage battles stemmed from the Canadian-European Union (EU) Comprehensive Economic Trade Agreement (CETA). That pact called for certain trade routes in Canada to open to EU-first registered vessels between Montreal and Halifax. CETA also included a provision that would allow EU second-registry ships to take cargo away from Canadian-flag ships and opened certain dredging projects to foreigners.

Given reported, "We have recently had change where even if those vessels come into Canada and are able to run, they will now have to run with Canadian seafarers on board; they will not be able to use their foreign crews. So, we look at that as a great victory."

He thanked the MTD for its vital backing in those fights and others, including a more recent one in which the SIU of Canada helped remove viciously anti-maritime statutes from a bill that was before the Canadian government at press time. Its original form, the proposed legislation would have pushed a Canadian sec-

ond registry and totally eliminated the nation's cabotage laws within seven years.

Similarly, the union helped exclude maritime from the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP), a free-trade agreement involving 11 countries including New Zealand, Australia, Brunei Darussalam, Canada, Chile, Japan, Malaysia, Mexico, Peru, Singapore, and Vietnam.

"Also of note," Given added, "there is a temporary entry clause within the [CPTPP] and maritime also has been excluded from it. Foreign workers cannot come in under the [CPTPP]; they still have to follow our immigration laws. So, we are quite pleased with that.... There are absolutely no maritime giveaways."

He said he remains hopeful that maritime will continue to be excluded from the North American Free Trade Agreement, which is being renegotiated.

In what he described as "a very big development" from last year, Given explained that under Canadian law, if no Canadian ship is available for a domestic run, foreign-flag ships can apply to carry the cargo via a waiver.

"Last year, we had some (foreign) tankers come in," he said. "The SIU organized these ships with their foreign workers on board. We took that before the Canadian Industrial Relations Board and they gave us the certification to represent those foreign seafarers not only on those two ships, they gave us the certifications fleet-wide. What that means is that if any of those ships come in to run in Canada, they are covered by SIU Canadian collective bargaining agreements and are covered by the [related] rules. That was a huge, huge win for us."

Indeed, Given said that in 2017, 364 for-

eign-flag vessels operated in Canada through waivers, which equaled around 2,200 crew members. "So, if you look at the changes and progressions we've made, looking at this year, that's about 2,200 jobs that will go to Canadian seafarers, regardless of the flag of that ship," he said.

Given also pointed out that none of the wins came easily. For example, the SIU of Canada initiated 42 lawsuits to protect maritime workers' rights in the year 2015 alone. The union and the MTD also engaged in many grassroots actions to stand up for Canadian mariners and their families. Among other achievements, those activities helped recoup nearly \$1 million in unpaid wages last year for crew members who were sailing under a waiver but weren't getting full pay.

Given reiterated that the fights don't stop, and at times it seems as if enemies of cabotage will stop at nothing to get around the rules.

"To get the ship in, they'd say Canada has a red ship and we need a blue ship. For the workers, they'll say well they are specialized because you guys have blue coveralls and they need guys with red coveralls," he said. "Excuses, excuses, excuses."

Finally, he said his union and its allies have had success in carrying a pro-maritime message to government officials and staff members who "are smart enough to know that they don't know it all. They have sat down with us and listened to us; they've taken our advice. We don't always agree, but we have been able to come to an understanding. What we have learned over the last few years is that when it comes to cabotage, they don't want to hear our problem, they want to hear our solution. More doors have been opened to us since we started taking the real solution to them as opposed to



Jim Given  
President, SIU of Canada

the problem. And that's how we got to where we are.... We have closed every single loophole that they used to use. That has been an amazing journey, and we could not have done it without the support of the MTD, without the support of the unions in Canada and without the support of the SIU in North America. And it's heartening to me after the last four years to look at our membership and say, your job is finally safe... until the next time, and there is always a next time."





John Hourihan,  
Crowley Senior VP/GM, Puerto Rico Services



Tim Nolan  
President, TOTE Maritime Puerto Rico



Torey Presti  
President, National Shipping of America

## Company Execs Stand Up for Jones Act

### *Armed with Facts, Speakers Describe Industry's Puerto Rico Efforts*

Effectively blending powerful personal anecdotes with compelling data, executives from three Seafarers-contracted Jones Act companies recently described how the American maritime industry has been vital to the recovery in Puerto Rico.

Addressing the Maritime Trades Department's executive board during its winter meeting in Orlando, Florida, were National Shipping of America President Torey Presti; TOTE Maritime Puerto Rico President Tim Nolan; and Crowley Maritime Senior Vice President and General Manager, Puerto Rico Services John Hourihan. Presti and Nolan spoke on March 8, while Hourihan delivered his remarks March 9.

Consistent with the meeting's theme, all of the speakers talked about how Jones Act carriers have led the way in helping Puerto Rico recover from Hurricane Maria, which devastated the territory last September.

Presti credited maritime labor for its united support of America's freight cabotage law, which he noted "promotes and protects the American Merchant Marine, and furthermore the law defines seamen's rights."

He said his company worked with the SIU, the Steelworkers and the AFL-CIO to gather and ship relief cargoes to Puerto Rico, many of which were donated by union members. That operation along with the larger response "was tremendous, and it couldn't have happened without the Jones Act carriers," Presti said.

Citing unfair media criticism of the Jones Act's effects on Puerto Rico, he continued, "The pundits that supposedly know about the Jones Act really were off base. The problem was that once the cargo got to Puerto Rico, we had a heck of a time getting it off. . . . We couldn't get [containers] out of the gate (due to damaged infrastructure). The problem wasn't getting the cargo to Puerto Rico; that was done very efficiently."

Presti also suggested taking an expanded view of the law, which supports around 500,000 American jobs and which has consistently been described by military leaders and politicians as vital to national, economic and homeland security.

"We need to look at the Jones Act as a utility," he explained. "The islands depend on it – not only Puerto Rico, but Hawaii, Alaska and Guam as well."

He said the Jones Act "has encouraged huge investments" benefiting Puerto Rico, including new LNG-powered vessels, port

facilities and more, and asserted that ocean transportation costs do not harm the island's economy.

"Here again, the uninformed pundits don't understand," he said. "If you price [cargo] dollar for dollar, best value, Jones Act carriers (win). I think that can stand up to anything."

Presti also briefly touched on short-sea shipping (also called the marine highway system) and expressed confidence in its future.

"What we're trying to do is move the freight off of the beleaguered infrastructure, from truck to ocean. We have the longest navigable coastlines in the world. We're just not using them," he said.

Nolan said that in all of his 25 years in the maritime industry, the period after the hurricane made him most proud.

"That time really exemplified what the maritime industry is all about," he stated. "It wasn't about TOTE, it wasn't about other competitors. It was about all of us as one maritime industry. We as the American maritime industry were the first industry to stand up after the hurricane. We were worried about the island and what we could do to get the island back up on its feet."

He reminded the board and guests that when Maria touched down on Sept. 20, it was the tenth-most powerful hurricane ever to hit in the Atlantic. And, it struck just a week after Hurricane Irma already had left 80,000 Puerto Rico residents without power.

Nolan then described a crushing but motivating moment that happened shortly after he arrived in Puerto Rico, soon after Maria. A doctor told him that her hospital had lost all the babies in the neonatal intensive care unit.

"That's when it really hit home to me, what the impact of this hurricane meant to Puerto Rico," Nolan stated. "We can say they were without power. We can say they were without water and cell coverage. But when it came down to those babies, it truly put it into perspective what this hurricane meant to the island."

He credited SIU Port Agent Amancio Crespo for working exhaustively with the company to help as many people as possible and added, "We worked hand in hand on a daily basis. It took a collective effort by all of us to get through this, and to stand back up the industry at one time."

Companies stayed in touch and worked together without regard for competition, Nolan pointed out.

"This comes back again to, it wasn't one organization. It was one collective American maritime industry that stood up first and got the island back on its feet first," he said, adding that when the first terminal opened three days after the hurricane, TOTE had 11 Jones Act vessels ready to dock, carrying thousands of containers.

