

# SEAFARERS



# LOG

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

## Tanker, Car Carrier Join SIU Fleet

SIU members are sailing aboard two new ships that recently joined the union-contracted fleet: the car carrier *Liberty Passion*, and the tanker *Liberty*. U.S. Secretary of Transportation Elaine Chao (second from right in group photo at bottom left) delivered the keynote speech as the *Liberty Passion* formally was renamed in Beaumont, Texas, on March 3. She is pictured with (from left) SIU Asst. VP Mike Russo, VP Gulf Coast Dean Corgey, President Michael Sacco and Patrolman Joe Zavala. U.S. Rep. Brian Babin (R-Texas) (right in photo at bottom right, with Russo) also attended the gathering. The ship is shown in photo second from bottom at right; it's part of the U.S. Maritime Security Program fleet. Meanwhile, on March 1, General Dynamics NASSCO delivered the Jones Act tanker *Liberty*, pictured immediately below, during sea trials in San Diego. Page 3. (*Liberty* photo courtesy General Dynamics NASSCO)



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# President's Report

## Recognizing Our Progress

The first quarter of the New Year has almost felt like a blur at times, with so many efforts underway to continue promoting the U.S. Merchant Marine in the new administration. The SIU never stops working to protect your jobs and secure new ones, but even by our solid standards, we've been quite active dating back to November.

At the same time, I recently had a chance to reflect on some of the progress we've made not only during my time at the helm, but also turning back the calendar to the opening of our affiliated school in Piney Point, Maryland, 50 years ago. Those advancements are a testament to our organization and to the union way of life.



Michael Sacco

For example, some of the members who are now retiring could tell our younger Seafarers about an era when our medical benefits were nowhere near as good as they are today. Likewise, we didn't always have the Seafarers Money Purchase Pension Plan, or the Seafarers 401(k) Plan. Relative to our union's history (we were chartered in 1938), those are newer plans. We tend to be methodical when we make changes, but in the long run, it pays off with those kinds of gains.

I'm proud to report that all of the Seafarers Plans are in good shape, by the way. Based on the reports given at the recent trustee meetings, they are on very solid ground.

Shortly before those meetings, I paid my first visit to our new union hall in Houston, and it's every bit as good as I'd heard (and seen in photos). We're opening another new hall later this year in Puerto Rico, and that'll be an upgrade both in terms of the actual facility and its location.

Those aren't rare occurrences. We have been opening new halls all across the country over the years while refurbishing others.

Nowhere is our progress more evident than in Piney Point, a place that threw me into culture shock back during the late 1960s. Let's just say it didn't quite measure up to Brooklyn in my eyes at the time.

But the school, over time, has become our hub and our lifeblood. The educational opportunities available there for SIU members have grown and improved, along with the campus itself. Piney Point helped open doors for female mariners that didn't exist during our union's formative period. Meanwhile, the massive upgrades to the school's simulation equipment in recent years rank right up there with any other gain in the Paul Hall Center's history.

Those are just a few highlights that recently crossed my mind, but I don't think that any of the SIU's gains would be possible without our solidarity or without the protections of a union contract. I appreciate your faith in me and in the people who work for you throughout the union. I'll continue to do the job you elected me to do.

I'd be remiss in not mentioning another reason we've managed to ride out the inevitably rough seas that roll around from time to time, and that's the effective working relationships we normally enjoy with our contracted operators. We're never going to see eye to eye on every single issue or every last detail of a contract, but at a time when our industry is fighting to survive, it's critical that we work together with our companies and with others from throughout the American maritime industry. We're doing that, and again, our capability in that regard depends in part on our status as a trade union.

As we head into the second quarter, I'm determined to keep building on our progress, and I'm optimistic that our best days as an organization are still in front of us.

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

# Rep. Garamendi Introduces Bill To Boost American-Flag Shipping

Congressman John Garamendi (D-California), ranking member of the Subcommittee on the Coast Guard and Maritime Transportation, early last month introduced H.R. 1240, his "Energizing American Maritime Act." If signed into law, the measure would strengthen the U.S. domestic maritime industry.

Unveiled March 3, the bipartisan bill would require up to 30 percent of exports of strategic energy assets to travel on U.S.-flagged vessels. The legislation is co-sponsored by Rep. John Duncan (R-Tennessee) and Rep. Duncan Hunter (R-California), chairman of the Subcommittee on the Coast Guard and Maritime Transportation.

"The state of the American maritime industry is in crisis-level decline," said Garamendi. "After World War II, our oceangoing fleet of U.S.-flagged ships numbered 1,200. Today, it's fewer than 80. This isn't just an economic concern - it's also a national security risk. We can't rely on foreign-flagged vessels to provide the necessary movement of strategic materials in a time of war. Requiring even a minority of strategic energy asset exports to be carried on U.S.-flagged ships will compel us to rebuild the technical skill to man these vessels - and with that comes good, high-paying, maritime jobs."

"We're the most powerful nation in the world, but 99 percent of our trade travels on foreign-flagged ships," the California representative continued. "To develop the kinds of jobs that will keep the American economic engine moving, we need to right this ship and grow America's maritime sector."

The domestic maritime industry lauded the measure and has given it strong support.

Brian Schoeneman, political and legislative director of the Seafarers International Union, said: "From a U.S. Merchant Marine perspective, this bill offers an excellent opportunity to create American jobs while strengthening U.S. national, economic and homeland security. Our military leaders as well as government officials have expressed concern about declines in U.S.-flag tonnage and the number of U.S. mariners. This is a chance to start reversing those losses, which will benefit the entire country."

Marshall Ainley, president of the Marine Engineers' Beneficial Association (MEBA), weighed in, noting, "The legislation would revitalize the maritime industry by creating thousands of seafaring jobs. Not only important to our economic security, a strong commercial fleet is crucial to our national security as it maintains a base of trained mariners who are prepared to serve the U.S. military. The MEBA appreciates Rep. Garamendi's effort to apply 'Make it in America' standards to the maritime industry."

Masters, Mates and Pilots President Capt. Don Marcus, said: "The enactment of this legislation will both ensure that at least some of the jobs associated with the export of LNG will go to American maritime workers and help guarantee that we will have the civilian maritime manpower needed to support America's national security requirements in time of war or other international emergency. This is truly an America-first



Congressman John Garamendi (D-California) speaks before delegates during the Sept. 5-6, 2013 Maritime Trades Department Convention in Los Angeles, California.

proposal that we are proud to support."

"The Navy League strongly supports Rep. John Garamendi's bill in support of our U.S.-flag fleet," said Navy League National Executive Director Cari Thomas. "A healthy U.S.-flag Merchant Marine and a strong shipbuilding industry are tied to our national security and economic prosperity. The Department of Defense depends on the Merchant Marine for over 95 percent of our national defense sealift needs in times of war or national emergency. Replacing this sealift capacity would cost the Department of Defense billions of dollars. This bill will help ensure we can depend on the U.S.-flag Merchant Marine for years to come. It supports American jobs, national security and our national interests."

The Transportation Institute released the following statement regarding the measure: "Transportation Institute, which represents U.S.-flag ship owners and operators, fully supports this legislation because it will strengthen our merchant marine by creating jobs and ensuring that this dangerous cargo is carried aboard our U.S.-flag fleet by our skilled mariner workforce."

## Important Notice

### International Shipholding Corporation Update

As reported in the September 2016 issue of the *LOG*, on July 31, 2016, International Shipholding Corporation (ISH) and a number of its subsidiaries filed for Chapter 11 bankruptcy in the United States Bankruptcy Court for the Southern District of New York. Three subsidiaries that have a contract with the SIU are included in the bankruptcy: Waterman Steamship Corporation, Central Gulf Lines, Inc., and Sulphur Carriers, Inc. During the course of the bankruptcy proceedings, these Companies have continued to operate as usual.

On March 2, 2017, Judge Stuart Bernstein approved ISH's Plan of Reorganization. Under this Plan, a reorganized Central Gulf Lines will continue to operate the following Pure Car/Pure Truck Carriers: the *Green Bay*, *Green Cove*, *Green Lake* and *Green Ridge*. Reorganized Waterman Steamship will operate the *Ocean Giant*, the *Ocean Globe*, the *Mississippi Enterprise*, and the *Texas Enterprise*. Sulphur Carriers, Inc. will not remain in business. As of press time, it is not known whether one of the other companies will continue to operate the *Sulphur Enterprise*. This Plan of Reorganization is subject to MARAD's approval.

Waterman, Central Gulf and Sulphur Carriers owed several months of contributions to the Sea-

farers employee benefit plans when they filed for bankruptcy. Waterman and Sulphur Carriers also owed wage increases to employees who worked on the *Ocean Globe*, the *Ocean Giant*, and the *Sulphur Enterprise* after the bankruptcy petition was filed. After lengthy negotiations, the SIU and its employee benefit plans were able to reach a settlement with the bankrupt companies under which we expect to receive 60 percent of the amount of the wage increases owed to employees for the period from August 1, 2016 through January 31, 2017; as well as 60 percent of the contributions owed to the employee benefit plans, provided that the plan of reorganization is approved by MARAD. Once the union receives this money, we will send all affected employees their pro rata share of the wage increase payment. The payments will also ensure that all employees will continue to receive the full benefits to which they are entitled from the SIU plans.

The SIU expects that the reorganized companies will continue to provide a similar number of jobs on their vessels as before, with salaries and benefits that are comparable to the salaries and benefits that employees on these vessels have been receiving.



# MSP Fleet Adds Liberty Passion

## Secretary Chao Formally Welcomes Vessel

The magnitude of the moment was reflected by the stature of the keynote speaker.

U.S. Secretary of Transportation Elaine Chao delivered remarks March 3 in Beaumont, Texas, as the SIU crewed car carrier *Liberty Passion* formally welcomed into American-flag registry. SIU President Michael Sacco also spoke at a related event immediately afterward.

SIU Vice President Gulf Coast Dean Corgey, Assistant Vice President Mike Russo and Patrolman Joe Zavala also attended the event. Fr. **Sinclair Oubre**, a Seafarer who is port chaplain for the Apostleship of the Sea for Port Arthur, Texas, gave the invocation.

The Liberty Maritime-operated *Liberty Passion* flagged into U.S. registry Jan. 26 in Bahrain. Built earlier this year in Korea, the ship is 656 feet long and has a beam of nearly 106 feet. It is enrolled in the U.S. Maritime Security Program (MSP).

A longtime backer of U.S. crews and American-flag shipping, Secretary Chao in her prepared remarks stated, "A U.S.-flagged sealift capacity – crewed by U.S. Merchant Mariners – is vital to our national security. Ships are the most reliable and economical way to carry armored and other vehicles, as well as ammunition, equipment and supplies. The *Liberty Passion* can carry as many main battle tanks as 100 C-17 heavy lift aircraft,

with a fraction of the fuel consumption. And it can sail during all kinds of weather. This capacity and reliability provides critical commercial sealift and intermodal capabilities to our armed forces, when they need it most."

Speaking about the latest addition as well as two other SIU crewed Liberty Maritime vessels that are enrolled in the MSP, Secretary Chao added, "Today we are celebrating a public-private partnership that is strengthening America's merchant marine, as well as America's armed forces.... They are investments for greater economic activity and prosperity during peace, and greater strength and security in times of war."

Sacco said the ceremony marked "a great day for my union, and I also think it's a great day for America.... When I look at the *Liberty Passion*, the first thing I see is jobs for my members. I'm sure that comes as a shock to those of you who know me.... Whenever we're adding or maintaining good jobs, I think it's worth celebrating."

He said the ship represents "American jobs and American strength. It also stands for something else that's vitally important, and that's our industry's role as America's fourth arm of defense. As part of the Maritime Security Program fleet, this vessel and her civilian crew will always be ready to deliver the goods for our men and women in uniform – anywhere around the world, whenever needed."



Secretary of Transportation Elaine Chao delivers the keynote speech.



Seafarers, union officials and company executives gather near the *Liberty Passion's* stern. SIU President Michael Sacco is sixth from left.

## NASSCO Delivers Jones Act Tanker

Following its christening late last year, the SIU crewed tanker *Liberty* formally was delivered March 1 in San Diego.

The 610-foot-long tanker, which will sail in the Jones Act trade, is the third and final ship built at General Dynamics NASSCO (a union shipyard) for SEA-Vista LLC. The first two ships are the *Independence* and the *Constitution*. The *Liberty* also is part of a larger, eight-ship, ECO Class tanker program. (The other ships, built for American Petroleum Tankers, also carry SIU crews, or will carry them upon construction.)

According to the shipyard, the vessels in this class are 50,000 deadweight tons and can carry 330,000 barrels of cargo apiece. The design offers "improved fuel efficiency and cleaner shipping options," NASSCO reported.

"We are grateful for our partnership with SEA-Vista and the opportunity to design and construct three vessels equipped with world-leading technology and capability that will service their customers for decades to come," said Steve Davison, vice president of pre-production operations for General Dynamics NASSCO. "Credit for the successful completion of this contract goes to the thousands of world-class NASSCO shipbuilders and our partners who worked to provide unmatched quality and service from day one."

The eighth ship of the program, the *Palmetto State*, was scheduled to be christened and launched on March 25.

In the past decade, NASSCO has delivered 29 ocean-going ships to government and commercial customers – including the world's first LNG-powered containerships (both crewed by SIU members).

The Jones Act requires that cargo moving between domestic ports be carried on ships that are crewed, built, flagged and owned American.

At its most recent executive board meeting, the AFL-CIO's Maritime Trades Department (to which the SIU is affiliated) approved a Jones Act statement that read in part:

"While there are many benefits to this law, one that shouldn't be overlooked is the fact that it helps maintain a pool of well-trained, reliable, American-citizen crews who can sail aboard military support ships, delivering materiel to U.S. troops deployed around the world during times of crisis. Additionally, many Jones Act vessels themselves could be militarily useful and undoubtedly would be made available to the Defense Department in an emergency. The Jones Act also provides a strong economic boost to the country. A major independent

study revealed the law helps maintain nearly a half million American jobs while contributing billions of dollars to the U.S. economy.

"And let us not forget several of its other benefits, including border protection, homeland security and prevention of illegal immigration," the statement continued. "The Jones Act ensures that vessels plying America's inland waterways are truly domestic. Crews are carefully screened before receiving their credentials, and vessel owners work with the U.S. Coast Guard and other federal law enforcement agencies."

The United States is not alone among the countries of the world in enforcing cabotage laws. More than 40 major trading nations have similar decrees on their books.



The new tanker *Liberty* sails during sea trials earlier this year. (Photo courtesy General Dynamics NASSCO)



# PHC Offers Revalidation Courses to Help Keep Mariners Sailing

In order to help mariners stay up-to-date with the latest U.S. Coast Guard requirements stemming from the International Convention on Standards of Training, Certification, and Watchkeeping (STCW), the Paul Hall Center for Maritime Training and Education (PHC) offers numerous courses. Two of the newest classes, explained below, are designed with the intention of helping mariners meet STCW requirements as quickly and hassle-free as possible. Both have been approved by the U.S. Coast Guard.

According to PHC Director of Training Priscilla Labanowski, "These courses allow mariners to complete the required training needed under the STCW Final Rule, and in a short time frame. Basic Training (BT) Revalidation, as long as members continuously sail and maintain their one year of sea time in the past five years, takes a five-day class and reduces it to be completed in one day to revalidate. The BT/Advanced Firefighting Revalidation course cuts three weeks off original training and revalidates it in one week. In other words, without our newly approved

BT/Advanced Firefighting Revalidation class, it would take four weeks to complete all the components separately (BT, Proficient in the use of Survival Craft, and Advanced Firefighting)."

BT Revalidation (SHLSOS-718) is a one-day class and transportation is reimbursable upon successful completion. The class is designed for mariners who possess a current U.S. Merchant Mariner Credential (MMC) endorsed with Basic Training (VI/1).

The class meets the STCW revalidation requirement for Basic Training and Advanced Firefighting every five years. It also meets the continued competence requirement for Proficient in the Use of Survival Craft (PSC) every five years.

Applicants must provide proof of one year of sea service within the last five years. This course revalidates the STCW requirement for Basic Training and Basic Fire Fighting every five years and can be used in lieu of the full one-week BT course. Those enrolled will have to complete pool assessments, so a swimsuit is required.

BT/Advanced Firefighting Revalidation (SHLSOS-823) is a five-day course, and transportation will be reimbursed upon successful completion. The course has been designed for mariners who:

- Successfully completed a USCG-approved STCW Basic Training course
- Successfully completed a USCG-approved Advanced Firefighting course
- Successfully completed a USCG-approved Proficient in the Use of Survival Craft (PSC) course
- Can provide evidence of at least one year of sea service in the last five years
- Possess a current U.S. Merchant Mariner Credential (MMC) with Advanced Firefighting, Basic Training and Lifeboatman/Proficient in the use of Survival Craft (PSC) endorsements.

This course will be required at the first MMC renewal after January 1, 2017, for anyone holding the previously listed endorsements. Students will have to complete pool assessments, so a swimsuit is required.

On a related note, and as previously re-

ported in the *LOG*, on the international page of one's MMC (normally page 4), if a mariner has the Basic Safety Training/Basic Training endorsement there will be Roman numerals. VI/1 means the MMC is endorsed with Basic Training. Some MMCs only contain the Roman numeral while others show VI/1 and the wording Basic Training. (The wording was added beginning in October 2012, initially saying Basic Safety Training and now Basic Training).

Since January 2017, in order to renew a merchant mariner credential with an STCW Basic Training endorsement (VI/1), an applicant must show proof of having completed a Coast Guard-approved BT class within the last five years.

It is important for Seafarers to make sure their Basic Training endorsement in their MMC is up-to-date, in order to remain eligible to ship. More information about STCW requirements is available from the SIU-affiliated Paul Hall Center (admissions office) and on the Coast Guard's National Maritime Center website: <http://www.uscg.mil/nmc/>

## Worker Testimony, Party-Line Votes Overwhelm So-Called 'Right-to-Work' in New Mexico

*Editor's note: This article originally appeared in a recent edition of the Press Associates Union News service. Additional information about right-to-work (for less) laws appears in the March issue of the Seafarers LOG (both in print and on the web).*

Outspoken worker testimony and Democratic state legislators' votes combined to kill so-called right-to-work (RTW) legislation in New Mexico, at least for this year.

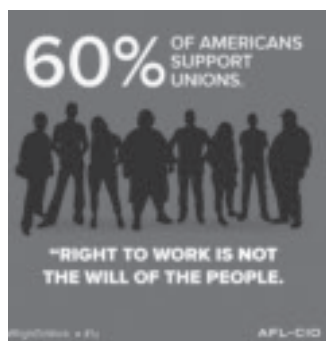
After an unusual Saturday session on Feb. 25 in the state House chamber in Santa Fe — moved there because of the huge crowd of workers that showed up — the House Labor and Economic Development Committee defeated RTW by a 6-5 party-line vote.

That effectively ends RTW in New Mexico for this year, since the legislature meets for only 60 days.

It also makes the New Mexico House the second consecutive state legislative body to trash RTW, despite huge business and extreme-right lobbying for it. New Hampshire's House buried RTW for the year the week before.

Prior to the New Mexico and New Hampshire RTW defeats, legislatures in Kentucky and Missouri passed RTW laws and the respective governors signed them. New Mexico GOP Gov. Susana Martinez promised to sign the RTW bill if it reached her desk.

"Take a moment to remember why so-called 'right to work' is a total scam that makes the rich richer while exploiting and endangering working Americans," New



Mexico AFL-CIO President Jon Hendry said in asking workers to converge on the state capitol for the hearing.

Despite their name, RTW laws aim to reduce the power of workers and their unions. Such statutes outlaw any language in collective bargaining agreements mandating the union can collect dues, or even fair share fees from workers who are in the union shop, but don't want to join. Those levies, also called "agency fees," let such workers pay discounted rates, covering only bargaining and contract administration.

The New Mexico RTW bill not only barred collection of agency fees but it "would also bar employers from exercising their right to hire only union-trained and certified workers," Hendry said. "So-called 'right to work' laws are unfair, unnecessary and hurt the middle class."

As for all those workers who could use union services without paying for them under RTW, one unionist had a pointed reply. "If you don't want to pay the freight, then you shouldn't be able to take the ride," said Robert Ferguson of Machinists Local 2515 in Alamogordo, New Mexico.

## AB to Mate Program Going Strong

The AB to Mate program at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) is currently accepting mariners who wish to take their careers to the next level.

The school is accepting applications from the general membership for its AB to Mate program — an intensive series of courses that offer ABs the ability to reach the position of third mate. In previous years, the AB to Mate program was only open to mariners who were sponsored by their respective companies.

Officials describe the program as part of the SIU's overall goal of providing members as many opportunities for career advancement as possible. It's a win-win situation — mariners can advance their careers, while companies have a greater pool of highly trained workers.

"It's another platform on which to advance," said Stacey McNeely, curriculum development coordinator at the southern Maryland campus. "The more training they have, the better a resource they are for the company or the vessel."

Under the program, ABs must complete a series of training modules at the PHC that cover everything from advanced firefighting and electronic navigation to shiphandling and meteorology.

"It's a lot more in-depth than other classes I've taken at the Paul Hall Center," said AB **Saleh Mohamed Muthana**, who was enrolled in the program at press time. Saleh continued, "The instructors are great; it's really important to be learning from former captains. More mariners should take these classes, just based on what it can do for your career, and what it would cost to get this level of training elsewhere."

While the modules must be completed in a certain order, mariners are not required to complete them back-

to-back. That means mariners can carve separate periods of training out of their schedules over an extended period.

"What we're trying to do is put together modules of classes so they can take a set of classes around their shipping schedules," McNeely said. "Doing it over a period of time allows them to not only use what they are learning in class, it also makes sure they're not overwhelmed during one particular stretch."

AB **Jason Hardy**, who also was taking one of the sessions last month, said that the program saved him nearly \$20,000 in tuition if he were to get this training elsewhere. "It's a great opportunity to advance my career, and the fact that I can take it at the Seafarers' school saves me time, money, and gives me a place to stay while I study," he stated.

"Our goal is to provide the member with support through bridge simulation, computer labs and the experienced instructors who will replicate real shipboard experience," PHC Director of Training Priscilla Labanowski said. "This career track is currently the most difficult series of courses at the school."

In order to qualify for the program, mariners must have: 125 days sailing in the previous calendar year; 1,080 days seatime in the deck department, with 180 days holding AB-Limited or Unlimited rating; current Rating Forming Part of a Navigational Watch (RFPNW) and Able Seafarer-Deck or AB-Limited rating; three reference letters from Masters within the last two years; and pass an aptitude test developed by the Lundeberg Maryland Seamanship School (LMSS). Members are encouraged to apply for the course through the admissions office. For more information, call (301) 994-0010.

## Important Points to Remember

### Rules:

- Anyone attending the program must take full course and assessments from LMSS and can't use assessments from other training facilities along with courses taken at LMSS.
- If a member fails a course within the module they must discontinue from whatever module they are taking and will be sent home at their own expense.
- Before returning to take any additional modules they must show proof of getting academic assistance from home.
- If a member has taken a course at another training

facility they must submit the course certificate and assessments prior to arriving to LMSS to be sure their course meets LMSS standards.

- Modules must be taken in their entirety and can't be broken up.
- Modules 1-2 are interchangeable.
- Modules 3-5 must be taken in order.
- Module 6 is for oceans endorsements only.

### Reimbursement:

- All Modules are reimbursable, provided the member passes all classes within the module.

## NMC Site Features Complete Info on Mariner Credentials

SIU members are reminded to allow plenty of time for merchant mariner credential (MMC) renewals and upgrades.

The website of the U.S. Coast Guard's National Maritime Center (NMC) features comprehensive information on the application

process, including separate tabs pertaining to "original, renewal, duplicate, raise of grade, modification, continuity, and STCW."

Visit the NMC website at: <https://www.uscg.mil/nmc/credentials/default.asp>

## M/V Honor Sails From Southampton

The SIU-crewed *M/V Honor* sailed from Southampton, United Kingdom on March 7 and had several U.S. port calls scheduled for later in the month, American Roll-on

Roll-off Carrier (ARC) reported.

There was a cargo fire on board the *Honor* the morning of Feb. 24 after the ship had departed the Port of Southampton. The fire was extinguished and there were no injuries to the crew or officers.

The *Honor* returned to the port under her own power, was safely berthed, and the ship's CO2 system was refilled. After shifting to anchorage, the ship was successfully ventilated and returned to the pier in Southampton

on March 1.

The initial inspection of the ship by authorities was completed on March 3, and the fire inspection and the inspection of cargo on all decks were completed on March 4, the company reported.

"ARC would like to express its appreciation for the assistance of the authorities and the swift, professional actions of our crew in this situation," the company stated.



# ITF Reports 'Justice at Last' for Crew Abandoned in Algeria

The International Transport Workers' Federation (ITF) in mid-March announced that the 17 crew members of the vessel *Sea Honest*, "who were abandoned unpaid and unprovisioned in Algeria in July 2016, have finally returned home."

The federation, to which the SIU is affiliated, noted, "The last group of five Indian seafarers left the ship last week en route to Mumbai. Another eight seafarers were paid and repatriated on Feb. 26, following the payment and return home of the two Turkish crew members also last month. Two Indian seafarers have been paid and have opted to remain on board."

ITF Inspector Mohamed Arrachedi explained, "The good news is that this long-suffering crew is now being repatriated, and the even better news is that they are now in receipt of the wages they have been owed throughout their long ordeal. These total \$151,823."

He continued, "Their patience and resolution has paid off, and we all appreciate the help given them by Algerian trade unions, the port authority of Algiers Port and the embassies of India and Turkey. Without their and the ITF's help these men would have starved."

The Panama-flagged ship is owned by the Turkish company Vera Shipping, which settled the crew wages and recruited new mariners on board.

One of the crew members sent the following letter to Arrachedi: "We the



After their long ordeal, crew members express thanks to the ITF.

Indian officers and crew of *MV Sea Honest* would like to thank you from the bottom of our hearts for all the help and support you have given us all these 7 months. We are very thankful for the provisions and moral support you provided us when our life was in danger. Today all our problems are solved and it is all because of your hard work and concern. You always answered our calls

and messages no matter what day or time and always guided us in every situation. Today we are going home after all this [struggle the last seven months].

"We would like our fellow seafarers to know that we are not alone. The ITF is always with us to support us in all possible ways. Don't be afraid in any such situations, approach them and your problems will be looked after. Thank

you very much Mr. Mohamed Arrachedi and Seddik Berrama and everyone who has been a part of solving this distress of *MV Sea Honest*."

Approximately 700 unions, representing more than 4.5 million transport workers from 150 countries, are affiliates of the ITF. SIU Secretary-Treasurer David Heindel serves as chair of the federation's Seafarers' Section.

## With Seafarers on the West Coast

SIU Vice President Contracts George Tricker and Port Agent Jeff Turkus recently met with SIU crews aboard vessels in southern California. These photos from a couple of the gatherings were taken in late February.



In the photo above, crew members and union officials are pictured aboard the *Cape Isabel*. Standing, from left: AB Rodolfo Nuno, GVA Jovita Carino, Steward/Baker Leola Johnson, SIU VP Contracts George Tricker, GVA Christopher Bechtel, Electrician Jessie Turner, and Bosun Ron Sagadraca. Seated, from left: Electrician Stanley Golden, Port Agent Jeff Turkus and Bosun Richard Barnhart. AB Hamza Jinah (left in photo at immediate right) welcomes SIU VP George Tricker aboard the *Horizon Pacific*. Pictured on the *Horizon Pacific* in the photo below are (foreground) Recertified Bosun Glenn Christianson and (from left) AB Antjuan Webb, VP George Tricker, Chief Steward Clifton Medley, AB Almario Sison and Apprentice Kevin Brown.



## Commission Appoints SIU Official To Serve on Port Authority Board

SIU Assistant Vice President Bryan D. Powell has been appointed to serve as a member of the Board of Directors of the Detroit/Wayne County Port Authority, for a four-year term (2017-2020). The Wayne County (Michigan) Commission unanimously voted in favor of the appointment on March 2.

Powell launched his career with the SIU at the union-affiliated Paul Hall Center, attending the apprenticeship program in 1993. In 1999, he came ashore to work as a union official. Since then, while actively working on organizing and start-up projects nationally, Powell has served in several locations, including Baltimore; Camp Spring, Maryland; Piney Point, Maryland; Houston; Jacksonville, Florida; Wilmington/Los Angeles; Seattle/Tacoma; Oakland, California; Mobile, Alabama; Honolulu; and Algonac/Detroit.

Additionally, Powell is an assistant vice president for the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU). He is active with the Detroit Metro AFL-CIO and Michigan State AFL-CIO, as well as the Michigan Building and Construction Trades Council, AFL-CIO. Powell is a member of the Propeller Club of the United States, the Labor and Employment Relations Association (LERA), and the Society for Human Resources Management (SHRM). He holds a bachelor's degree in business management, and master's degree in business administration with doctoral studies.