He commended the steward departments from the SIU-crewed *Isla Bella* and the *Perla del Caribe*. When in port, they fed an additional 50 shore-side staff along with the crew. The ships also were used for lodging.

Nolan mentioned that TOTE has helped feed more than 20,000 families through working with charitable organizations, and also has sent 19 containers as part of Operation Agua, with 11 more scheduled.

"This was essential and again, who was it that stood up? The American maritime industry. We're proud to be able to support this great cause," he said. (For more information about Operation Agua, visit [aft.org](http://aft.org) or [operationagua.com](http://operationagua.com). Both the SIU and TOTE are among the partners in the AFT-led outreach.)

Turning to the attacks against the Jones Act, he said, "During a challenge, you have opportunists out there who try to take advantage of it, and the hurricane was no different. Folks came out and tried poking at the Jones Act. There was a 10-day waiver that was issued . . . more politically driven than anything else. There were 14 (foreign) ships that requested to call. One had relief cargo. If you step back and reflect, this validates the importance of the American maritime industry. In this 10-day window, folks outside the American maritime industry did not step up. We were the ones that delivered close to 100,000 containers. We're the ones that flowed the goods down to the island. . . . It's not that we're here just today. We're here for the long term."

Hourihan noted that Crowley is headquartered in Jacksonville, Florida. The state itself has 52,000 jobs directly related to the Jones Act, he said, adding that more than half of the cargo that goes through Jacksonville is bound for Puerto Rico. The territory gets 85 percent of its cargo from there.

In his 30-plus years in the industry, "one thing I've come to believe is that defending the Jones Act will never stop," Hourihan said. "There will always be those that are against it, and so it's just part of our every-

day work. It's not a mountain we're going to climb and be done."

Focusing on Puerto Rico, he noted tax changes that began in 2006 and which phased out incentives for production on the island. This led to a recession which became a depression. Even though it had nothing to do with maritime laws, "that adds ammunition where there are challenges on the island," he said. "It can be easy to point fingers as to, somebody's got to be responsible for this. And oftentimes it's the Jones Act carriers that (unfairly) get that hit."

He used an example of the cost of a can of soup in Puerto Rico. Only two percent of the cost is attributable to transportation.

Ongoing education is critical, Hourihan said, both with the general public and with politicians and military leaders.

He then described the company's response to Maria, from pre-storm preparations to having ships arrive less than two hours after the first port reopened.

Crowley's Puerto Rico-based employees worked hard despite storm-related challenges at home, he said. Additionally, mainland-based employees put together more than 1,000 care packages for their counterparts in the territory.

He reiterated the fact that Jones Act carriers brought more than enough relief supplies to the ports, but cargo stacked up because of problems with roads and other infrastructure.

Before that was understood, however, the waiver was issued. "It really didn't accomplish much of anything," Hourihan said. "Crowley as a company, and I believe I speak on behalf of the American Maritime Partnership also – we are not opposed to waivers if there's a need that can't be met by a Jones Act company."

He pointed out that between Crowley and TOTE, they have invested more than \$1 billion in Puerto Rico.

Moreover, he said the Deepwater Horizon disaster in 2010 (another time when the Jones Act was unfairly blamed for hindering cleanup efforts) created "a wakeup call and a refresh." Puerto Rico is "yet another wakeup call" to promote the facts about the Jones Act.

"The events in Puerto Rico pointed out that we can be going along fine, and we can have support," he concluded. "But when you have events like what happened with Maria, all bets can be off. We've got to be able to close that gap."



*2018 Maritime Trades Department, AFL-CIO Executive Board Meeting, March 8-9, Orlando, Florida*



Robert Scardelletti  
President, TCU



Paul Doell  
President, AMO



Mark Spano  
President  
Novelty Workers



Jim Given  
President  
SIU of Canada



Gunnar Lundeberg  
President, SUP



Anthony Poplawski  
President, MFOW



Eric Dean  
President  
Iron Workers



James Callahan  
President  
Operating Engineers



Jack Hayn  
Painters



Brett McCoy  
UA  
Director of Metal Trades



Bernie Hostein  
Steelworkers



Joseph Condo  
TCU



Steve Bertelli  
Secretary-Treasurer  
Bakery Workers



Tim Bruxton  
Cleveland PMC



Scott Reeves  
Philadelphia PMC



Jeannette Bradshaw  
Michigan PMC



MTD President Michael Sacco opens the meeting.



Jerry Abell  
VP  
MTD



Daniel Duncan  
Secretary-Treasurer  
MTD



Sito Pantoja  
General VP  
Machnists



Donna Watkins  
Mine Workers



Tanya James  
Mine Workers



Hazel Galbiso  
Hawaii PMC



James Henry  
Chairman  
USA Maritime



Patrice Caron  
Executive VP  
SIU of Canada



Catina Sicoli  
Secretary-Treasurer  
SIU of Canada



Augie Tellez  
Executive VP  
SIU



David Heindel  
Secretary-Treasurer  
SIU



Nick Marrone  
VP West Coast  
SIU



Dean Corgoy  
VP Gulf Coast  
SIU



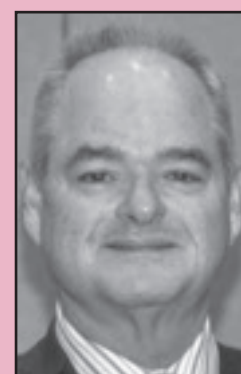
Tommy Orzechowski  
VP Great Lakes  
SIU



Joseph Soresi  
VP Atlantic Coast  
SIU



Kermett Mangram  
VP Government Services  
SIU



George Tricker  
VP Contracts  
SIU



# 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.

**OVERSEAS LONG BEACH** (OSG), December 3 – Chairman **Samuel Porchea**, Secretary **Marlon Battad**, Educational Director **Craig Croft**, Engine Delegate **Francisco Martinez**. Chairman advised crew to be prepared with cold weather gear. Educational director encouraged members to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. No beefs or disputed OT reported. Chairman read president's report and advised fellow members to read *Seafarers LOG* to keep current with union and industry matters.

**WALTER J. MCCARTHY** (American Steamship), December 8 – Chairman **William Mulcahy**, Secretary **Khaled Alasaadi**, Educational Director **Dean Parks**, Deck Delegate **Jerrold Foke**, Engine Delegate **Ronald Garber**, Steward Delegate **Nasr Almusab**. Chairman reminded crew to dress appropriately for cold weather and to be aware of ice and snow on deck. He instructed members to report problems as soon as they arise. Educational director reminded crew to upgrade often and keep papers up to date. Deck delegate mentioned available ice cleats in rec room. Engine delegate advised members to clean up oil spills when seen and to report anything that needs to be fixed. Steward delegate reminded everyone to be sure to return any used dishes and to clean up after themselves. Members suggested cold weather gear be provided. They requested

television be made available in each bunk as well as better internet.

**MAERSK PITTSBURGH** (Maersk Line, Limited), December 16 – Chairman **Konstantinos Prokovas**, Secretary **Darryl Goggins**, Educational Director **Jan Morawski**. Chairman thanked crew for safe voyage. Crew requested commercial carpet cleaning machine. Secretary reported vote of thanks for all departments. Members were reminded to make sure rooms are clean and have fresh linen. Educational director encouraged crew to upgrade their skills at the Piney Point school. He provided information regarding sea time requests and accessing the SIU website. No beefs or disputed OT reported. Crew in need of wiper onboard. They suggested increasing pension and vacation benefits.

**FLORIDA** (Crowley) December 23 – Chairman **Calvin Miles**, Secretary **Michael Henry**, Educational Director **Demarco Holt**. Chairman addressed questions regarding shipyard and stated no new business as of yet. Educational director reminded members to continue to upgrade. No beefs or disputed OT reported. Members discussed standard clearance for physicals and noted seven-10 business days. If faster response needed, members have option to expedite results. Crew requested better Wi-Fi and treadmill for gym. Members discussed job-order submissions and had separate

discussions about them with company personnel.