John Loftus, executive director of the Detroit/Wayne County Port Authority, said, "The appointment of Bryan Powell to the Port Authority Board is a very positive move for the Port Authority. Bryan's deep and broad understanding of the maritime industry, in the Great Lakes as well as the rest of the country, and his local labor connections and his national political reach, through the Seafarers International Union, will be a real asset to the agency, our maritime community, and the people of Detroit and Wayne County."



SIU AVP Bryan Powell

Wayne County Commissioner Diane Webb said, "I am very proud of the Wayne County Commission's appointment of Bryan Powell. Mr. Powell is an incredibly dedicated and effective union leader with vast maritime experience, both local and abroad. He is also a well-educated and articulate visionary that will foster the necessary relationships in the private and public sectors to maximize the potential of the Port on behalf of the City of Detroit, Wayne County and the entire region."

"I am very passionate about the maritime industry, and especially the role the Port Authority plays in economic development for the Great Lakes region," Powell said. "I am honored to receive this appointment, and proud to serve the people of Detroit and Wayne County, and the Michigan maritime community."

Port Authority Board Members serve four-year terms, without compensation.





**GATHERING IN HOUSTON** – A group of North American Maritime Ministry Association (NAMMA) board and staff members visited the new SIU hall in Houston in late February and presented the union with a plaque congratulating all concerned on the union-built facility. SIU and NAMMA personnel are pictured at the hall on N. York Street.

## At Sea and Ashore With the SIU



**FULL BOOKS IN HOUSTON** – Picking up their respective full books at the union hall are AB Cindy Granter (left in photo at left above, with Safety Director Kevin Sykes) and OMU Daniel Boye (right in other photo, also with Sykes).



**ABOARD ALLIANCE ST. LOUIS** – On Feb. 27, Fr. Sinclair Oubre (fifth from right), the Apostleship of the Sea port chaplain for Port Arthur, Texas, blessed the SIU-crewed *Alliance St. Louis* at the port in preparation for her return to service after an engine room fire early this year. Himself an SIU member, Fr. Sinclair performed the blessing on the bridge using the Blessing for a Ship from the Book of Blessings. He was then accompanied by Capt. Francis Goodwin through the vessel, as he sprinkled the ship with holy water. Some of the crew are pictured with Fr. Sinclair.



**WELCOME ASHORE IN JACKSONVILLE** – Patrolman Joseph Koncul (right in both photos) recently presented first pension checks to, respectively, Recertified Bosun Michael Shappo (photo at left above) and Second Mate Warren Wirth (other photo). Shappo sailed with the SIU since 1971, most recently aboard a Tote ship, while Wirth spent his SIU career (starting in 2001) with Penn Maritime/Kirby.



**READY TO SHIP** – Seafarer Monserrate Blas (left) proudly displays his first steward/baker shipping credentials at the hall in Puerto Rico, before heading to the Crowley-operated *Ocean Crescent*. He's pictured with Port Agent Amancio Crespo.



**ABOARD ST. LOUIS EXPRESS** – QMED Jerome Dooms (left) and Bosun Frank Hedge are pictured aboard the Marine Personnel and Provisioning vessel in mid-March in Houston. Thanks to Patrolman J.B. Niday for the photo.



**ABOARD USNS SISLER** – Pictured aboard the Patriot vessel after successful completion of back-loading U.S. Marine Corps equipment in Diego Garcia are (from left) Storekeeper Anthony Simon, Chief Cook Toni Johnson, Chief Steward Mark Simpson, SA Martin Krins and Captain Robert Reish.





## Coast Guard Admiral Stresses Safety, Industry Partnerships

The commanding officer of the U.S. Coast Guard's biggest district told the Maritime Trades Department (MTD) executive board he is focused on safety, and he depends on industry stakeholders to continue acting as partners.

Rear Adm. David Callahan addressed the board March 9 in San Antonio, Texas. He is the commander of the agency's Eighth District, which is headquartered in New Orleans. His command is responsible for Coast Guard operations spanning 26 states, including the Gulf of Mexico coastline from Florida to Mexico, the adjacent offshore waters and outer continental shelf, as well as the inland waterways of the Mississippi, Ohio, Missouri, Illinois, and Tennessee River systems.

In a wide-ranging speech, Callahan described the domestic maritime industry's importance to U.S. national and economic security; emphasized the ongoing need for cooperative efforts from all components of that industry; and stated he identifies the people of the MTD and its affiliates as "patriots."

A 35-year veteran of the agency, Callahan called the MTD critical and MTD President Michael Sacco "a great leader." (Sacco also serves as president of the SIU.)

The admiral told the 200 or so attendees (including board members and guests) that he didn't take the meeting for granted.

"Forums like this are absolutely critical to our overall mission in the Coast Guard," he stated. "They allow us, with you, to take one of those badly needed pauses in action to get together and talk about some of the things that we all should be paying attention to. That allows us to reconnect and collaborate, and I think it's vital to the overall health of the maritime industry to do these types of things."

Pointing to the current national dialogue about the need to invest in America's infrastructure, Callahan said that while the maritime industry often seems "invisible" to much of the public, "The U.S. [maritime] transportation system is not just a matter of economic importance and security. It is clearly a matter of national security. I think people tend to forget that sometimes.... The message should be loud and clear. The marine transportation system is national critical infrastructure."

He then described the importance of "partnerships" in the industry that are essential to safety.

"As maritime operations expand in the coastal and offshore regions, industry partners like yourselves are going to continue to play a very vital role and help enhance what we call our maritime domain awareness with your constant presence out there on the water and around the water," he said. "It's your eyes that we depend upon. We are not everywhere for everybody at

every time.... We depend on partnerships with organizations like yours and people like yourselves in maritime. That's what we're all about.

"Organizations such as the Maritime Trades Department are critical to the success of our missions and sustaining operations in the marine transportation system," Callahan continued. "These organizations provide a wealth of experience and practical knowledge – not only for myself, and I've certainly taken advice and counsel from folks like yourselves out there – but to our sector commands that are out there in the field."

Sharing preliminary data from a study that's expected to be released soon, Callahan noted that nearly 5,500 tugboats and towboats and 31,000 barges move an average of 763 million tons of cargo on the nation's waterways each year. Eight-four percent of all domestic waterborne commerce is moved by that barge fleet, coastwise and on the inland rivers, he added.

Continuing with statistics from the study, the admiral said, "Nationwide, the U.S. tugboat, towboat and barge industry directly employed 270,000 Americans workers in 2014, including vessel jobs, vessel-related shore jobs, you name it. And the industry also paid out more than \$17 billion dollars in compensation. The cargoes moved by the industry alone are valued at well over \$400 billion annually.

"No matter how you slice it, when you add those numbers you're talking about well over a half-trillion-dollar economic enterprise," he continued. "If that's not an issue of national security, I don't know what is. And you are all directly tied to that."

He talked about America's growing energy independence and what it already has meant for the maritime industry (including exports of LNG and crude oil).

"Even the most conservative projections show staggering growth in LNG and crude oil exports in the coming decades," Callahan said. "If you look at the projections of where people are going to need this oil, there is a deficit in the world in most places. What we and Canada have, the world wants. That means business and commerce."

He said that when commerce related to energy independence and growth increases, historical data shows that marine casualties also increase. Safety "is the biggest concern of mine," he emphasized. "I'm going to implore our continued partnership to set those strategic safety and commerce goals that enable expanded commercial operation but responsible operation in the maritime sector."

To that end, Callahan said, "We can't lose focus on the people in the industry that execute these operations every day. We



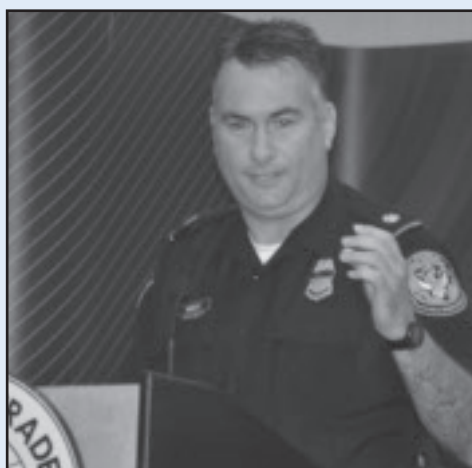
Rear Adm. David Callahan  
Commander, Eighth District, U.S. Coast Guard  
New Orleans, Louisiana

have to do everything possible to ensure that they are provided the proper training, and the proper support to maintain that safe operating environment."

Describing the agency's regulatory duties, the admiral said the Coast Guard "strives to be reasonable.... I emphasize the word reasonable, and finding that balance is the rub.... We believe in order to regulate effectively, industry folks like yourselves have to be brought to the table to help develop those regulations. We're not the experts – you guys are.... That's why I call this a partnership.... You will always be invited to the table, and we will always endeavor to understand and take into account your position. This is the manner in which we strive to regulate," he concluded.



Chris Lee (D)  
State House of Representatives  
Hawaii



Michael Hebert, Port Director,  
U.S. Customs and Border Protection's  
Jones Act Division of Enforcement  
Houma, Louisiana

## Speakers: Jones Act Vital to U.S. Security

Chris Lee and Michael Hebert see the Jones Act from different perspectives, but they both view the nation's freight cabotage law as critical to America's national and economic security.

That message came through in their respective speeches to the Maritime Trades Department (MTD) executive board early last month in San Antonio, Texas. Hebert, who's in charge of the U.S. Customs and Border Protection's Jones Act Division of Enforcement (JADE), gave his remarks March 9, while Hawaii State Representative Lee was the wrap-up speaker the following day.

Enacted nearly a century ago, the Jones Act requires that cargo moving between domestic ports be carried on vessels that are crewed, built, flagged and owned American. It has always enjoyed strong bipartisan support but also regularly comes under attack, usually by foreign-flag interests.

Hebert said he views the law as a commonsense way to keep the country safe.

"We all know the purpose of the coastwise laws is to ensure the protection of our maritime interests and our shipbuilding interests in the United States," he stated. "My father-in-law spent his entire career in the shipbuilding industry, so I have a little more appreciation than most in Customs with the maritime industry and with our shipbuilding industry. It is critical."

He continued, "Without the Jones Act, we would have issues in our inland river systems with national security. Our national security is a layered approach.... There's no way that we could enforce our national security laws without the Jones Act."

Hebert then described the magnitude of trying to protect the nation without the Jones Act.

"We have 95,000 miles of coastline in the United States," he said. "When we look at the southern border, that's 1,900 (miles), and we're really concerned about the southern border. But we (also) need to be concerned

about our coastline and our river systems.

Without the Jones Act, we would be inundated with foreign-flag vessels and non-coastwise-qualified vessels doing business at our critical infrastructures. They would have unfettered access to our refineries and more, and that's an issue to me. Along with the vessels, the foreign crew that are on these vessels...."

Hebert illustrated the security risks as substantial and said it would be extremely difficult to safeguard such a vast area without tens of thousands of additional security personnel.

Next, he talked about some of JADE's activities. Upon the department's formation last year (they're a national unit based in New Orleans), they identified a lack of uniform enforcement across the country. They are working to mitigate that condition, Hebert said.

JADE assists ports and works with the Coast Guard and Customs, he added. They monitor allegations of Jones Act violations that are reported and weigh in on individual cases. There are many more inquiries now that people know where to turn to ask questions and submit complaints about possible violations, he noted.

They also work to facilitate "legitimate trade."

"Our missions are education and enforcement. If we have more education, we'll have less enforcement," Hebert concluded.

As the meetings drew near a close, Representative Lee said that as an island resident, he deeply appreciates the dependability of American-flag ships with American crews. He stated, "We need, not only for ourselves but for the security of everybody else in our state, some sort of reliable and dependable source of transport for everything that we need to survive. There's nothing more important than that. That is why when it comes to the Jones Act, we cannot compromise."

The state legislator cited the need for investment in U.S. maritime infrastructure: "It's a conversation that absolutely has to happen.... National security means robust

maritime capacity."

Lee also called for unity and said that while certain issues may come off as Democrat versus Republican, they are really things that affect all Americans.

"What we see is that we're not divided by ideology most of the time. We're divided by education on these critical issues," he said. For instance, Lee cited a 2016 survey that revealed many Americans across the country believe 25 percent of the federal budget goes to foreign aid. The actual figure is less than one percent.

"But it's at the top of everybody's hit list," he continued. "If people understood what these things meant... and we were able to articulate this in a way that is relevant for them, it would change that discussion. It would change the perspective the public has, and the response to attacks that are made on these things. Foreign aid, Food for Peace, just along with the stick side of our national defense, is the carrot. These things work hand in hand. They give us the tools we need to go out in the world and fight the fights and win the victories we need to survive. If we lose these things, we're only hurting ourselves."

The state lawmaker said it's also important to build the base of support, and credited unions in that regard. But he encouraged allies to frame the discussion not only in statistical terms, but also in humanitarian ones.

"We have to speak in values," Lee explained. "In Hawaii, for example, we cannot do without the Jones Act – without federal support, which is actually the single biggest pillar of our economy. You have to double down on the values that we share, because it's investing in people and workers and health care and benefits. It's investing in American workers and American jobs. That's what the Jones Act itself is all about."

He concluded by emphasizing that the maritime trades are "absolutely necessary to national security. We need only educate people about them."



# MARAD Official Sees Cargo Preference As a Valuable Bargain for America

## *Ocean Transportation a Tiny Fraction of Programs' Cost*

An official from the U.S. Maritime Administration (MARAD) punctuated his presentation to the Maritime Trades Department (MTD) executive board with a simple but powerful message: "When somebody tells you that cargo preference is too expensive, you ask them whether or not they would prefer that a foreign government control our economy and control our future."

Those were the closing words of Anthony Fisher, MARAD's deputy associate administrator from the Office of Commercial Sealift. He addressed the MTD meeting March 10 in San Antonio, Texas.

Fisher also debunked the myth that using U.S.-flag ships and American crews adds significant cost to cargo preference programs. Using official government data, he explained, "The reality is, ocean transportation in itself is dirt cheap. Ocean transportation is such a nominal cost component of a supply chain that whether or not you're going to spend that extra \$1,000 a box to move that 40-foot container from this side of the globe to the other side of the globe, it's budget dust. It doesn't make a difference when you look at the grand scheme. It makes an incredibly nominal difference when you look at the total cost to provide that commodity to where it's going."

Cargo preference laws require that all government-impelled military cargoes and half of government-impelled civilian cargoes move on American-flag, U.S.-crewed ships. However, the latter percentage had been 75 before it was reduced in 2012 via a backroom, middle-of-the-night legislative attack.

That reduction has taken a severe toll, Fisher explained. Since 2012, "We've lost close to a quarter of our oceangoing merchant fleet. We've dropped down from 106 vessels to 81 vessels," he said.

He added that the industry also is con-

fronted by "shrinking volumes. This is the problem we face at MARAD, and this is the problem that you face in the fleet. We're getting a smaller slice of a smaller pie."

The total cost of cargo preference is around \$300 million per year, but even that relatively small figure essentially shrinks "when you talk about taxable revenues and economic multipliers," Fisher added.

It should appear even smaller when comparing U.S. investment in the maritime industry with that of other nations. Fisher spotlighted examples of foreign subsidies for the maritime industries in China and Korea, respectively, both of which completely dwarf such spending in the U.S. It has worked for China, which quadrupled its merchant fleet in the last decade. France, Germany and India also either have in place or are implementing laws and programs to bolster their fleets, Fisher reported.

Moving to other subjects, Fisher noted the Maritime Administration enjoys a "strong partnership" with the Defense Department (DOD). "They understand the value of the merchant fleet," he said. Nevertheless, the DOD cargo volumes currently being moved are a small fraction of what they were at the heights of Operation Iraqi Freedom and Operation Enduring Freedom.

Finally, he reminded the board that the U.S. Export-Import Bank also is important for U.S. shipping, but it has been politically neutralized (due to board vacancies that prevent it from approving financial assistance of more than \$10 million). There are \$20 billion in projects "sitting at the starting line, waiting for a quorum.... The companies involved in those projects want to build these commodities in the United States," Fisher said. "They want to employ Americans. They want to employ American manufacturers. They want to employ American mariners. But these projects aren't going



Anthony Fisher, Deputy Associate Administrator  
Office of Commercial Sealift, U.S. Maritime Administration

to hang around forever. We don't have the only Export-Import Bank."

He said foreign competitors are "strong and they're active and they're growing." China, for instance, backed \$100 billion in

loans last year.

The Trump administration recently signaled support for fully reviving the U.S. Export-Import Bank, something the MTD and SIU strongly back.

### **TOTE Executive Credits Mariners, Maritime Unions**

Anthony Chiarello (standing at podium), president and CEO of SIU-contracted TOTE, offered a movingly heartfelt address to the MTD board March 10. He discussed the company's newest ships, safety efforts and consistently cooperative endeavors with its crews and their respective unions. Chiarello described TOTE's crews as "the best-trained mariners in the world," and he also thanked all concerned for the unified effort in response to the *El Faro* tragedy. Joining him in applauding a light-hearted moment during the meeting are MTD President Michael Sacco (second from right) and MTD Executive Secretary-Treasurer Daniel Duncan. Partially pictured at Chiarello's left is MTD VP Jerry Abell.





# Bakery Workers Continue Campaign To Recover, Retain American Jobs

Steve Bertelli, international secretary-treasurer of the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union (BCTGM), brought an important update on his union's continued fight with Mondelez to the Maritime Traded Department (MTD) winter meetings in San Antonio on March 9.

"A lot has changed since San Diego," he stated, meaning the campaign has seen many twists and turns since he addressed the MTD board in March 2016.

For more than a year, the BCTGM has been embroiled in a tough fight with Mondelez International Inc., the parent company of Nabisco, Oreo, and Chips Ahoy! Snack foods, just to name a few. In March 2016, the company began laying off the BCTGM workers employed at their Chicago-based factory, and shipped those jobs to a new factory in Salinas, Mexico. There, workers are employed for a fraction of what those same jobs earned at the union-organized workplace in Chicago.

"Decades ago, we had a pretty positive relationship with this company," Bertelli explained. "Our members made a high-quality product for the company, the company made a lot of money and profit, and our members – through collective bargaining – were part of the middle class. They still are."

He continued, "We had close to 10,000 members in over a dozen bakeries across North America – that's the United States and Canada. Over the past 20-odd years and several corporate mergers later, the company embarked on a corporate strategy to reduce its union footprint, move production to Mexico and focus exclusively on



Steve Bertelli, International Secretary-Treasurer Bakery, Confectionery, Tobacco Workers and Grain Millers International Union

enriching its largest investors. They actually called it the, 'Mexican Strategy'."

The result has been anything but worker-friendly. Bertelli reported that more than a half-dozen Nabisco bakeries closed, which resulted in the loss of 3,500 union jobs. An additional 2,000 American jobs were lost

at other Nabisco plants because production lines moved to Mexico. Then, in 2015, Mondelez decided to invest an additional \$130 million into its new, \$400 million bakery in Salinas.

For comparison, he described how Bimbo Bakeries, the largest employer of

BCTGM members, recently spent billions of dollars in new U.S.-based, high-performance plants to make their wealth of products. Bimbo is a Mexican-owned company, employing thousands of American union workers in good-paying, middle class jobs. And yet, American-owned Mondelez continues to ship jobs across the border to their low-wage plants in Mexico.

Bertelli then touched on the many campaigns and actions taken by the BCTGM over the last year, including calling for the boycott of "Made in Mexico" Nabisco products, releasing several informational videos on the layoffs, and putting together a speaking tour of laid-off workers from the Chicago plant. This tour, dubbed the "Nabisco 600," went to labor union conventions, state and national AFL-CIO meetings, college campuses and smaller, local union halls. The BCTGM members spoke about what losing their jobs meant, and how Mondelez's decision impacted the community.

To close, he read the MTD executive board's new statement on "Protecting Middle-Class Jobs." According to the statement, "The MTD, its affiliates and its Port Maritime Councils reaffirm our fraternal support for our Sisters and Brothers of the BCTGM in its campaign against Nabisco-Mondelez."

After the MTD winter meetings, the BCTGM marked the one-year anniversary of Mondelez laying off the union workers from their Chicago bakery on March 23 with a Digital Day of Action. The union released a new documentary produced by Front Page, a PBS show narrated by James Earl Jones, which debuted on the BCTGM's social media pages before airing on PBS stations around the country.

## UMWA Official Urges Fair Treatment



Levi Allen, executive assistant to the secretary-treasurer of the United Mine Workers of America (UMWA), briefed the MTD board March 9 on the union's major battle to save the retiree health care and pension benefits promised to its members by the federal government more than a half-century ago. Those benefits are in imminent jeopardy, but the MTD pledged its all-out support for current legislation that would fulfill America's obligation to retired miners. Visit the UMWA website ([umwa.org](http://umwa.org)) for more information.

## Fischer: Vets are Part of Working Class



Will Fischer, director of government affairs for Vote-Vets.org., delivered a message of collaboration and solidarity to the Maritime Trades Department (MTD) executive board March 9 during its winter meeting in San Antonio, Texas. He told those present that America's veteran's class is a part of the working class and that as such, their issues and concerns mirror those of allies, partners and AFL-CIO-affiliated unions, including the MTD. An Iraq War veteran and former U.S. Marine, Fischer cited the Jones Act, companies sending jobs overseas, and efforts to deny veterans and other members of the working class a voice on the job as areas of common concern for his organization and the MTD. "I look forward to working with each and every one of you in this room to advance your campaigns and improve the lives of the working class," he said.

## Navy League Advocates for Seafarers



Cari Thomas, national executive director of the Navy League of the United States, spoke to the MTD executive board March 10. She reminded the board that the Navy League remains a staunch advocate of the U.S. Merchant Marine, and is constantly engaged in grassroots efforts promoting the Jones Act, the Maritime Security Program, and cargo preference laws. Founded in 1902, the Navy League is a nonprofit organization supporting America's sea services: the Navy, Marine Corps, Coast Guard, and U.S. Merchant Marine.



## MTD at a Glance

The Maritime Trades Department is a constitutionally mandated department of the AFL-CIO. It was formed in 1946, and its 22 affiliates include the SIU. Altogether, those unions represent more than 5 million members. The MTD also features 21 port maritime councils.

SIU President Michael Sacco also serves as MTD president, a post to which he most recently was re-elected in 2013.

The coverage on pages 7-11 reflects some of the happenings at this year's MTD executive board meeting, which took place March 9-10 in San Antonio, Texas. Check out the MTD's website ([maritimetrades.org](http://maritimetrades.org)) for additional information about the department.



Linda Chavez-Thompson  
Executive VP Emeritus  
AFL-CIO



Robert Scardelletti  
President  
TCU



Jim Given  
President  
SIU of Canada



Mark Spano  
President  
Novelty Workers



Paul Doell  
President  
AMO



Gunnar Lundeberg  
President  
SUP



Anthony Poplawski  
President  
MFOW



Glenard Middleton Sr.  
Executive Director  
Maryland Council 67  
AFSCME



Patrice Caron  
Executive VP  
SIU of Canada



Daniel Duncan  
Secretary-Treasurer  
MTD



Jerry Abell  
VP  
MTD



Augie Tellez  
Executive VP  
SIU



David Heindel  
Secretary-Treasurer  
SIU



Nick Marrone  
VP West Coast  
SIU



MTD President Michael Sacco addresses delegates and guests during the 2017 MTD executive board winter meeting in San Antonio, Texas.



Tommy Orzechowski  
VP Great Lakes  
SIU



Dean Corgoy  
VP Gulf Coast  
SIU



Kermet Mangram  
VP Govt. Services  
SIU



Joseph Soresi  
VP Atlantic Coast  
SIU



George Tricker  
VP Contracts  
SIU



Brett McCoy  
Director, Metal Trades  
United Association



James Conigliaro  
General VP  
Machinists



Warren Fairley  
VP  
Boilermakers



Tony Ianocci  
Transportation Division  
SMART



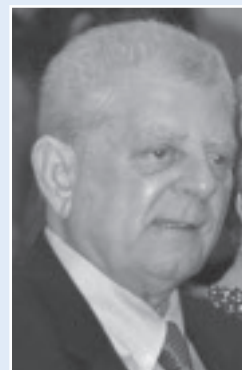
Catina Sicoli  
Secretary-Treasurer  
SIU of Canada



Sito Pantoja  
General VP  
Machinists



Levi Allen  
Secretary-Treasurer  
Mine Workers



Jack Martorelli  
President  
St. Louis Port Council



Jeannette Bradshaw  
President  
Michigan Port Council



James Hart  
President  
AFL-CIO Metal Trades  
Department



John Baker  
President  
Cleveland Port Council



# Pair of Labor Leaders Offer Steady Resolve As Unions Face Stormy Political Climates

Both the national and Texas State AFL-CIO presidents were on hand at the Maritime Trades Department's winter meeting in San Antonio, Texas, and they gave insightful presentations on the state of labor. AFL-CIO President Richard Trumka spoke on March 10, while Texas AFL-CIO President John Patrick welcomed those in attendance to his home state with a speech the day before.

"These are pretty challenging times, for our labor movement and for our nation," Trumka said to begin his speech.

He continued, "Pay is low, inequality is too high, good jobs are too far and few in between. But over the last four or five years, something has started to change. Working people right now are starting to speak out. Working people are starting to shape the debate. You see, we want better: We want better for our country, we want better for ourselves, and we want better for our family that's going to follow us."

A longtime ally of the SIU, Trumka also spoke about the political motivations of the AFL-CIO: "We don't work for any politician, or any political party. We're not going to be an ATM for the Democrats, and we're not going to be a rubber stamp for the Republicans. We're going to lead with our issues, we're going to lead with our values, and we'll put our members and our families first. That political independence is really our best way forward, and it'll strengthen our credibility, and it'll strengthen our effectiveness. That's how we build an America that starts to work for working people again."

Such "political independence" was a key to defeating the job-killing Trans Pacific Partnership, he said. It also proved useful in helping defeat the initial nomination for Secretary of Labor. In both cases, he emphasized, working people won because they came together in solidarity.

Specifically focusing on the new administration, Trumka said, "Good jobs and raising wages is how we're going to measure the Trump administration. President Trump promised throughout his campaign to make life



AFL-CIO President Richard Trumka (left) prepares to address the audience shortly after being introduced by MTD President Michael Sacco.

better for American workers. But talk's cheap. When the president does something that's good for working people, and good for the economy, we'll say so. And we'll work for it. Conversely, when he does things that are bad for working people, and bad for the economy, that lower our wages and make our workplaces less safe, that threaten our pensions and threaten our healthcare ... we're going to step up and fight him every step of the way."

Trumka added, "And President Trump gets to choose the path. In us, he'll either have a constructive partner ... or an unrelenting, resourceful and damn tough opponent. He gets to choose."

He then turned his attention to the topic of union solidarity, saying, "Brothers and sisters, the unions of the maritime trades show us what solidarity looks like. And I want you to know that your priorities are my priorities. We're there for you. We always have been, and we always will be. Whether it's protecting the Jones Act, or getting the Export-Import Bank back up and running where it needs to be ... And to our Canadian brothers and sisters, we're going to stand with you each and every step of the way."

After talking about how unions are for fair trade deals, unlike the defeated Trans-Pacific Partnership, Trumka spoke about what unions can accomplish for workers: "We know first-hand how trade can produce good jobs and strong wages. Shipbuilders, Longshoremen, Seafarers, you name it - those are careers to be proud of. I'm a third-generation coal miner. When my grandfathers first went into the mines, mining jobs weren't good jobs. But because we stood together, because workers united and got a voice on the job, we made those good-paying jobs."

Trumka also described the qualities of a good union leader, saying, "We have to be willing to put something on the line for one another. Not just standing in solidarity when the sun's shining, and it's easy, and it might not cost me anything, but standing with my brothers and sisters when it may cost me something ... Because I know that when you get weak, I get weak. When you get stronger, I get stronger."

He then discussed activism in detail, describing past and present actions taken by union leaders and members alike, as well as the importance of standing together when outside influences try to divide unions.

"America wants more of that activism," Trumka said. "You can see that they're hungry for it. By a margin of two to one, registered voters want to increase Social Security benefits, not decrease them. By a margin of three to one, folks want to tax companies on overseas profits, and increase funding for public schools. People overwhelmingly support higher wages and more investment in infrastructure. And a growing number believe

in unions: Over 60 percent of the American public says unions are important, needed and should be stronger.

"And the best news of all? That number is even higher among young people coming into the workforce right now," he continued. "That's our future, that's good news."

The day before, John Patrick detailed the state of the labor movement in Texas. "Most of what the Texas state AFL-CIO does at the state legislature goes well beyond the concerns of any one union. More often than not, it involves all working people in the state," he explained.

"We seek nothing more, and will accept nothing less, than a fair shot for all working Texans - whether they hold a union card or not," Patrick said. "The Texas AFL-CIO is strongly supporting bills to raise the state minimum wage, secure equal pay for women, to improve workplace safety, and otherwise help all Texas workers. You want to know where we stand on most any piece of legislation, the first question we ask is whether the bill will help all working families in the state."