**OVERSEAS LONG BEACH** (OSG), December 28 – Chairman **Samuel Porchea**, Secretary **Marlon Battad**, Educational Director **Craig Croft**, Engine Delegate **Francisco Martinez**. Chairman anticipated longer wait for new contract and instructed members to go by old contract in the meantime. He mentioned ship being on the spot market, getting cargo when the company finds charter. Chairman announced new cargo at work from Louisiana to Canaveral. Educational director urged everyone to upgrade their skills at the Paul Hall Center and to stay on top of documents. No beefs or disputed OT reported. Secretary read the president's report and encouraged everyone to read the *LOG*. Members requested a new refrigerator.

**MAERSK HARTFORD** (Maersk Line, Limited), January 7 – Chairman **Anechito Limboy**, Secretary **Johnnie McGill**. Members requested information pertaining to allotment of funds. Chairman reported pickup plans for pilot. Educational director recommended members enhance their skills by upgrading at the SIU-affiliated school in southern Maryland. Crew discussed shipping rules and were encouraged to update their beneficiary information in timely fashion. They requested better internet be made available on ship.

**MAERSK KENSINGTON** (Maersk Line, Limited), Janu-

ary 14 – Chairman **Mariano Lino**, Educational Director **Reinaldo Roman**. Secretary advised members to upgrade their skills at Piney Point and to update merchant mariner documents six months prior to expiration. Engine delegate sought clarification on electric shut-off plans. Members were reminded that the *LOG* can be viewed on the SIU website. Crew requested new vacuums and mattresses.

**JEAN ANNE** (TOTE), January 28 – Chairman **Noel Camacho**, Secretary **Ingra Maddox**, Educational Director **David Watkins**, Deck Delegate **Dennis Bracamonte**, Engine Delegate **Rosalio Cordova**, Steward Delegate **Mary Maddox**. Members continued to request change of periodical requirements for physicals. Chairman reminded crew that exams may be requested through the member's portal. Members received instruction for new timesheet method and were given crewing company's contact information. Educational director encouraged members to upgrade their skills at the Paul Hall Center. Crew discussed scholarship program and cited benefits for members and their children. No beefs or disputed OT reported. Crew advised to carry valid prescription to USCG drug test if taking medications recently added to the DOT screening list. Members were reminded how to find the *LOG* on the ship's computer and instructed to submit most recent drug screening results when

renewing documents. Crew pleased with gym equipment and food offered by the steward department.

**HONOR** (TOTE), February 18 – Chairman **Nathaniel Leary**, Secretary **Harlan Alonzo**. Chairman reported new order of mattresses and pillows. Members encouraged to continue upgrading at Piney Point and reminded to keep documents up to date. No beefs or disputed OT reported. Oiler **Mark Richardson** described recent trip to Whistler, Canada, where he enjoyed his time biking in the mountains.

**OVERSEAS CHINOOK** (OSG), February 11 – Chairman **Donald Clotter**, Secretary **Jack Hart**, Educational Director **Ricky Yancey**, Deck Delegate **John Mbelwa**, Engine Delegate **Julian Dragon**, Steward Delegate **Craig Lundberg**. Chairman thanked crew for a job well done and encouraged them to continue being safe. He urged members to keep up to date on documentation. Secretary commended crew for good housekeeping and reminded them to leave rooms clean for oncoming members. Educational director encouraged members to upgrade at the Piney Point school. No beefs or disputed OT reported. Members praised headquarters and expressed gratitude for continued jobs. Crew discussed issues with gate procedures at Nederland, Texas.

## Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY**

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

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

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



# Mariners Now May Request Harmonized Expiration Dates Of MMCs, Medical Certificates

*Editor's note: The National Maritime Center recently issued the following notice:*

In accordance with Section 304 of the 2015 Coast Guard Authorization Act, Public Law No. 114-120; mariners will be allowed to request harmonized expiration dates of their Merchant Mariner Credential (MMC) and Medical Certificate.

CG-MMC Policy Letter 01-18 provides detailed guidelines for those mariners who wish to harmonize the expiration dates of their original or renewed MMC and Medical Certificate.

For further information, contact the NMC call center via e-mail to IASKNMC@uscg.mil, via online chat, or via phone at 1-888-IASKNMC (427-5662).

## Personal

Derrick Crummy wants Suzanne Van Schoor to contact him as soon as possible.

Crummy's email is Lepuffer@yahoo.com. He also may be reached at (206) 679-6208.

## April & May 2018 Membership Meetings

Piney Point.....	Monday: April 2, May 7
Algonac.....	Friday: April 6, May 11
Baltimore.....	Thursday: April 5, May 10
Guam.....	Thursday: April 19, May 24
Honolulu.....	Friday: April 13, May 18
Houston.....	Monday: April 9, May 14
Jacksonville.....	Thursday: April 5, May 10
Joliet.....	Thursday: April 12, May 17
Mobile.....	Wednesday: April 11, May 16
New Orleans.....	Tuesday: April 10, May 15
Jersey City.....	Tuesday: April 3, May 8
Norfolk.....	Thursday: April 5, May 10
Oakland.....	Thursday: April 12, May 17
Philadelphia.....	Wednesday: April 4, May 9
Port Everglades.....	Thursday: April 12, May 17
San Juan.....	Thursday: April 5, May 10
St. Louis.....	Friday: April 13, May 18
Tacoma.....	Friday: April 20, May 25
Wilmington.....	Monday: April 16, May 21