He further outlined where the Texas AFL-CIO stands on multiple legislative issues, before stressing that the current political climate in Texas is difficult for the labor movement: "The job for those that believe in progress for working people has never been tougher than it is right now in the state of Texas."

Patrick also mentioned a state senate bill, targeting union members, that is garnering attention all the way up to the governor's office. "Once again this session, we are a target," he said. "Senate Bill 13, authored by Senator Joan Huffman of Houston, takes direct aim at public sector workers, who now make up the majority of our membership at the Texas AFL-CIO. Senate Bill 13 would take away the freedom of public employees who voluntarily sign union membership cards to deduct union dues from their own paychecks through payroll reduction. Let me put that in plainer terms: Teachers, nurses, correctional officers and a host of other public servants should be free to do as they please with their own paychecks."

He then spoke about other bills introduced in the state legislature that threaten to reduce worker protections and worker freedoms that stem the union way of life. While some have a greater chance of passing than others, he vowed to fight those bills, and all other bills with similar intents that follow.



John Patrick  
President  
Texas AFL-CIO



# Annual Sail-In Delivers Pro-Maritime Message

## Industry Representatives Team Up to Promote U.S. Mariners, Ships

Whether meeting with freshmen legislators or longtime friends of the industry, participants in the eighth annual Maritime Congressional Sail-In brought a wealth of knowledge and enthusiasm to Capitol Hill on March 1.

The SIU turned out in force for the critical event, which features teams of maritime industry representatives gathering throughout the day with House and Senate members and their respective staffs. Those groups explained solid rationale for supporting the Jones Act, the U.S. Maritime Security Program (MSP), cargo preference laws, American shipbuilding, and U.S. crews.

The SIU participants included Executive Vice President Augie Tellez; Vice President Government Services Kermet Mangram; Vice President Lakes and Inland Waters Tom Orzechowski; Vice

President West Coast Nick Marrone; Vice President Atlantic Coast Joseph Soresi; Legislative Director Brian Schoeneman; and Port Agents Joe Baselice, Elizabeth Brown, Mark von Siegel and Pat Vandegrift.

Altogether, there were 92 Sail-In participants, including representatives from every major seafaring union; every USA Maritime member company and association; a number of Jones Act companies and organizations; three state maritime academies; the Navy League of the United States; the AFL-CIO Maritime Trades Department; and the AFL-CIO Transportation Trades Department.

Those individuals were divided into 23 groups that took part in 131 meetings in the nation's capital. There were 102 meetings in the House and 29 in the Senate. Significantly, 24 of the meetings were

with House freshmen, while three of the Senate gatherings also were with newly elected legislators.

As usual, much of the effort was directed to members of key committees that affect the maritime industry. For instance, meetings took place with seven of the 11 members of the House Transportation Appropriations Subcommittee or their staff, and with nine of the 17 members on the Senate Transportation Appropriations Subcommittee with staff.

Similarly, meetings took place with a majority of legislators or staff from the House Seapower and Projection Forces Subcommittee, the Senate Seapower Subcommittee, the House Coast Guard and Maritime Transportation Subcommittee, and the Senate Surface Transportation and Merchant Marine Subcommittee.

## Open Letter from Seafarers International Union to House And Senate Maritime Industry Congressional Sail-In Participants

On behalf of our entire organization, particularly our rank-and-file members, we extend our sincere thanks to you for spending time with our Sail-In groups on March 1. Whether you're just getting acquainted with the American maritime industry or you've long been familiar with our importance to U.S. national and economic security, we appreciate your time and your interest.

The U.S. Merchant Marine has a centuries-long record of reliable service to our country.

Whether our civilian mariners are transporting commercial cargoes or delivering the goods for our troops anywhere in the world, we pride ourselves on professionalism, dedication and patriotism.

Our industry contributes billions of dollars each year to the U.S. economy, accounts for hundreds of thousands of American jobs, and plays a key role in homeland security. We're proud to uphold the mantle described by President

Franklin D. Roosevelt as America's fourth arm of defense.

Thank you again, and please know we are always available to discuss the American maritime industry.

Last but not least, we also thank and congratulate our fellow participants from other maritime unions, shipyards, vessel-operating companies, coalitions and other associations who teamed up to make the annual event successful.



Lars Magnusson of APL, MM&P President Don Marcus, Rep. Dan Donovan (R-New York), SIU Exec. VP Augie Tellez, Jim Caponiti of American Maritime Congress



Brian Houst of Schuyler Lines, Chuck Diorio of ARC, Rep. Duncan Hunter (R-California), Steve Wines of MIRAID, SIU Port Agent Elizabeth Brown



Mike Golonka of Crowley, Rep. Rob Wittman (D-Virginia), SIU Legislative Director Brian Schoeneman, Ladia Jakubec of APL



MTD Exec. Sec.-Treas. Daniel Duncan, Rich Berkowitz of Transportation Institute, Laurie Saroff (chief of staff for Rep. Luis Correa (D-California)), Tim Saffle of MM&P, Berit Erikson of SUP



John Jaskot of Jones Walker, two staff members from office of Sen. Mike Rounds (R-South Dakota), John Abrams of APL, SIU VP Kermet Mangram



Tim Perry of APL, Jeff Cowan of Council of American Master Mariners, Rep. Julia Brownley (D-California), SIU VP Nick Marrone, Jeremy Hope of MM&P



John Flynn of Transportation Institute, Andy Rabuse of Crowley, Sebastian O'Kelly of Monagle/Maersk, Steeve Simbert from office of Rep. Dwight Evens (D-Pennsylvania), SIU Port Agent Mark von Siegel



Aaron Benzinger of Central Marine Logistics, SIU Port Agent Joe Baselice, Frank Leach of AWO, Connor Lentz (legislative director for Rep. Trey Hollingsworth, R-Indiana), Owen Clarke of Crowley Maritime



Diane Luensmann of American Maritime Congress, SIU VP Tom Orzechowski, Cari Thomas of the Navy League, Sen. Sherrod Brown (D-Ohio), Tom Rayburn of Lake Carriers' Association



Jaya Gosh from Transportation Institute, SIU VP Joseph Soresi, Rep. Sean Patrick Maloney (D-New York), Josh Shapiro of Liberty Maritime, Rick Hegg from Crowley Maritime



SIU Port Agent Pat Vandegrift, Mark Sickles of Weeks Marine, Lake Carriers' Association President James Weakley, Rep. Darren Soto (D-Florida), Cofield Hilburn of Crowley



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4/17



## April & May Membership Meetings

Piney Point.....	Monday: April 3, May 8
Algonac.....	Friday: April 7, May 12
Baltimore.....	Thursday: April 6, May 11
Guam.....	Thursday: April 20, May 25
Honolulu.....	Friday: April 14, May 19
Houston.....	Monday: April 10, May 15
Jacksonville.....	Thursday: April 6, May 11
Joliet.....	Thursday: April 13, May 18
Mobile.....	Wednesday: April 12, May 17
New Orleans.....	Tuesday: April 11, May 16
Jersey City.....	Tuesday: April 4, May 9
Norfolk.....	Thursday: April 6, May 11
Oakland.....	Thursday: April 13, May 18
Philadelphia.....	Wednesday: April 5, May 10
Port Everglades.....	Thursday: April 13, May 18
San Juan.....	Thursday: April 6, May 11
St. Louis.....	Friday: April 14, May 19
Tacoma.....	Friday: April 21, May 26
Wilmington.....	Monday: April 17, May 22

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



**Attention:**

# Seafarers

**Another New Ship!**



**SPAD Works For You, Contribute to the  
Seafarers Political Activities Donation**

# SPAD

## Dispatchers' Report for Deep Sea

February 16, 2017 - March 15, 2017

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
<b>Deck Department</b>										
Algonac	15	3	0	30	6	1	3	32	21	1
Anchorage	3	2	1	2	2	0	1	3	3	1
Baltimore	4	4	2	5	3	2	1	4	4	1
Fort Lauderdale	15	19	2	10	10	1	5	30	20	5
Guam	2	0	0	3	0	0	0	2	2	0
Harvey	10	0	6	8	2	2	3	21	1	6
Honolulu	3	5	2	8	2	0	2	21	12	2
Houston	49	8	11	40	6	6	23	87	17	12
Jacksonville	29	22	11	31	13	8	19	64	25	20
Jersey City	25	9	3	26	6	3	11	65	24	1
Joliet	9	2	0	8	4	1	0	5	4	0
Mobile	10	3	0	7	3	0	1	13	2	4
Norfolk	18	10	4	10	7	0	2	29	27	5
Oakland	17	6	2	10	2	1	5	37	11	2
Philadelphia	6	5	0	1	3	0	0	10	8	2
Piney Point	4	1	0	2	0	0	0	4	1	0
Puerto Rico	3	4	0	1	2	0	0	13	12	1
Tacoma	35	9	4	31	6	0	9	65	14	10
St. Louis	3	4	2	2	1	0	2	2	4	3
Wilmington	21	8	3	21	7	4	15	41	19	7
<b>TOTALS</b>	<b>281</b>	<b>124</b>	<b>53</b>	<b>256</b>	<b>85</b>	<b>29</b>	<b>102</b>	<b>548</b>	<b>231</b>	<b>83</b>
<b>Engine Department</b>										
Algonac	2	3	1	8	4	0	1	3	8	2
Anchorage	0	0	1	0	0	0	0	0	0	1
Baltimore	4	2	1	7	0	1	1	2	6	0
Fort Lauderdale	6	4	1	7	3	0	2	17	3	1
Guam	0	0	0	0	0	0	0	1	2	0
Harvey	2	2	0	1	0	1	0	5	3	1
Honolulu	7	3	1	5	3	1	4	19	5	0
Houston	10	8	3	15	6	2	9	29	11	3
Jacksonville	19	8	5	7	12	3	6	44	30	3
Jersey City	13	8	1	6	6	1	7	22	10	1
Joliet	3	2	0	6	2	0	0	1	2	0
Mobile	0	4	1	3	4	1	0	7	5	1
Norfolk	6	17	2	4	9	0	3	16	18	3
Oakland	6	4	0	4	3	0	3	16	8	0
Philadelphia	1	3	0	1	2	0	1	2	3	0
Piney Point	3	3	0	3	3	0	1	0	5	2
Puerto Rico	4	5	2	3	2	0	0	5	8	3
Tacoma	14	6	2	10	3	1	2	23	11	2
St. Louis	0	1	0	1	0	0	0	4	2	0
Wilmington	11	7	2	6	7	0	6	34	26	5
<b>TOTALS</b>	<b>111</b>	<b>90</b>	<b>23</b>	<b>97</b>	<b>69</b>	<b>11</b>	<b>46</b>	<b>250</b>	<b>166</b>	<b>28</b>
<b>Steward Department</b>										
Algonac	1	5	0	1	3	0	0	6	4	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	2	1	0	0	1	0	0	3	0	0
Fort Lauderdale	13	4	1	6	4	0	1	22	3	2
Guam	1	1	1	0	1	0	0	3	1	0
Harvey	7	0	0	3	1	0	1	12	0	0
Honolulu	6	0	1	8	0	0	5	13	0	1
Houston	21	3	1	9	4	1	6	44	6	0
Jacksonville	16	8	1	11	6	0	6	31	9	1
Jersey City	12	5	0	6	2	0	1	17	7	0
Joliet	0	1	0	1	3	0	0	1	0	0
Mobile	1	2	0	2	1	1	1	2	1	0
Norfolk	12	9	1	8	10	0	7	29	13	2
Oakland	15	4	0	10	2	0	3	32	7	1
Philadelphia	1	0	1	2	0	1	0	4	1	1
Piney Point	6	3	2	3	2	2	0	6	1	0
Puerto Rico	1	7	0	5	4	0	4	0	7	0
Tacoma	9	2	1	14	1	1	5	25	3	1
St. Louis	1	0	0	2	0	0	0	5	0	0
Wilmington	20	2	2	6	1	2	4	38	9	7
<b>TOTALS</b>	<b>146</b>	<b>57</b>	<b>12</b>	<b>97</b>	<b>46</b>	<b>8</b>	<b>44</b>	<b>294</b>	<b>72</b>	<b>16</b>
<b>Entry Department</b>										
Algonac	2	11	4	2	14	3	0	3	17	5
Anchorage	0	0	2	0	0	1	0	0	2	5
Baltimore	0	2	1	0	1	1	0	1	3	1
Fort Lauderdale	2	6	2	0	2	4	0	2	7	9
Guam	0	1	0	0	0	0	0	0	3	0
Harvey	1	1	1	2	0	0	0	1	3	2
Honolulu	2	4	2	0	2	3	0	2	7	3
Houston	3	9	4	1	4	2	1	6	21	6
Jacksonville	3	12	19	1	9	19	6	4	21	41
Jersey City	3	10	8	2	6	4	2	6	23	7
Joliet	1	0	0	1	4	0	0	0	1	1
Mobile	1	2	2	1	0	0	0	1	3	6
Norfolk	2	7	9	1	7	10	5	1	16	19
Oakland	2	5	7	1	5	2	4	2	18	9
Philadelphia	0	1	0	0	1	0	0	1	2	0
Piney Point	0	3	1	0	1	0	0	0	3	0
Puerto Rico	0	0	2	0	1	0	0	0	0	4
Tacoma	2	10	13	1	4	7	2	10	25	29
St. Louis	0	1	0	0	0	0	0	0	2	0
Wilmington	3	12	21	0	11	17	3	4	23	23
<b>TOTALS</b>	<b>27</b>	<b>97</b>	<b>98</b>	<b>13</b>	<b>72</b>	<b>73</b>	<b>23</b>	<b>44</b>	<b>200</b>	<b>170</b>
<b>GRAND TOTAL:</b>	<b>565</b>	<b>368</b>	<b>186</b>	<b>463</b>	<b>272</b>	<b>121</b>	<b>215</b>	<b>1,136</b>	<b>669</b>	<b>297</b>



## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

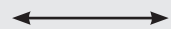
**Tom Orzechowski,  
Vice President Lakes and Inland Waters**

**Dean Corgey, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,  
Vice President Government Services**



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

2315 Essex St., Baltimore, MD 21224  
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Cliffline Office Ctr. Bldg., Suite 103B  
422 West O'Brien Dr., Hagatna, Guam 96910  
(671) 477-1350

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(904) 281-2622

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(815) 723-8002

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(504) 328-7545

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1121 7<sup>th</sup> St., Oakland, CA 94607  
(510) 444-2360

### PHILADELPHIA

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(215) 336-3818

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

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

**Question: What are some of your hobbies or something you do for enjoyment when you're not working?**



**Kirk Pegan**  
Bosun

Nothing in particular. I go fishing in Galveston, Texas. I live near Houston. I don't go as often as I wish but I'll probably go this summer.



**Charlie Packer**  
QMED

I meet girls at beaches all across America. Travel – that's what I do when I get off a ship. I'll go to any tropical state I can find, but my next stop is probably Australia.



**Josh Gonzalez**  
AB

I surf, all over the world. I live across the street from the beach in Imperial Beach, California. I've surfed in Indonesia, Mexico, Hawaii, Costa Rica, Panama and all over the state of California.



**Alexander Capellan**  
OMU

I like to travel with my wife, sometimes to New York and New Jersey. We live in Miami and every time I get off a ship we go somewhere. Last week we went to Central Park and Times Square.



**Mike Banks**  
OMU

I play basketball in Virginia Beach five days a week. That's all I do when I'm home. It's just recreation, for fun at the gym, with anyone who wants to play.



**Jaquel Nesmith**  
OMU

I play sports including basketball in my spare time. I also like to work out when I'm here, stay in shape. I play videogames. NBA 2K17 is my favorite.

## Pic From The Past



This photo originally ran in the October 1975 edition of the LOG. Stowage deck department stores aboard the *Golden Monarch* are (from left) AB Terry White, AB John Bertling, Recertified John Worley and OS Sam Daugh. The 894-foot-long tanker, operated by Aeron Marine Shipping and built at NASSCO, had a carrying capacity of 25 million gallons (about 500,000 barrels), according to the old caption.

*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

### SIMON ARANA

Brother Simon Arana, 65, began sailing with the SIU in 1999. He originally shipped on the *USNS Altair*. Brother Arana enhanced his skills twice at the SIU-affiliated school in Piney Point, Maryland. He was born in Honduras and sailed in all three departments. Brother Arana's last vessel was the *Maersk Atlanta*. He lives in Bronx, New York.



### MAURICE BAPTISTE

Brother Maurice Baptiste, 65, signed on with the SIU in 1991. He originally worked aboard the *Independence*. Brother Baptiste upgraded often at the maritime training center in Piney Point, Maryland. He was a member of the engine department. Brother Baptiste's last trip was on the *Maj. Stephen W. Pless*. He calls San Francisco home.



### JAIME BAUTISTA

Brother Jaime Bautista, 65, started sailing with the Seafarers in 2001. He was initially employed on the *USNS Capella*. Brother Bautista worked in the steward department. He attended classes in 2001 at the Paul Hall Center in Piney Point, Maryland. Brother Bautista's most recent trip was aboard the *USNS Stockholm*. He is a resident of Jacksonville, Florida.



### JON BLASQUEZ

Brother Jon Blasquez, 59, donned the union colors in 1980. His first ship was the *Santa Maria*; his most recent, the *Oakland*. Brother Blasquez is a native of California. He upgraded on two occasions at the Piney Point school. Brother Blasquez worked in the steward department and now resides in Walnut Creek, California.

### LAVERN BONIN

Brother Lavern Bonin, 66, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was a deck department member. Brother Bonin last worked on the *Richard G. Mathisen*. He lives in Hitchcock, Texas.

### EGBERT CAMPBELL

Brother Egbert Campbell, 62, joined the union in 1986. He first shipped aboard the *USNS Regulus*. Brother Campbell attended classes often at the union-affiliated school in Piney Point, Maryland. He worked in all departments. Brother Campbell concluded his career on the *Cape Taylor*. He was born in Jamaica and settled in Houston.

## CANDIDO CASTRO

Brother Candido Castro, 65, became a Seafarer in 1972. The engine department member initially sailed with Platte Transport Inc. In 1986, Brother Castro upgraded at the Paul Hall Center. He last shipped aboard the *Overseas Cascade*. Brother Castro calls New Orleans home.

### JAMES COLEMAN

Brother James Coleman, 67, joined the SIU in 2001 when the NMU merged into the Seafarers International Union. In 2003, he took advantage of educational opportunities available at the Piney Point school. Brother Coleman sailed in the deck department, and his final ship was the *Maersk Chicago*. He makes his home in Brooklyn, New York.



### JAVIER DELOSREYES

Brother Javier Delosreyes, 69, started sailing with the SIU in 1995. He first shipped aboard the *USNS Victorious*. Brother Delosreyes attended classes on several occasions at the Paul Hall Center. He sailed in the steward department. Brother Delosreyes' final trip to sea was on the *SSG Edward A. Carter Jr.* He lives in Virginia.



### STEVEN EICHBAUM

Brother Steven Eichbaum, 65, sailed with the NMU prior to the 2001 merger with the Seafarers International Union. He worked in the deck department. Brother Eichbaum calls Penn Grove, California, home.



### LESLIE FARRELL

Brother Leslie Farrell, 65, began his seafaring career in 1988. He initially sailed aboard the *USNS Bellatrix*. Brother Farrell upgraded in 2001 at the maritime training center in Piney Point, Maryland. He worked in the deck department. Brother Farrell's final ship was the *LNG Leo*. He is a resident of Houston.



### RONALD KITLAS

Brother Ronald Kitlas, 66, became a union member in 1978. He started his career working aboard the *Overseas Washington*. Brother Kitlas sailed in the engine department. On numerous occasions, he took advantage of educational opportunities available at the Piney Point school. Brother Kitlas' most



recent trip was on the *Cape Edmont*. He resides in Dallas, Pennsylvania.

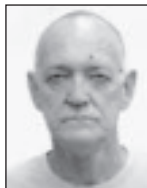
### PEDRO MENA

Brother Pedro Mena, 65, joined the SIU ranks in 1979. His first ship was the *Overseas Ulla*; his last, the *Golden State*. Brother Mena, a native of Honduras, was a member of the steward department. He attended classes often at the maritime training center in Piney Point, Maryland. Brother Mena lives in Spring, Texas.



### WARREN MCLAIN

Brother Warren McLain, 65, donned the SIU colors in 1973. He enhanced his skills in 1975 at the Piney Point school. A member of the engine department, Brother McLain originally worked aboard the *Gateway CT*. Before his retirement, Brother McLain sailed on the *Cove Liberty*. He makes his home in Stuart, Virginia.



### THOMAS PARISI

Brother Thomas Parisi, 63, began shipping with the union in 1980. He upgraded frequently at the SIU-affiliated school in Piney Point, Maryland. Brother Parisi worked in the deck department. He most recently shipped aboard the *Maersk Idaho*. Brother Parisi resides in his native state, Massachusetts.



### MICHAEL POOLER

Brother Michael Pooler, 58, started sailing with the SIU in 1987. He first shipped on the *USNS Wilkes*. Brother Pooler attended classes often at the union-affiliated school in Piney Point, Maryland. He worked in the steward department. Brother Pooler's final trip to sea was aboard the *Cape Ray*. He is a resident of Newport News, Virginia.



### ROGER REINKE

Brother Roger Reinke, 63, became a union member in 1989. He started his career working aboard the *Independence*. Brother Reinke was born in Australia and sailed in the deck department. On three occasions, he took advantage of educational opportunities available at the Paul Hall Center. Brother Reinke's most recent trip was on the *Cape Hudson*. He settled in Fairfax, California.



## RICHARD RILEY

Brother Richard Riley, 65, began shipping with the union in 1989. He originally worked aboard the *Independence*. Brother Riley upgraded frequently at the maritime training center in Piney Point, Maryland. He sailed in the steward department. Prior to his retirement, Brother Riley shipped aboard the *St. Louis Express*. He continues to live in his native state, Ohio.



### SAMUEL SCOTT

Brother Samuel Scott, 65, was an NMU member before the 2001 SIU/NMU merger. The deck department member attended classes twice at the Paul Hall Center in Piney Point, Maryland. Brother Scott calls San Francisco home.



### DAVID SOMERS

Brother David Somers, 65, signed on with the SIU in 1991. His first ship was the *Patriot*; his last, the *Pacific*. Brother Somers was a member of the deck department. He attended classes often at the Piney Point school. Brother Somers resides in Pahrump, Nevada.



## INLAND

### TRACY ANDERSON

Brother Tracy Anderson, 67, joined the SIU in 1972. He initially sailed with Virginia Pilot Corporation. Brother Anderson worked in the deck department. He upgraded in 1976 and 1984 at the Seafarers-affiliated school. Brother Anderson's final trip was aboard a Moran Towing of Virginia vessel. He calls Virginia Beach, Virginia, home.



### ARMANDO DE SOUZA

Brother Armando De Souza, 62, started sailing with the union in 1988. He initially shipped with Dixie Carriers. Brother De Souza was a deck department member. He attended classes in 2001 at the Piney Point school. Brother De Souza most recently worked on a Crowley Towing of Jacksonville vessel. He makes his home in Norwood, Maine.



### MICHAEL GARSEE

Brother Michael Garsee, 63, started shipping with the SIU in 1992. He was primarily employed with G&H Towing. Brother Garsee sailed in the

deck department. He is a resident of League City, Texas.

### SCOTT GREEN

Brother Scott Green, 65, signed on with the union in 2000. He mostly shipped with Penn Maritime Inc. Brother Green worked in the deck department. In 2002 and 2016, he attended classes at the Seafarers-affiliated school in Piney Point, Maryland. Brother Green lives in Anthony, Florida.



### JAMES HUDGINS

Brother James Hudgins, 65, began his SIU career in 1971. He was originally employed with Penn Central Transportation Company. Brother Hudgins last sailed on a Mariner Towing vessel. He was a member of the deck department. Brother Hudgins resides in Mathews, Virginia.



### JEFFREY LEE

Brother Jeffrey Lee, 62, joined the SIU in 1977. He initially worked with Crowley Puerto Rico Service. Brother Lee shipped in the deck department. He was last employed with Crowley Towing and Transportation of Wilmington. Brother Lee calls Cypress, California, home.



### JOHN MICKLOS

Brother John Micklos, 62, started sailing with the union in 1977. He first shipped aboard the *Long Lines*. Brother Micklos was an engine department member; he upgraded often in Piney Point, Maryland. Prior to his retirement, he worked aboard an Allied Towing vessel. Brother Micklos is a resident of Beverly Hills, Florida.

### EDE SINETTE

Brother Ede Sinette, 59, began his seafaring career in 1998. He primarily shipped with Crowley Towing of Jacksonville. Brother Sinette sailed as a member of the deck department. In 2000 and 2011, he enhanced his skills at the Paul Hall Center. Brother Sinette settled in Jacksonville, Florida.



### STEPHEN WILLIAMS

Brother Stephen Williams, 63, donned the SIU colors in 1991. He was mainly employed with G&H Towing. Brother Williams sailed in the engine department. He attended classes in 2008 at the Piney Point school and makes his home in Old Ocean, Texas.





# Final Departures



## DEEP SEA

### ELMER BAKER

Pensioner Elmer Baker, 84, died November 5. Brother Baker started his seafaring career in 1956. His first ship was the *Feltmore*. Brother Baker sailed in the deck department. He last shipped aboard the *Overseas New York*. Brother Baker began receiving his pension in 1997 and was a resident of Hitchcock, Texas.



### HENRY BENTZ

Pensioner Henry Bentz, 81, passed away November 11. Brother Bentz originally shipped aboard the *Edith*, in 1953. He sailed in the deck department. Brother Bentz's most recent vessel was the *LNG Virgo*. He made his home in Weston, Florida.



### JAMES BROCKINGTON

Brother James Brockington, 59, died November 23. He was a native of Philadelphia. A member of the steward department, he first sailed on the *Independence* in 1999. Brother Brockington last worked aboard the *USNS Loyal*. He lived in Hawaii.

### FORREST BURRIS

Pensioner Forrest Burris, 98, passed away August 31. Brother Burris signed on with the SIU in 1965, originally working on a Calmar Steamship vessel. He shipped in the steward department. Brother Burris last sailed aboard an Interocean American Shipping vessel. He sailed until the late 1990s. Brother Burris resided in Riverside, California.



### SALEH HAMED

Brother Saleh Hamed, 61, died November 26. Born in Yemen, Brother Hamed joined the union in 1996. He initially worked on the *Abby G*. Brother Hamed shipped as a member of the steward department. His final ship was the *Maersk Hartford*. Brother Hamed called Garner, North Carolina, home.

### KEVIN HOLSTON

Brother Kevin Holston, 56, passed away October 28. The California native began his SIU career in 1997. Brother Holston originally worked in the inland division with McAlister Towing of Virginia. He was a deck department member. Brother Holston most recently worked on the *Maersk Hartford*. He settled in Valley Center, California.

### ROMAN JARAMILLO

Pensioner Roman Jaramillo, 86, died October 31. He donned the SIU col-

ors in 1986. Brother

Jaramillo was first employed aboard the *H.H. Hess*. He worked in the steward department. Brother Jaramillo wrapped up his sailing career in 1999 on the *USNS Denebola*. He was a resident of Pembroke Pines, Florida.



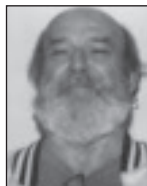
### CLYDE KENT

Pensioner Clyde Kent, 88, passed away October 28. Brother Kent started shipping with the union in 1948 in Norfolk, Virginia. One of his first vessels was operated by Waterman Steamship Corporation. Brother Kent's final trip to sea was aboard the *Bay Ridge*. He worked in the deck department. Brother Kent became a pensioner in 1986 and lived in Wilson, North Carolina.



### LEWIS LAMPHERE

Pensioner Lewis Lamphere, 82, died October 15. Brother Lamphere signed on with the SIU in 1964, initially working with Maritime Operations Inc. He was born in New York and shipped in the steward department. Brother Lamphere last sailed aboard the *Overseas Boston*. He started collecting his retirement pay in 1992. Brother Lamphere resided in Oregon.



### RUBEN MARTINEZ

Pensioner Ruben Martinez, 81, passed away November 12. Brother Martinez began shipping with the SIU in 1971. His first ship was the *Eagle Voyage*; his last, the *Mayaguez*. Brother Martinez was an engine department member. He went on pension in 2000 and called Puerto Rico home.



### WILLIAM MURPHY

Pensioner William Murphy, 87, died November 23. He was born in Massachusetts. Brother Murphy joined the Seafarers in 1974, originally sailing on the *Erna Elizabeth*. The deck department member's final vessel was the *Independence*. Brother Murphy retired in 2000 and made his home in Japan.



### LUTFI NAGI

Pensioner Lutfi Nagi, 84, passed away September 26. Brother Nagi became an SIU member in 1966. His first trip to sea was aboard the

*Express Virginia*.