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

## ATTENTION SEAFARERS

### Another New Ship



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Activities Donation!**

# Dispatchers' Report for Deep Sea

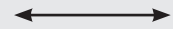
February 16, 2018 - March 15, 2018

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	17	5	0	27	12	0	1	40	20	4
Anchorage	2	2	1	0	1	1	0	4	2	3
Baltimore	3	3	2	2	0	0	1	9	3	1
Fort Lauderdale	16	6	5	11	6	5	5	32	12	12
Guam	3	0	0	4	1	0	1	3	1	0
Harvey	10	2	7	9	1	2	1	15	3	12
Honolulu	9	4	2	6	3	2	3	12	9	2
Houston	36	10	13	41	3	4	13	78	28	34
Jacksonville	28	15	8	19	5	0	10	66	28	23
Jersey City	45	9	4	22	7	2	9	74	16	6
Joliet	5	2	1	4	3	0	0	6	5	1
Mobile	9	4	4	9	0	4	5	20	7	10
Norfolk	18	15	5	16	7	7	8	32	24	14
Oakland	9	4	2	4	2	3	2	21	9	3
Philadelphia	1	7	0	3	6	0	0	3	6	0
Piney Point	2	2	0	1	0	0	0	3	4	0
Puerto Rico	4	4	0	3	3	0	2	10	9	0
Tacoma	22	6	3	22	3	2	9	42	12	4
St. Louis	0	0	0	0	1	0	0	3	3	1
Wilmington	17	6	9	22	4	1	4	56	15	12
<b>TOTALS</b>	<b>256</b>	<b>106</b>	<b>66</b>	<b>225</b>	<b>68</b>	<b>33</b>	<b>74</b>	<b>529</b>	<b>216</b>	<b>142</b>
<b>Engine Department</b>										
Algonac	3	2	1	7	1	1	0	4	5	0
Anchorage	1	0	0	0	0	0	0	2	0	0
Baltimore	4	1	0	2	1	2	0	4	3	1
Fort Lauderdale	5	4	1	6	2	2	3	18	3	4
Guam	1	1	0	0	1	0	0	1	0	0
Harvey	1	1	0	2	0	0	0	4	3	1
Honolulu	2	2	0	5	1	0	1	20	2	0
Houston	10	7	3	9	2	1	4	26	13	6
Jacksonville	13	14	3	11	9	1	9	28	22	4
Jersey City	13	9	3	11	4	0	5	22	12	3
Joliet	1	0	0	4	2	0	1	6	3	1
Mobile	3	4	0	1	3	0	1	9	6	1
Norfolk	12	5	8	11	6	5	5	19	15	6
Oakland	10	2	4	6	2	1	2	9	5	2
Philadelphia	2	2	0	1	2	0	1	1	2	0
Piney Point	3	1	0	1	1	0	0	2	4	1
Puerto Rico	5	2	1	1	2	0	1	5	1	1
Tacoma	13	7	3	14	1	2	4	29	5	4
St. Louis	5	0	1	1	1	1	0	5	2	0
Wilmington	11	13	2	8	7	0	2	23	20	3
<b>TOTALS</b>	<b>118</b>	<b>77</b>	<b>30</b>	<b>101</b>	<b>48</b>	<b>16</b>	<b>39</b>	<b>237</b>	<b>126</b>	<b>38</b>
<b>Steward Department</b>										
Algonac	3	4	0	8	5	0	0	4	3	0
Anchorage	0	1	0	1	1	0	1	0	0	0
Baltimore	1	1	0	1	0	0	0	1	1	0
Fort Lauderdale	16	5	0	10	2	0	6	27	7	1
Guam	3	0	0	0	0	0	0	4	1	0
Harvey	3	0	1	3	2	0	1	4	0	2
Honolulu	7	2	0	5	1	0	0	26	2	0
Houston	15	5	0	15	3	1	9	40	8	5
Jacksonville	11	5	1	13	5	0	6	22	16	1
Jersey City	8	1	1	2	0	0	1	20	6	1
Joliet	1	1	0	1	1	0	0	0	2	1
Mobile	1	1	1	2	1	0	1	5	1	1
Norfolk	17	5	0	8	3	0	2	24	12	6
Oakland	11	5	1	7	1	1	4	19	3	2
Philadelphia	1	0	1	1	0	0	0	1	0	1
Piney Point	5	2	0	0	1	0	0	7	3	0
Puerto Rico	1	4	1	4	2	0	1	0	8	1
Tacoma	6	1	0	5	1	1	1	16	5	2
St. Louis	1	1	0	3	0	0	0	4	1	0
Wilmington	17	5	1	17	5	1	8	35	11	2
<b>TOTALS</b>	<b>128</b>	<b>49</b>	<b>8</b>	<b>106</b>	<b>34</b>	<b>4</b>	<b>41</b>	<b>259</b>	<b>90</b>	<b>26</b>
<b>Entry Department</b>										
Algonac	0	9	9	0	10	1	4	2	21	26
Anchorage	0	2	4	0	1	2	1	0	1	5
Baltimore	0	0	1	0	0	1	0	0	0	6
Fort Lauderdale	0	4	8	0	2	4	0	0	7	10
Guam	0	1	1	0	1	0	0	0	2	1
Harvey	0	0	4	0	1	1	0	0	0	5
Honolulu	0	7	8	0	6	6	1	1	8	6
Houston	6	9	17	2	8	3	2	9	22	33
Jacksonville	1	8	26	0	7	18	2	5	29	83
Jersey City	3	10	13	0	5	3	2	6	21	17
Joliet	0	0	2	0	0	0	0	0	0	2
Mobile	1	1	0	0	1	0	0	1	1	1
Norfolk	1	6	20	0	11	11	3	2	11	63
Oakland	3	8	8	1	5	2	1	3	22	19
Philadelphia	0	1	0	0	0	0	0	0	2	0
Piney Point	0	0	4	0	0	2	0	0	1	3
Puerto Rico	0	0	2	0	0	1	0	3	1	1
Tacoma	6	4	8	3	7	1	2	8	18	25
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	4	11	19	2	11	17	0	7	41	57
<b>TOTALS</b>	<b>25</b>	<b>81</b>	<b>154</b>	<b>8</b>	<b>76</b>	<b>73</b>	<b>18</b>	<b>47</b>	<b>208</b>	<b>364</b>
<b>GRAND TOTAL:</b>	<b>527</b>	<b>313</b>	<b>258</b>	<b>440</b>	<b>226</b>	<b>126</b>	<b>172</b>	<b>1,072</b>	<b>640</b>	<b>570</b>



## Seafarers International Union Directory

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

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

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

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

*This month's question was answered by Seafarers aboard the Cape Washington and Cape Wrath in Baltimore.*

**Question: The maritime industry is sometimes thought of as an unintentionally well-kept secret. What would you want the general to public to know about the industry and/or about your job?**



**Robert Brown**  
*Recertified Steward*

If you're going to join this industry, you have to understand you'll be away from home for long stretches – but when you're home, you're home full-time. You'll spend time away from family, but then have months off. It can be the best and worst job all in one.



**James Roy**  
*GUDE*

We really don't have any problems, and if I do, I go to the union. I joined in 1994, and these are the best ships. Of course, a lot depends on the officers and a lot depends on the ship, but my job is easy to me.



**David Sexton**  
*Electrician*

It's seen a lot of changes over the years. Some are good changes, some are bad. Overall, it's been very rewarding. The biggest change is probably the living conditions aboard ship; they've improved dramatically. The biggest benefit is you can travel and see the world.



**Rick James**  
*Recertified Bosun*

I tell people, when you look out on the water, that's the U.S. Merchant Marine. And you wouldn't have cars or pineapples or other things without us. I also explain how important our industry is to trade and national security.



**Mohamed Khodeiri**  
*GVA*

It's good to get into it when you're young, and you have more time to upgrade. I think if you start early, it's better for your career. I started sailing in the United States in 2002, and I definitely like it.



**Tim Chestnut Sr.**  
*Electrician*

I retired from the military, and the travel and pay in this industry are for me. It is a secret – I knew nothing about it. But the travel and camaraderie are great. You can support your family really well, and the union takes care of us.

## Pic From The Past



This photo is from the 1957 christening of the SS *Harry Lundberg*, a bulk-ore carrier named in memory of the first president of the Seafarers International Union of North America. Addressing the crowd in Redwood City, California, is Edgar Kaiser, president of vessel operator Kaiser Industries.

*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](mailto: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

### ADEDEJI ADEGUNWA

Brother Adedeji Adegunwa, 67, began his career with the SIU in 1999, when he worked aboard the *Independence*. He sailed in the engine department and upgraded often at the Piney Point school. Brother Adegunwa last sailed on the *Navigator* and lives in Lawrenceville, Georgia.



### COSTAS ANASTASIOU

Brother Costas Anastasiou, 76, began his career with the SIU in 2005, when he worked aboard the *Seabrook*. He sailed in the engine department, last aboard the *Cape Kennedy*. Brother Anastasiou lives in Metairie, Louisiana.



### TERRY ARBUAH

Brother Terry Arbuah, 61, signed on with the SIU in 1991 and first sailed aboard the *Sea Wolf*. He worked as a member of the deck department and last sailed on the *Maersk Kinloss*. Brother Arbuah is a resident of West Orange, New Jersey.

### EFREN BACOMO

Brother Efren Bacomo, 67, first donned the SIU colors in 2006, when he worked aboard the *Tacoma*. He was an engine department member and upgraded at the Paul Hall Center in 2009. Brother Bacomo most recently sailed on the *Horizon Tacoma*. He makes his home in Vancouver, Washington.



### GLENN BAMMAN

Brother Glenn Bamman, 65, joined the SIU in 1974 when he sailed on a Hudson Waterways boat. He worked in the steward department and upgraded often at the Piney Point school. Brother Bamman last sailed aboard the *Maersk Missouri*. He lives in Kings Park, New York.



### GEORGE BORROMEO

Brother George Borromeo, 60, began his SIU career in 1981, working aboard the *Express*. He



was a steward department member and upgraded his skills often at the Paul Hall Center. Brother Borromeo last sailed on the *Liberty Glory*, before settling in the Northern Mariana Islands.

### ALLAN BRIGHT

Brother Allan Bright, 62, joined the SIU in 1977, working aboard the *Consumers Powers*. He was a steward department member and upgraded on several occasions at the Piney Point school. Brother Bright last worked on the *Cape Ducato*, and settled in Carlyle, Illinois.