Brother Nagi was born in Arabia. The steward department member last shipped on the *Lurline*. He started collecting his retirement compensation in 2001. Brother Nagi settled in Jackson, Tennessee.



### JAMES ROBERTS

Pensioner James Roberts, 76, died September 16. He began his seafaring career in 1959. Brother Roberts' first ship was operated by Waterman Steamship Corporation. He sailed in the engine department. Prior to his retirement in 2007, Brother Roberts was employed aboard the *El Yunque*. He lived in Jacksonville, Florida.



### STACEY TWIFORD

Brother Stacey Twiford, 45, passed away September 27. He joined the SIU in 1990. Brother Twiford was born in Virginia and originally sailed on the *Flickertail State*. His most recent trip to sea was aboard the *Philadelphia Express*. A member of the deck department, Brother Twiford called Moyock, North Carolina, home.

### KONSTANTINOS VENIZELOS

Pensioner Konstantinos Venizelos, 97, died August 16. He became a union member in 1956 and first sailed on the *LaSalle*. Brother Venizelos was born in Greece. He sailed in the deck department and concluded his seafaring career aboard the *Sea-Land Market*. Brother Venizelos became a pensioner in 1984 and continued to make his home in Greece.



### HUMBERTO VERA

Pensioner Humberto Vera, 87, passed away November 28. Brother Vera started shipping with the SIU in 1956. One of his first ships was the *Rose Knot*; his last was the *Overseas Joyce*. Brother Vera was a native of Mexico. He sailed in the deck department. Brother Vera began receiving his pension in 1994. He continued to reside in Mexico.



## INLAND

### VERNON CAHOON

Pensioner Vernon Cahoon, 73, died November 5. He began sailing with the union in 1969. Brother Cahoon initially shipped with Southern Carriers Corporation. He was a deck department member. Brother Cahoon's final vessel was operated by Charles H. Harper & Associates. He retired in 2005 and made his home in Belhaven, North Carolina.

## DAVID FARROW

Pensioner David Farrow, 87, passed away November 8. Born in North Carolina, he donned the SIU colors in 1967. Brother Farrow originally worked for Marine Carriers Corporation. He was an engine department member. Brother Farrow last sailed with Mariner Towing. He went on pension in 1994 and called Manteo, North Carolina, home.

## CHARLES GARCIA

Pensioner Charles Garcia, 83, died November 3. Brother Garcia started sailing with the SIU in 1963. He mainly worked aboard Dixie Carriers vessels. Brother Garcia retired in 1998 and resided in Auburn, Nebraska.

## HERMAN IRELAND

Pensioner Herman Ireland, 77, passed away November 29. He became a union member in 1970. Brother Ireland initially worked with Express Marine Inc. He sailed in the deck department. Brother Ireland last shipped aboard a Mariner Towing vessel. He went on pension in 2001 and lived in Bayboro, North Carolina.



## WILLIAM LESAGE

Pensioner William Lesage, 88, died November 10. He signed on with the union in 1962. Brother Lesage primarily worked with Great Lakes Dredge & Dock. He became a pensioner in 1992 and made his home in Canada.



## JOSEPH POWER

Pensioner Joseph Power, 87, passed away October 22. He joined the union in 1962. Brother Power originally sailed with Meyle Towing of Philadelphia. He concluded his career with McAlister Towing of Philadelphia. The Pennsylvania-born mariner went on pension in 1992. Brother Power was a resident of New Jersey.



## GREAT LAKES

### HIZAM AL ZAWKARI

Pensioner Hizam Al Zawkari, 71, died November 9. He became a union member in 1983. Brother Al Zawkari initially worked on the *Peter Reiss*. He sailed in the deck department. Brother Al Zawkari's final ship was the *Nicolet*. He became a pensioner in 2010 and settled in California.

## NATIONAL

### MARITIME UNION

### THOMAS BRITTON

Pensioner Thomas Britton, 88, passed away November 17. Brother Britton

was born in Lamarque, Texas, and started receiving his pension in 1976. He lived in Texas City, Texas.

### PETER GUADALUPE

Pensioner Peter Guadalupe, 85, died November 9. Brother Guadalupe was born in Puerto Rico. He went on pension in 1990. Brother Guadalupe made his home in Tacoma, Washington.

### ALBERT LOPES

Pensioner Albert Lopes, 93, passed away December 1. Brother Lopes started receiving compensation for his retirement in 1970. He was a resident of Massachusetts.

### REX MILLER

Pensioner Rex Miller, 88, died December 28. Brother Miller was born in Abingdon, Virginia. He became a pensioner in 1987. Brother Miller called Cass, West Virginia, home.

### MATTHEW MONTALBO

Pensioner Matthew Montalbo, 88, passed away November 24. Brother Montalbo was born in California. He went on pension in 1997 and lived in San Pedro, California.

### CASIMIRO MORALES

Pensioner Casimiro Morales, 99, died December 14. Born in Puerto Rico, Brother Morales started receiving his pension in 1966. He resided in Bronx, New York.

### CELESTINO ODON

Pensioner Celestino Odon, 84, passed away November 17. He was a native of Cuba. Brother Odon began collecting his pension in 1994. He lived in Davie, Florida.

### RAYMOND ONLEY

Pensioner Raymond Onley, 81, died December 10. Brother Onley was born in Virginia. He went on pension in 1996 and continued to make his home in Virginia.

### JAMES PHILPOT

Pensioner James Philpot, 76, passed away October 29. Born in Philadelphia, Brother Philpot started receiving his pension in 2005. He was a resident of Hephzibah, Georgia.

### RONALD RUNYAN

Pensioner Ronald Runyan, 81, died November 11. Brother Runyan was born in Nebraska. He retired in 2006 and resided in Michigan.

### RALPH SCOTT

Pensioner Ralph Scott, 81, passed away November 20. He was a native of the Cayman Islands. Brother Scott became a pensioner in 1998. He continued to call the Cayman Islands home.

### EDWARD VOGEL

Pensioner Edward Vogel, 86, died December 13. Brother Vogel was born in Pennsylvania. He started collecting his pension in 1995 and was a resident of Tampa, Florida.



# 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.

**MAERSK DETROIT** (Maersk Line, Limited), January 26 – Chairman **William K. Barrett**, Secretary **Michael Kozak**, Deck Delegate **Raphael Dewberry**. Secretary informed crew that new movies and laptop were available in the conference room. Members were urged to enhance their skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, to excel in their positions. No beefs or disputed OT reported. Crew was notified that carpet cleaner had been ordered. Suggestions were made regarding dental and vacation benefits. Steward department was thanked for a job well done. Next port: New Jersey.

**MAERSK KENSINGTON** (Maersk Line, Limited), January 22 – Chairman **Riccardo G. Ciolino**, Secretary **Cleto S. Lindong**, Educational Director **Ralph B. Garner**, Steward Delegate **Marcus Logan**. Bosun reported smooth voyage with great crew and thanked steward department for excellent holiday meals. Secretary expressed gratitude to QMED **Ralph B. Garner** and Bosun **Ciolino** for internet connection, as it makes his job easier. No beefs or disputed OT reported. Crew requested flat screen TV and more movies.

**MARJORIE C** (TOTE), January 28 – Chairman **Daniel J. Davenport**, Secretary **Samuel P. Sinclair**, Educational Director **Milan Dzurek**, Deck Delegate **Billy Cooley**, Engine Delegate **Salvador Baclayon**, Steward Delegate **Reno Duque**. Chairman went over ship's itinerary and thanked mariners for safe working habits and performance of duties. Secretary led discussion about upcoming contract negotiations and noted good morale among crew members. Educational director advised mariners to enhance skills at maritime training center

in Piney Point, Maryland. No beefs or disputed OT reported. Steward delegate made suggestion regarding information available on the SIU portal. Steward department was thanked for diverse menus that were nutritional and catered to cultural needs.

**MAERSK MONTANA** (Maersk Line, Limited), February 5 – Chairman **Videlio D. Roman**, Secretary **Lauren J. Oram**, Educational Director **Carl D. Montoya**, Steward Delegate **Alonzo Belcher**. Bosun expressed gratitude to crew for helping keep ship clean and noted no lost-time injures. He also recommended training at the Piney Point school. Secretary asked departing mariners to leave rooms clean for next member. Educational director went over proper procedures for dealing with harassment. Policies and procedures are available to all on shipboard computer. Treasurer informed crew that company would match their donations to the Seamen's Mission. No beefs or disputed OT reported. Motion was made to increase pension benefits. Vote of thanks was given to the steward department for great meals. Next ports: Newark, New Jersey, Baltimore and Norfolk, Virginia.

**SEAKAY SPIRIT** (Keystone Shipping), February 20 – Chairman **Wayne W. Ricard**, Secretary **Louis J. Johnson**, Educational Director **Rickey J. Pettaway**, Engine Delegate **Daniel Tapley**, Steward Delegate **Lea Ramos**. Chairman encouraged seafarers to make sure all shipping documents were up-to-date. He informed crew of extension of some STCW requirements; now due July 1, 2017. Educational director advised mariners to take advantage of upgrading opportunities available at Paul Hall Center in Piney Point,

Maryland. Treasurer stated \$2,217 in ship's fund. No beefs or disputed OT reported. Request was made for satellite in crew rooms. Crew members thanked union for getting company to reimburse mariners for safety shoes. Suggestions were made pertaining to vacation and pension benefits. Next port: New Orleans.

**HORIZON RELIANCE** (Pasha), March 4 – Chairman **Kissinfor N. Taylor**, Secretary **Tommy E. Belvin**, Educational Director **Cirico L. Geonanga**, Engine Delegate **Larry Calixto**, Steward Delegate **George Farala**. Chairman reminded departing crew members to get physical done before returning to ship. A reminder was given about following proper protocols if there are any problems aboard the vessel. Educational director discussed importance of upgrading skills at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. New movies and fresh salmon have been purchased for crew cook outs. Mariners discussed union solidarity as well as importance of working cooperatively with employers.

**LIBERTY EAGLE** (Liberty Maritime), March 5 – Chairman **Lionel Rivas**, Secretary **Teresito O. Reyes**, Deck Delegate **Albert Konning**, Engine Delegate **Roldan Dela Rosa**, Steward Delegate **Henry Commager**. Bosun discussed ship's schedule and reiterated the need to leave rooms ready for reliefs. No beefs or disputed OT reported. Crew talked about reimbursement of travel expenses and also touched on time off.

**OVERSEAS ANACORTES** (OSG), March 3 – Chairman **Felsher A. Beasley**, Secretary **Dana A. Paradise**, Educational Director **Cary G. Pratts**, Deck Delegate **Mohamed**

## Seafarers Support Our Troops



AB Jason Baker submitted this photo of cargo ops aboard the USNS Benavidez in Beaumont, Texas. Baker noted the crew and U.S. Army members were working well together. "I love these missions!" he added. "It's fun to help the men and women who serve our great nation." The ship is operated by AMSEA.

**Jebokji**, Engine Delegate **Julio Zapata**. Chairman reported safe trip with a good crew. He urged mariners to check out upgrading classes listed in the *Seafarers LOG*. Secretary stated forms were

available. Educational director encouraged members to pay attention to expiration dates on necessary seafaring documents. No beefs or disputed OT reported. Mariners requested new mattresses.

## Santa Touches Down on Deck of SBX-1



Santa got an early start on his normal rounds last year when he departed the North Pole a bit early and headed south. Among his first stops was Honolulu, Hawaii. After touching down and securing his trusted team of reindeer, Santa (SIU Electrician Michael Rueter) paid a visit to officers and crew aboard the SIU-crewed SBX-1 on Dec. 4. The photo above shows Mr. Claus hanging out with the crew on the SBX-1's deck. Operated by Tote Services, the SBX-1 is a unique combination of an advanced X-Band radar mounted aboard an oceangoing, semi-submersible platform.





# Spotlight on Mariner Health

## Explaining Value of Yearly TB/PPD Skin Tests

Tuberculosis is a very serious infection, and is highly contagious. One-third of the world's population is thought to be infected with TB. New infections occur yearly.

Tuberculosis is carried on microscopic droplets that are in the air. TB may infect any part of the body, but it usually occurs in the lungs, caused by the Mycobacterium Tuberculosis Bacterium. You can get this infection by breathing in the air that was exhaled by an infected person or from someone that has active tuberculosis that spits, speaks, or sneezes.

### Types of Tuberculosis

You can have either latent TB or active TB.

With latent TB, you can have the infection in your body for years, but it remains inactive until a stressor brings it out. You cannot infect anyone if it is in this stage. However, it can turn into active TB, and medications will then be required. Nearly 2 billion people have latent TB.

With active TB, you are usually sick and can definitely spread the disease to others. You will absolutely need treatment for this. Your doctor will decide which type you have and treat accordingly.

Remember that latent TB can stay inactive for many years in your body. When the immune system becomes weakened or is compromised, this inactivated TB can then become active in your body and produce symptoms. The usual symptoms of TB are fever, chronic coughing, coughing up blood-tinged sputum, weight loss, night sweats, and weakness.

TB is usually treated with antibiotics. If the tuberculosis bacterium does not respond to antibiotics, then it is said to be drug-resistant. As you may be aware, this becomes a very serious health problem in many regions of the United States and the world.

Your doctor will want to test you for tuberculosis by doing a purified protein derivative (PPD) skin test and/or a chest X-ray.

He or she may require sputum specimens.

The PPD skin test will check your body's current sensitivity to tuberculosis. A small shot of PPD is placed beneath the top layer of skin. You will see a small bump under the skin of the forearm once the shot has been administered. Do not touch or cover that area. The bump will usually go down and should be read in 48 to 72 hours by a health care worker for results. You must always get your PPD test read or no fitness determination will be given.

A small reaction, called an induration, at the site of the test, is read between 0 and 9 mm. Trained personnel will look at your arm and determine the induration measurement of the area. You doctor will also decide if it is a positive or negative reading. (A patient can have a false positive or a false negative result). Usually 10 mm or greater is determined as a positive result. Also, an increase of greater than 5 mm in a year from the previous year is considered positive.

Again, many factors can play into the outcome of the results. People taking steroids, positive HIV patients, organ transplant patients, weakened immune systems due to cancer and chemotherapy, diabetes, IV drug users, kidney failure patients, people living in nursing homes or health care workers in hospitals can cause or have a reaction that would need to be looked at further.

People that have taken the Bacillus Calmette-Guerin (BCG) vaccine against tuberculosis that live in other countries can also have a false positive result.