### RAFAEL COMESANA

Brother Rafael Comesana, 65, signed on with the SIU in 1994, when he sailed on the *USNS Kane*. A member of the engine department, he upgraded on several occasions at the union-affiliated Piney Point school. Brother Comesana last sailed on the *Mykos*, and calls North Bay Village, Florida, home.



### JAMES CROSBY

Brother James Crosby, 59, began his SIU career in 1990, working aboard the *Pride of Texas*. He was an engine department member and upgraded his skills often at the Paul Hall Center. Brother Crosby last sailed on the *Pride of America*, before settling in Virginia Beach, Virginia.



### MARK DUMAS

Brother Mark Dumas, 54, donned the SIU colors in 1988, when he worked on the *Rover*. He was an engine department member and upgraded on several occasions at the union-affiliated Piney Point school. Brother Dumas last sailed aboard the *Ocean Globe* and calls Vacherie, Louisiana, home.

### CHRISTOPHER EARHART

Brother Christopher Earhart, 65, became a member of the SIU in 1989, when he sailed aboard the *Enterprise*. A member of the engine department, he upgraded often at the Paul Hall Center. Brother Earhart last sailed aboard the *Horizon Kodiak*, before settling in Gold Beach, Oregon.

### ROMEO FERRER

Brother Romeo Ferrer, 66, signed on with the union in 2004, initially sailing on the *Overseas Washington*. He was a member of the engine department and upgraded on several occasions at the Piney Point school. Brother Ferrer most recently worked aboard the *St. Clair*, and makes his home in San Diego.



### IBARRA MANGAYA

Brother Ibarra Mangaya, 65, donned the SIU colors in 1996, when he worked on the *USNS Altair*. He was an engine department member and upgraded on several occasions at the union-affiliated Piney Point school. Brother Mangaya last sailed aboard the *Jack Lummus*. He calls Virginia Beach, Virginia, home.



### NATIVIDAD MARTINEZ

Brother Natividad Martinez, 65, became a Seafarer in 1991. A member of the deck department, his first ship was the *USNS Algol*. After upgrading on multiple occasions at the Paul Hall Center, Brother Martinez last sailed on the *Pennsylvania*. He resides in Houston.



### ANIBAL PENA

Brother Anibal Pena, 70, began his seafaring career in 1991. Initially sailing in the inland division, he worked for Crowley Puerto Rico. Brother Pena last sailed aboard the *Global Link* and is a resident of Clermont, Florida.

### CORBIN PIPER

Brother Corbin Piper, 58, became an SIU member in 1978. He first sailed aboard the *Westward Venture*, and worked as an engine department member. After upgrading his skills on several occasions at the Piney Point school, he last shipped on the *Tacoma*. Brother Piper now calls Olympia, Washington, home.

### MICHAEL PROVEAUX

Brother Michael Proveaux, 70, signed on with the SIU in 1978, initially sailing aboard the *Cove*



*Navigator*. A member of the deck department, he upgraded his skills often at the maritime training center in Piney Point. Brother Proveaux last sailed on the *Cape Inscription* and resides in Glenrock, Pennsylvania.

### ALBERTO QUIBA

Brother Alberto Quiba, 67, donned the SIU colors in 1994, when he shipped on the *Independence*. He was a steward department member and sailed on the same ship for the duration of his career. Brother Quiba calls North Las Vegas, Nevada, home.



### MOHAMED QURAIISH

Brother Mohamed Quraish, 65, became a member of the SIU in 1980, initially sailing on the *Santa Mercedes*. He worked as a member of the steward department and upgraded his skills at the union-affiliated Piney Point School in 1999. Brother Quraish most recently sailed on the *USNS Waters*. He makes his home in Melvindale, Michigan.

### CAROLYN REDOUTE

Sister Carolyn Redoute, 75, joined the SIU in 1991. She originally sailed with American Overseas Marine as a member of the steward department. Sister Redoute upgraded at the Paul Hall Center in 1992 and most recently sailed on the *John Paul Bobo*. She subsequently became a member of the Seafarers-affiliated UIW and now lives in Dunnellon, Florida.

### DONALD REZENDES

Brother Donald Rezendes, 65, became a member of the SIU in 1978, when he shipped on the *Newark*. A member of the deck department, he upgraded his skills on multiple occasions at the Paul Hall Center. Brother Rezendes last sailed on the *North Star*. He makes his home in Garden City, Idaho.



### ROBERT RUSH

Brother Robert Rush, 58, became a union member in 1975. One of his first ships was the *USNS Potomac*. Brother Rush sailed in the engine department and upgraded on multiple occasions at the maritime training center in Piney Point. He



concluded his career aboard the *USNS Piliilau* and lives in San Pedro, California.

### MACK RUSSELL

Brother Mack Russell, 65, signed on with the SIU in 1996, first working aboard the *USNS Indomitable*. He was a steward department member and last sailed on the *USNS Invincible*. He calls Oviedo, Florida, home.

### CHARLES SMITH

Brother Charles Smith, 65, signed on with the SIU in 1989 and first sailed aboard the *Independence*. He worked as a member of the steward department and upgraded his skills on multiple occasions at the Piney Point school. Brother Smith last sailed on the *Long Lines*. He is a resident of Bradenton, Florida.

### WINSTON THOMPSON

Brother Winston Thompson, 58, joined the union in 1993. He first shipped aboard the *Long Lines* and was a deck department member. Brother Thompson upgraded his skills on multiple occasions at the maritime training center in Piney Point. He last sailed on the *Overseas Chinook* and makes his home in Houston.

### DANNIE TRUSS

Brother Dannie Truss, 67, became a member of the SIU in 1978. He initially sailed on the *Economy* and worked as a deck department member. Brother Truss took advantage of the opportunities at the Paul Hall Center and upgraded on multiple occasions. He last sailed on the *William R. Button* before settling in Ubon Ratchathani, Thailand.



## INLAND

### ALMARCA ARRIOLA MARTINEZ

Sister Almarca Arriola Martinez, 68, joined the SIU in 2001, working aboard the *USNS Chesapeake*. She was a steward department member and upgraded on multiple occasions at the Piney Point school. Sister Arriola Martinez last worked on the *Commitment*, and settled in Seattle.



### DAVID AUD

Brother David Aud, 66, became an SIU member in 1971, initially

*Continued on next page*



# 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.



Continued from Page 17

working with Steuart Transportation Company. He was a deck department member and upgraded often at the Paul Hall Center. Brother Aud last sailed with Piney Point Transportation. He resides in Mechanicsville, Maryland.

## JOSEPH BERLANDO

Brother Joseph Berlando, 64, donned the SIU colors in 1964, when he worked for Maritrans. He was a member of the deck department and enhanced his skills in 1979 by upgrading at the Piney Point school. Brother Berlando last sailed with the same company. He calls Washington, North Carolina, home.

## JAMES CAMPBELL

Brother James Campbell, 62, signed on with the SIU in 1975. He was a member of the deck department and spent the duration of his career working for Higman Barge Lines. Brother Campbell makes his home in Hemphill, Texas.



## CRAIG CONKLIN

Brother Craig Conklin, 62, joined the SIU in 1972, working aboard the *Steel Maker*. He was an engine department member and enhanced his skills by upgrading at the Piney Point school in 1975. Brother Conklin last worked for Mariner Towing before settling in Jacksonville, Florida.



## PAUL CORNWELL

Brother Paul Cornwell, 62, signed on with the union in 1980, when he worked for G&H Towing. He was a deck department member and upgraded his skills at the Piney Point school in 1984. Brother Cornwell also concluded his career with G&H Towing before settling in Dickinson, Texas.

## RONNIE ELMS

Brother Ronnie Elms, 62, signed on with the SIU in 1974, initially working for Moran Towing of Texas. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Elms last



sailed with Crowley Towing and Transportation. He calls Galveston, Texas, home.

## JAMES FLEMING

Brother James Fleming, 62, joined the SIU in 1994, when he worked for Moran Towing of Texas. He was an engine department member and upgraded at the union-affiliated Piney Point school in 1999. Brother Fleming most recently worked for Penn Maritime. He resides in Carriere, Mississippi.



## HAL HARRINGTON

Brother Hal Harrington, 62, became an SIU member in 1983. He initially worked for Shawn's Launch Services. Brother Harrington was a member of the deck department and last sailed with Virginia Pilots. He settled in Virginia Beach, Virginia.



## MICHAEL HENSON

Brother Michael Henson, 62, started shipping with the SIU in 1974, when he worked for Crescent Towing and Salvage. A member of the deck department, he sailed with the same company for the entirety of his career. He lives in Bossier City, Louisiana.

## THOMAS HULSART

Brother Thomas Hulsart, 62, signed on with the union in 1974. He initially worked for Western Towing and was a member of the deck department. Brother Hulsart took advantage of the training opportunities at the Paul Hall Center and upgraded on multiple occasions. He most recently sailed with American Marine Corporation, and settled in Trinity, Texas.

## ELTON JEANSONNE

Brother Elton Jeansonne, 62, joined the SIU in 1990, when he worked for Higman Barge Lines. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Jeansonne last sailed with Seabulk, and settled in Oakdale, Louisiana.

## DENNIS JOHNSTON

Brother Dennis Johnston, 60, started shipping with the SIU in 1998, when he worked for

Great Lakes Dredge and Dock. Sailing in the deck department, he remained with the same company for the duration of his career. Brother Johnston is a resident of Delaware City, Delaware.

## GARY KOSHLAND

Brother Gary Koshland, 65, became an SIU member in 1990 and initially sailed with McAllister of Philadelphia. He upgraded his skills on multiple occasions at the Paul Hall Center. A member of the deck department, he concluded



his career working for Moran Towing of Philadelphia. Brother

Koshland resides in Cold Brook, New York.

## ROBERT PALMER

Brother Robert Palmer, 65, joined the union in 1998, when he worked for G&H Towing. He was a deck department member and remained with the same company for the entirety of his SIU career. He resides in Rockport, Texas.

## ARTHUR STEWART

Brother Arthur Stewart, 56, joined the SIU in 1990, working for OSG Ship Management. He was a deck department member and



upgraded on several occasions at the Piney Point school. Brother Stewart last sailed with Harley Marine New York, and settled in Sevierville, Tennessee.

## JAMES WALLACE

Brother James Wallace, 65, joined the SIU in 1974, working for the Association of Maryland Pilots. He remained with the same company for his entire career. He calls Fayetteville, North Carolina, home.



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# Final Departures



## DEEP SEA

### BERT ABELLA

Pensioner Bert Abella, 78, passed away February 24. Signing on with the union in 1979, he first shipped on the *Portland*. Brother Abella was a member of the deck department and last worked aboard the *Tacoma*. He retired in 2004 and settled in Seattle.



### HOWARD BROWN

Pensioner Howard Brown, 86, died March 14. He joined the SIU in 1961, initially sailing aboard the *MT Evans*. A member of the deck department, Brother Brown most recently sailed on the *Richard J. Reiss*. He began collecting his pension in 1999 and made his home in Saginaw, Michigan.

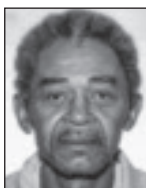


### BARRY CARRANO

Pensioner Barry Carrano, 66, passed away February 26. Born in Chicago, he started shipping in 1982, when he sailed aboard the *Constitution*. The deck department member's last vessel was the *Alliance Norfolk* before his retirement in 2017. Brother Carrano lived in Ocala, Florida.

### GEORGE DAVIS

Pensioner George Davis, 87, died March 2. He became a member of the SIU in 1959, initially sailing on the *Alcoa Pilgrim*. A member of the steward department, Brother Davis most recently worked aboard



the *Robert E. Lee*. He retired in 1994 and settled in New Orleans.

### OLWEN KING

Pensioner Olwen King, 93, passed away December 9. He joined the SIU in 1963 and first sailed aboard the *Bienville*. Brother King was a deck department member and most recently sailed on the *Robert E. Lee*. He began collecting his pension in 1990 and made his home in Chalmette, Louisiana.

### ALFRED LEWAKOWSKI

Pensioner Alfred Lewakowski, 88, died January 4. He started sailing with the SIU in 1955, initially working for Ore Navigation. Brother Lewakowski was a member of the deck department and most recently sailed aboard the *Charleston*. He became a pensioner in 1994 and was a resident of Kingman, Arizona.



### JAMISON MILLER

Pensioner Jamison Miller, 60, passed away March 5. He joined the SIU in 1980 and he first shipped aboard the *Panama*. The deck department member most recently sailed in the Great Lakes Division when he worked on the *Sam Laud*. He retired in 2009 and called Adelphi, Maryland, home.



### EDDIE SIPLIN

Brother Eddie Siplin, 59, died January 26. He became a member of the SIU in 1981, initially sailing on the *Great Land*. Brother Siplin was a steward department member and last worked aboard the *Sagamore*.

He resided in Jacksonville, Florida.

### LORENZO TIFRE

Pensioner Lorenzo Tifre, 71, passed away March 1. He signed on with the SIU in 1993 when he worked on the *Jacksonville*. Brother Tifre was member of the deck department and most recently shipped on the *Maersk Georgia*. He became a pensioner in 2012 and was a resident of Brooklyn, New York.



### MICHAEL WARREN

Pensioner Michael Warren, 68, died February 24. He joined the union in 1973 and initially sailed with Hudson Waterways. Brother Warren was a deck department member and last sailed aboard the *Cape Knox*. He began collecting his pension in 2015 and lived in Virginia Beach, Virginia.



## INLAND

### RICHARD DIXON

Pensioner Richard Dixon, 71, passed away December 11. He signed on with the SIU in 1965, working for Crescent Towing and Salvage. The deck department member continued to work for the same company until his retirement in 2013. Brother Dixon lived in Algiers, Louisiana.



### ROBERT FOLTZ

Pensioner Robert Foltz, 85, died February 18. He became



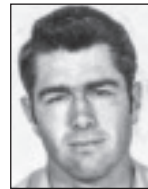
a member of the SIU in 1961, initially sailing with Taylor Marine Towing. Brother Foltz was a deck department member and last worked for McAllister Towing of Philadelphia. He began collecting his pension in 1997 and settled in Clarksboro, New Jersey.

### THOMAS MCGREAL

Pensioner Thomas McGreal, 91, passed away February 20. He first donned the SIU colors in 1960 when he worked for New York Central Railroad Company. A member of the deck department, Brother McGreal last worked for New York Cross Harbor Railroad. He became a pensioner in 1989 and lived in St. Petersburg, Florida.

### AUGUST MURPHY

Pensioner August Murphy, 84, died February 8. He became a member of the SIU in 1960, first sailing on the *San Marino*. Brother Murphy was a deck department member and last worked for G&H Towing. He was a resident of Midway, Texas.



## GREAT LAKES

### CHARLES HOLTREY

Pensioner Charles Holtrey, 73, passed away January 20. He became an SIU member in 1964 when he worked for Michigan Interstate Railway. A member of



the deck department, Brother Holtrey last sailed on the *Indiana Harbor*. He retired in 2000 and made his home in Benzonia, Michigan.

## PACIFIC MARINE

### JOSEPH DEBLANC

Pensioner Joseph Deblanc, 89, died February 23. He joined the union in 1979 and initially sailed on the *Santa Magdalena*. Brother Deblanc sailed in both the deck and steward departments. His last ship was the *Manulani*. He began collecting his pension in 1992 and lived in New Orleans.

### DOUGLAS SWETS

Pensioner Douglas Swets, 70, passed away February 25. He signed on with the SIU in 1989, first sailing aboard the *Independence*. Brother Swets worked in the steward department, last shipping on the *Singapore*. He retired in 2013 and settled in Virginia Beach, Virginia.