If you have a newly positive PPD, you will need to see a doctor for evaluation. The physician will do a chest X-ray to see if you have active tuberculosis in your lungs. This doctor may want to do further testing such as a sputum culture, or a TB gold blood test (QuantiFeron-TB Gold).

A negative TB gold blood test result will confirm the PPD (skin test) result was a false positive. A negative TB gold blood test will clear the Seafarer on his or her

positive PPD result and clear the Seafarer to ship on commercial vessels and Military Sealift Command (MSC) vessels.

However, a positive TB gold result (which is diagnostic for latent tuberculosis infection-LTBI) test will require the Seafarer to be treated with antibiotics per MSC guidelines if that mariner wants to ship on an MSC vessel (COMSINST 6000.IE).

In this particular case, the mariner will need to work closely with his or her doctor to determine the best course of treatment. There are different antibiotics used to treat LTBI such as INH and Rifampin. You and your doctor will discuss the pros and cons of each medication to see which one is best for you. Some of these meds may require periodic lab work to check the status of your liver. If you do not want to work on MSC ships, you can decline treatment for

LTBI and still be able to ship on commercial vessels only.

Once you have started treatment and are determined "stable" by your treating physician, you will need to get a clearance letter from your doctor that states you are now able to ship. The note should say that you will not need any follow-up appointments or any further lab work. Remember, your doctor will need to give you enough prescriptions for the full duration of the voyage. This is often a four- to six-month period.

Once you have finished all the medication/treatment, you will need to get a letter from your physician that states you have completed all treatment. This information will be entered into your Seafarer's health record. Going forward, you will only need a yearly chest X-ray to maintain your negative TB status.

## Healthy Recipe

### Greek-Style Roast Leg of Lamb

Servings: 25

- 6 1/4 pounds lamb leg, boneless
- 3 tablespoons lemon juice
- 3 tablespoons honey
- 1 tablespoon granulated garlic, divided
- 1 tablespoon oregano, crushed
- 1 tablespoon cumin powder, ground
- 3 tablespoons brown sugar
- 1 tablespoon kosher salt
- 1 1/2 teaspoons black pepper, ground
- 3/4 teaspoon cinnamon, ground
- 3 tablespoons parsley, fresh chopped

For rub, combine lemon juice and honey with all the rest of the dry ingredients.

Smear the rub all over the roasts and on the inside of the lamb roasts evenly.

Place on rack in roasting pans. Roast in 325-degree F oven for 45 min to one hour until internal temp of 145 degrees F.

Let stand 10 minutes. Slice and serve. Use the pan drippings to make a pan gravy or au jus.

Per Serving (excluding unknown items): 222 calories; 15g fat (63.2% calories from fat); 16g protein; 4g carbohydrate; trace dietary fiber; 62mg cholesterol; 277mg sodium. Exchanges: 0 grain (starch); 2 1/2 lean meat; 0 vegetable; 0 fruit; 1 1/2 fat; 0 other carbohydrates.

(Provided by Paul Hall Center's Harry Lundberg School of Seamanship)

## Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

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



# Paul Hall Center Upgrading Course Information

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

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
<b>Gap Closing Courses</b>		
Engineroom Resource Management	June 3	June 9
Leadership and Managerial Skills	June 10	June 16
<b>Deck Department Upgrading Courses</b>		
Able Seafarer Deck	April 22 June 17	May 19 July 14
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
ARPA	June 3	June 9
Bosun Recertification	July 15	August 7
Fast Rescue Boat	May 20	May 26
GMDSS	May 6 September 2	May 19 September 15
Lifeboat	May 6 June 3	May 19 June 16
Radar Observer	May 20	June 2
RFPNW	May 21	June 16
<b>Engine Department Upgrading Courses</b>		
BAPO	May 21	June 16
FOWT	April 22 June 17	May 19 July 14
Junior Engineer	May 6	June 30
Pumpman	April 8	April 21
Welding	May 6 June 10	May 26 June 30
<b>Steward Department Courses</b>		
Advanced Galley Ops	June 19	July 14
Certified Chief Cook	Modules run every other week. The next class will start March 13.	

Title of Course	Start Date	Date of Completion
Chief Steward	April 22	June 2
Galley Operations	April 22 May 20	May 19 June 16
Galley Assessment Program (GAP)	May 27	July 7
ServSafe	May 6	May 12
<b>Safety Upgrading Courses</b>		
Basic Training w/16hr FF	April 10 April 22 May 6 May 27 June 10	April 14 April 28 May 12 June 2 June 16
Basic Training Revalidation	June 2	June 2
Basic Training/Adv. FF Revalidation	June 24	June 30
Combined Basic/Advanced Firefighting	April 29 June 10	May 5 June 16
Government Vessels	May 13 May 20 June 3 June 24	May 19 May 26 June 9 June 30
Medical Care Provider	April 22 June 17	April 28 June 23
Tank Barge - DL	April 15	April 21
Tank Ship Familiarization - DL/LG	June 3	June 16
Tank Ship Familiarization - LG	June 17	June 23



### Important Notice

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

### UPGRADING APPLICATION

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

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

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

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

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

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

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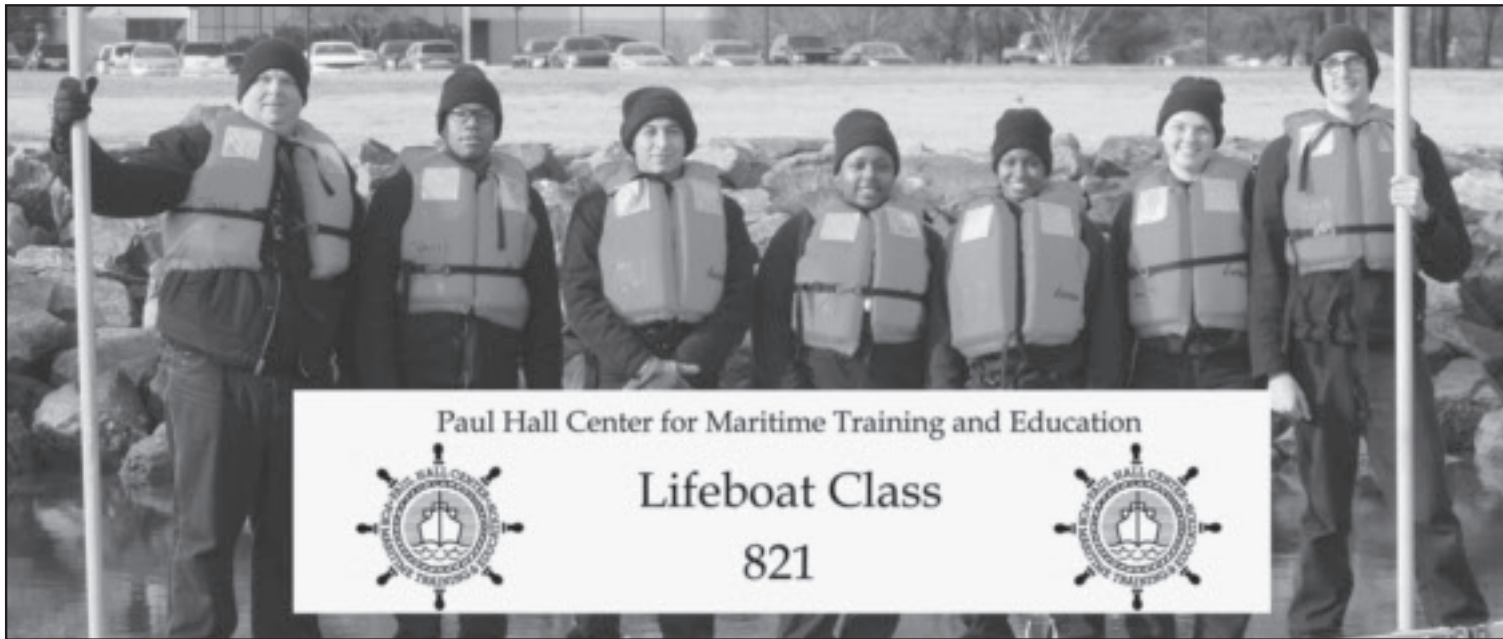
LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**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. 4/17



# Paul Hall Center Classes



**Water Survival (Upgrader)** – Deck Department Seafarer Freddy Magdaleno Rivas Ordonez (above) enhanced his skills by graduating from this course Feb. 24. He sails as an AB.



**Apprentice Water Survival Class # 821** – The following Phase I apprentices (above, in alphabetical order) graduated from this course Feb. 24: Jordan Bates, Shawn Cox, Hector Garibaldi, Aaron Helton-Cox, Macey Horne, Tiyhana Shonye Roddy and Angel Thompson.



**Radar Observer** – Three upgraders improved their skills by completing this course Feb. 24. Graduating (above, in alphabetical order) were: Kenny Gaston, Kirk Pegan and George Steube III.



**Welding** – The following Seafarers (above, in alphabetical order) graduated from this course Feb. 24: Chris Ceyzyk, Allen Ludlow, Donald MacKay, Peter Morrison Jr., Abdulrahman Mohamed Mussa, Fayez Mohamed Mussa, Sayaf Nassr Ahmed Obad and Ismail Salim Yahya. Class instructor Chris Raley is at the far right.



**Combined Basic & Advanced Firefighting** – Ten upgraders improved their skills by graduating from this course Jan. 20. Completing their requirements (above, in alphabetical order) were: Jose Encarnacion, Brian Jackson, Randy Pearson, Kirk Pegan, David Quade II, Michael Robinson, Roque Leonard Santa Cruz, Marcel Kropolinsky Soares, George Velez and Reginald Walker. John Thomas, their instructor, is at the far right.



**Basic Firefighting (Upgraders)** – The following individuals (above, in alphabetical order) graduated from this course Jan. 13: Melvin Cooper, Charles Davis, Fernando Ibuyat Haber, Donna Hickman, Kenji Hoffman, Hamdi Hassan Hussein, Robert Ivanaukas, Demarius Jones, Todd Lander, Rafael Angel Leon Ortiz, Arron Millar, Gustavo Rigobert Osorio, Ronald Pattiasina, Freddy Magdaleno Rivas Ordonez and William Summers Jr. Instructor Joe Zienda is at the far right.

**Small Arms** – Seven Seafarers improved their skills by completing this course Jan. 6. Graduating (photo at right, in alphabetical order) were: Joseph Bowen, Glenn Davis, Gatlin Dryer, Donald Hutchens, Chelsey Jackson, Daniel Shannon and Beverly Williams. Class instructors Robert Springer and Stan Beck are at the far left and far right, respectively.



## Important Notice

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



# Paul Hall Center Classes



**Basic Firefighting (Upgraders)** -The following individuals (above, in alphabetical order) graduated from this course Jan. 20: Angel Manuel Berrios Jr., Robert Bostick, Donald Brooks, Joseph Bruce Jr., Marcus Burton, Bernard Butts, Roberto Odchimar Coronado Jr., Freddy Decoteau, Supattara Inthapanti, Rachael Janssen, Glen McCullough, Arturo Montoya, Juan Pastor Norales, Dominique O'Brien, Lionell Packnett and Asril Syarbaini. Joe Zienda and Wayne Johnson Jr., their instructors, are at the far left and far right, respectively.



**Basic Firefighting (Upgraders)** – Eight upgraders completed this course Feb. 3. Graduating (above, in alphabetical order) were: Alex Nebres Aguinaldo, Farrel Bodden, Israel Lingat Coronel, Jeffery Eckhart, Ronald Embody, Hazel Johnson Jr., Jeremy Shenett and Marilou Dumlao Toledo. Class instructors Wayne Johnson Jr. and John Thomas are at the far left and far right, respectively.



**Basic Training Revalidation** – The following Seafarers enhanced their skills by completing this course Feb. 24: Nathaniel Balos, Shawn Clark, Jon Dillon, Armando Ismael Garayua-Gonzalez, Rosemary Glover, John Gryko, Dwight Hunt Sr., Gerret Jarman, John McKay, William Mercer, Arsenio Cabazal Omabao Jr. and Mariano Canete Ylaya. Their instructor, Joe Zienda, is at the far right.



**Basic Firefighting (Upgrader)** – Seafarer Sanjay Waidyarachchi (above, left) graduated from this course Jan. 27. Pictured with him is his instructor, John Thomas. Brother Waidyarachchi sails in the engine department.



**Basic Firefighting (Upgrader)** – Engine Department Seafarer Linarys Castillo Ortiz (above, right) completed her requirements and graduated from this course Feb. 17. Posing with her is Mike Roberts, her instructor.



**Advanced Galley Ops** – Four steward department Seafarers finished this course Jan. 27. Graduating (above, in alphabetical order) were: Israel Lingat Coronel, Darrion Ingram, Katrina Jones and Brian Lunsford. Their instructor, Robert Gowen, is at the far left.



**Galley Ops** – Steward department Seafarer Torrika Devine (above) improved her skills recently when she completed this course. A native of Brooklyn, New York, she graduated Feb. 3.



**Certified Chief Cook** – Seafarer Mohamed Kaid Algalham (above) completed the enhancement of his skills in this course Jan. 13 when he graduated from module two. Brother Algalham has been sailing since 2004.



**Certified Chief Cook** – A pair of steward department mariners upgraded their skills by completing modules in this course recently at the Paul Hall Center. Brandon Santell Harvell (above, left) finished his requirements in module three Jan. 27 while Wesley Head (above, right) graduated from module four Feb. 10. Both sail in the deep sea division.



**Certified Chief Cook** – Steward department upgraders Mario Sampot Ferrer (above, left) and Drushelia Finney (above, right) recently improved their skills in this course. Both Seafarers graduated from module five Feb. 24. Joining them in the photo is their instructor, Chef John Dobson.





**Paul Hall Center  
Class Photos  
Pages 22-23**

## *Congrats All Around At Port of Piney Point*

### **Seafarers Receive Union Books, Pension Check**

A number of Seafarers in recent months obtained their respective full union books and, in one case, a first pension check at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Some of them are pictured on this page, with Port Agent Pat Vandegrift (who is at left in most of the images). Additional photos of book presentations in Piney Point will appear in a future edition of the *LOG*.



AB Francis Williams



Steward/Baker Bill Knorr (right) picks up his first pension check at the port agent's office. Knorr sailed with the SIU from 1980 to 2016.



Chief Cook Francis Bautista (left) takes the oath of membership.



AB Hunter Cox (center) gets his probationary book after completing the final phase of the apprentice program, while his stepfather, Chief Cook Benjamin Piker, picks up his full book.



Second Mate Jason Keffer



QMED Michael Robinson



QMED Jeffrey Thrash



QMED Steven Supplee



GUDE Thyron Dy