## NMU

Name	Age	DOD
Arceneaux, Anthony	95	03/03/2018
Azmitia, Harry	94	02/07/2018
Boone, Edward	90	01/20/2018
Campbell, John	85	02/20/2018
Decoud, Gary	76	02/20/2018
Ford, Cuthbert	79	02/22/2018
Gomes, Bartolomeu	85	02/19/2018
Hart, Herbert	96	02/01/2018
Hubbard, William	94	03/02/2018
Leonard, Warren	89	02/18/2018
Lucas, Eddie	87	12/24/2017
McCord, John	89	01/22/2018
Nesich, Severio	100	02/09/2018
Netherland, Martin	90	01/30/2018
Rasca, Mary	87	01/05/2018
Rogers, Duke	83	12/19/2017
Salas, Geronimo	86	03/01/2018
Sanchez, Arando	95	02/14/2018
Santiago, Modesto	84	01/01/2018
Viser, Harold	79	02/14/2018
Welk, Francis	90	10/29/2017

## Officials Report All Hands Safe Aboard SIU-Crewed Maersk Kensington

No injuries and no pollution were reported following a container fire in a cargo hold aboard the Seafarers-crewed *Maersk Kensington*. The incident happened March 16 while the vessel was sailing from Salalah.

According to a communication from Maersk Line, Limited (which owns and operates the ship), safety measures were taken immediately, and the crew reacted swiftly in containing the fire.

At press time, the ship was anchored outside the port of Salalah and was receiving assistance from shore.

The fire's cause wasn't immediately known.



This file photo shows the *Maersk Kensington*, which has been part of the SIU-crewed fleet since 2015.



# Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
-----------------	------------	--------------------

### Deck Department Upgrading Courses

Able Seafarer Deck	May 5	June 1
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
ARPA	May 12	May 18
Bosun Recertification	July 21	August 6
Fast Rescue Boat	June 16	June 22
GMDSS	June 2	June 15
Lifeboat	April 7 May 5 June 2	April 20 May 18 June 15
Radar Observer	April 28 June 16	May 11 June 29
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	April 7 June 2	May 4 June 29

### Engine Department Upgrading Courses

Advanced Refer Containers	June 2	June 15
BAPO	April 7 June 2	May 4 June 29
FOWT	May 5	June 1
FOWT	May 5	June 1
Junior Engineer	June 9	August 3
Machinist	April 28 June 16	May 18 July 6
Pumpman	May 19 July 7	May 25 July 13
Welding	May 5 June 9	May 25 June 29

Title of Course	Start Date	Date of Completion
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### Steward Department Courses

Advanced Galley Ops	June 9	July 6
Certified Chief Cook	Modules run every other week. The next class will start April 16.	
Chief Steward	April 21	June 8
Galley Operations	April 21	May 18
Orientation/Assessment Chief Cook 2.0	April 14 May 12 June 2 June 23 July 21 August 11	April 20 May 18 June 8 June 29 July 27 August 17
Orientation/Assessment Chief Steward 2.0	April 7 April 28 May 5 May 19 June 9 June 16 July 7	April 13 May 4 May 11 May 25 June 15 June 22 July 13
Steward Recertification	April 14	May 7
Serve Safe	July 14	July 20

### Safety Upgrading Courses

Basic Training w/16hr FF	May 19 June 16	May 25 June 22
Basic Training Revalidation	April 13 May 4 May 18 June 8 July 13	April 13 May 4 May 18 June 8 July 13
Basic Training/Adv. FF Revalidation	June 9	June 15
Combined Basic/Advanced Firefighting	April 14 May 26	April 20 June 1
Government Vessels	April 28 May 12 May 26	May 4 May 18 June 1
Medical Care Provider	April 21 May 9	April 27 May 25
Tank Ship Familiarization - DL	April 7 June 9	April 13 June 15
Tank Ship Familiarization - LG	April 14 June 2	April 20 June 8

### UPGRADING APPLICATION

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

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

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

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

*With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime 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
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_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

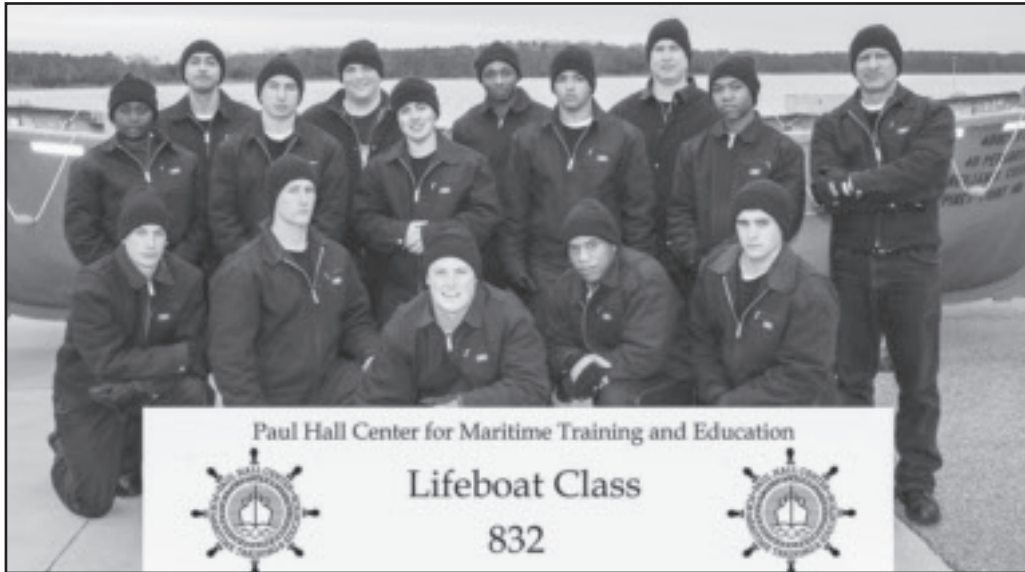
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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



# Paul Hall Center Classes



**Water Survival Class 832** – The following Phase I apprentices (above, in alphabetical order) graduated from this course Dec. 29: Lavontat Anderson, Thomas Burch, Joseph Crane, Owen Delehanty, Luis Felipe Flores-Ramos, Rannie Fore II, Brian Kluth Jr., Daniel Leon-Bruges, David Lewelling, Wayne Linnette IV, Christian Miguel Mercado Nunez, Gus Papas, Andrew Porpora, Billy Sawyer III, Hyuk-Joong Kim Seeman and Lebrena Simmons. (Note: Not all are pictured.)



**Welding** – Two upgraders completed their requirements in this course Dec. 15. Graduating (above, in alphabetical order) were: Chris Badouin and George Mardones. Chris Raley, their instructor, is at the far left.



**Water Survival** – Seafarer Rizaldy Manalopilar Ano Jr. (above) recently finished his requirements in this course. A member of the deck department, the Philippine-born mariner graduated Dec. 29.



**Tank Ship Familiarization LG** – Twenty-two upgraders completed the enhancement of their skills in this course Dec. 12. Graduating (above, in alphabetical order) were: Sotero Sumalinog Berame Jr., Fritz Bernier, Larry Byrd, Hector Ismael Caballero, Juan Amilcar Colon, Henry Jimenez Crespo, Luddy Duffey, Jonamie Antonio Encarnacion, Sherrod Frazier, Victor Frazier, Brian Guiry, Sanjay Gupta, Frank Harris III, Brice Jackson, Bonnie Kropolinsky-Hinkle, William Moran IV, Lamont Robinson, Kaled Minasar Saleh, Nabil Mohamed Ali Sharif, Darryl Smith, Jeffery Toliver Jr., and Rhonda Williams.



**Government Vessels** – The following Seafarers (photo at left, in alphabetical order) graduated from this course Dec. 15: Mohamed Mossad Abdelwahab GAD, Talib Aekins, Reynaldo Daga Agapay, Joseph Benitez Arigo, John Cedeno Jr., Luddy Duffey, Jose Roberto Encarnacion, Wilfredo Sabido Espinosa, Janice Gabbert, Arnell George, Richard Hindson, Orin King, Bonnie Kropolinsky-Hinkle, William Moran IV, Randolph Patterson, Luis Guillermo Ramos Rosa, Paublito Nmi Ramos-Ortiz, Nabil Mohamed Ali Sharif, Christopher Shivalier, Leodiane Maayon Torrenueva, Nee Tran, Cortney Williams and Travis Williams.

**Pumpman** – Ten individuals completed their requirements in this course Dec. 8. Graduating (photo at right, in alphabetical order) were: Davon Brown, Kenneth Cabrera, Alexander Capellan, Clinton Lopez Cephas, Elliot Duncan, Anthony Kwami Kpodovia, Richard Lawson, Afe-work Mengstu, Gregory Saddler and Christopher Shivalier. Class instructor Keith Adamson is at the far left. (Note: Not all are pictured.)



## Notice to All Students

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



# Paul Hall Center Classes



**ARPA** – Two upgraders improved their skills Dec. 15 when they finished their requirements in this course. Graduating (above, in alphabetical order) were: Roy Cuenza Enriquez and Mukhtar Mohamed Yahia. Patrick Schoenberger, their instructor is at the far right.



**Radar Observer** – The following individuals (photo above, in alphabetical order) graduated from this course Dec. 8: Roy Cuenza Enriquez, Derrick Hurt, Enchantress Johnson and Mukhtar Mohamed Yahia. Class instructor Patrick Schoenberger is at the far right. (Note: Not all are pictured.)

**Leadership & Management Skills** – Five upgraders completed their requirements in this course Dec. 8. Graduating (right, in alphabetical order) were: Talib Aekins, Justin Burchart, Lionel Rivera, Frank Sambula and Mark Stabler. Class instructor Christopher Morgan is at the far left.



**Medical Care Provider** – Six mariners finished this course Dec. 8. Graduating (above, in alphabetical order) were: Saad Mohammed Al Aqel, Annie Bivens, Kelly Doyle, Domingo Leon Jr., Luis Guillermo Ramos Rosa and Ahmed Omar Sharif.



**Basic Training (Basic Firefighting)** – The following individuals (above, in alphabetical order) graduated from this course Dec. 8: Albert Ugali Dulig, Randolph Patterson and Wayne Yeargain.



**Basic Training (Basic Firefighting)** – Upgrader Adam Magann (above) enhanced his skills by completing his requirements in this course late last year.



**Basic Training (SUA Basic Firefighting)** – Twelve individuals finished their requisites in this course Dec. 8. Graduating (above, in alphabetical order) were: Italy Bozhane Laquanta Byers, Lady Joanna Cano-Orozco, Gilma David, Amar Ahmed Mohamed Gaber, Victoria James, Young Moo Kim, Travis Lunsford, Brittany McKay, Phuoc Chau-Hue Nguyen, Nicoll Quinones-Rodriguez, Sherley Loraine Rivera-Aguila and Cesar Andres Rosado-Rodriguez. Class instructor Matt Rogers is in the back row wearing black fire suit. (Note: Not all are pictured.)



# Paul Hall Center Classes



**Government Vessels** – The following mariners (photo at left, in alphabetical order) graduated from this course Jan. 12: Abdul Ghaffar Abu-Bakr, Volodymyr Olexandrovych Bendus, James Cronk III, Brian Cushing, Destany Howard, Eric Jackson, Robert Johnson, David Kendrick, Kenneth Ledoux, Clint Young Tom Omisong, Kurtis Solberg, Travis Sumpter, Eugene Tuggle, Kareem Walters and Deralle Watson Sr.



**Basic Steam Plant Operations** – Two upgraders finished their requirements in this course Feb. 2. Graduating (photo above, from left) were Olivier Luc Especa and Dionesio Bacsibio Monteclaro Jr. Their instructor, Christopher Morgan, is at the far right.



**UA to FOWT** – The following individuals (above, in alphabetical order) graduated from this course Feb. 2: Daniel Bynum, Micah Gabriel Ferreira, Mathew McClintock, Jason Upshaw, Arlen Vernimo Jr., Hayden Vogt and Kyle Williamson. Christopher Morgan, their instructor, is at the far right.



**GAP Galley Evaluation** – Nine individuals completed this course Dec. 1. Graduating (above, in alphabetical order) were: Gregg Blevins, Charlene Briggs, Graeme Simbajo Dy, Brice Avery Jackson, Engracio Lagda Moratin Jr., Hussein Nasser, Craig Sorrell, Scott Steger and Alvin Watson.



**GAP Galley Evaluation** – The following individuals (above, in alphabetical order) graduated from this course Nov. 3: George Burton Jr., James Cherico, Reynard Gibbs, Brittany Harris, Joseph Huls, Milan Marshall-Hampton, Anthony McAfee, Pedro Rodriguez, Insook Smith and Nakeya White.



**Advanced Galley Ops** - Four steward department upgraders completed their requirements in this course Dec. 15. Graduating (above, in alphabetical order) were: David Dingman, Helida Samula Lorenzo, Jesus Manuel Pacheco and Delia Peters.



**Certified Chief Cook** – The following steward department members improved their skills by completing their requirements in this course Dec. 12. Graduating (above, in alphabetical order) were: Christian Borroto Lopez, Rene Junel Bravo Harrington, Nilsa Manaiza, Mohames Ali Noman and Todd Pryor.



# SEAFARERS LOG



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

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

## Seafarers Deliver in 'Deep Freeze 2018'



Carrying on a long SIU tradition, the *Maersk Peary* docks at McMurdo Station on Feb. 2. (Photo by Sarah Burford, MSC Pacific)

**W**ith predictable efficiency, SIU crews from two vessels have wrapped up another annual resupply mission to McMurdo Station in Antarctica.

In early February, the SIU-crewed *Maersk Peary* offloaded nearly 6 million gallons of diesel and jet fuel in support of Operation Deep Freeze 2018. Another Seafarers-crewed vessel, the *Ocean Giant*, spent a week at the station's ice pier in late January, discharging 409 pieces of cargo. Unloaded were nearly 7 million pounds of supplies such as frozen and dry food stores, building materials, vehicles, and electronic equipment and parts.

The aforementioned cargo accounts for all of the fuels needed for an entire year at the station plus around 80 percent of the other supplies and materials required for sustenance and operations.

The U.S. Military Sealift Command reported that the vessels passed each other as they entered and exited Winters Quarters Bay.

Seafarers have supported Operation Deep Freeze for decades. The mission provides crucial supplies to personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and other individuals who are stationed at the largest scientific research community in Antarctica.

The *Ocean Giant* is operated by Waterman Steamship while the *Peary* is operated by Maersk Line, Limited.

Seafarers aboard the *Peary* during the mission included Bosun **Ron Paradise**, ABs **Fortunato Ranario**, **Alex Bermudez**, **David Kennedy**, **Marie Acosta** and **Gideon Decker**, Pumpman **Jason Young**, QMED **Alex Amarra**, Wiper **Lionel Felix-Lugo**, Recertified Steward **Tony Spain**, Chief Cook **Lamont Faulks** and SA **Assiel Roedan Santana**.

The SIU crew of the *Ocean Giant* included Bosun **Gregorio Cinense Cudal**, ABs **Marvin Williams**, **Jose Roman Velasquez**, **Shaddrious McGruder** and **Nassor James**, Electrician **Vladimir Loutaev**, QE4s **Abdulaziz Alsinai**, **Heather Bushey** and **Alonzo Marbley**, Steward/Baker **Lonnie Myers Jr.**, ACU **Rosalie Long** and Apprentice **Kevin Campfield Jr.**



The *Ocean Giant* arrives at the station on Jan. 26. (Photo by Sarah Burford, MSC Pacific)



Keeping their *Peary* shipmates well-fed are (from left) SA Assiel Roedan Santana, Recertified Steward Tony Spain and Chief Cook Lamont Faulks.



SIU and AMO members from the *Maersk Peary* gather for a traditional group photo.



Another view of the *Maersk Peary* arriving at the base



Local wildlife is part of the scenery near the base.

