

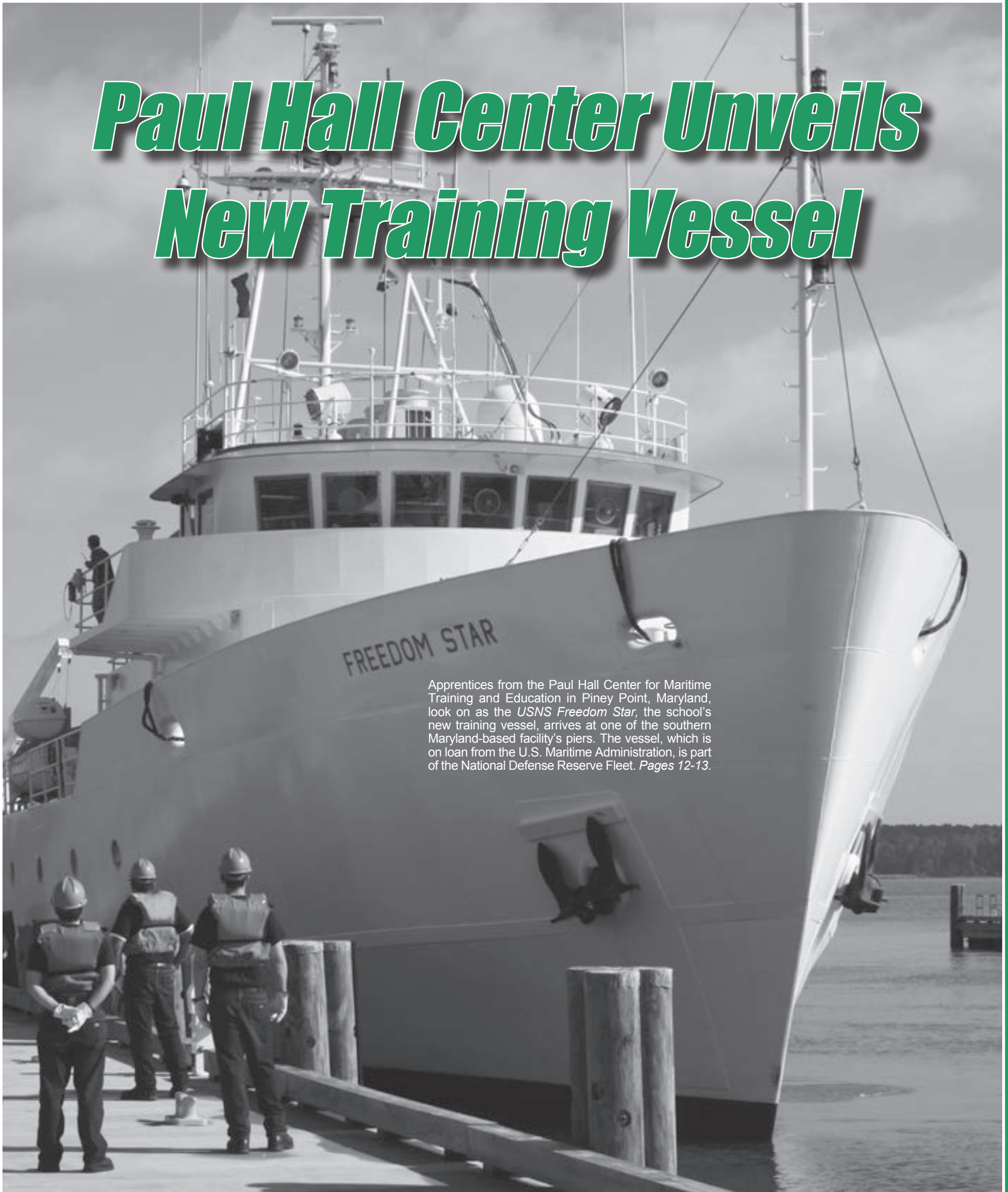
SEAFARERS



LOG

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

Paul Hall Center Unveils New Training Vessel



Apprentices from the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, look on as the *USNS Freedom Star*, the school's new training vessel, arrives at one of the southern Maryland-based facility's piers. The vessel, which is on loan from the U.S. Maritime Administration, is part of the National Defense Reserve Fleet. *Pages 12-13.*

New Tonnage Update
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President's Report

Upgrades Continue

One of the most important keys to the SIU's overall effectiveness is our affiliated school in Piney Point, Maryland. The courses offered at the Paul Hall Center for Maritime Training and Education enable new Seafarers to smoothly enter the industry, and they also help experienced mariners in keeping up with new technology and constantly changing requirements.

People who have only seen the school for the first time in recent years probably wouldn't believe its evolution. We'll be revisiting the history in more detail next year – the 50th anniversary of the Paul Hall Center and its Lundberg School of Seamanship – but for now, any newcomers can definitely take my word that the campus was relatively barren in the old days. To cite just one example, picture climbing onto a bus in Piney Point to get to the firefighting school ... in New Jersey.



Michael Sacco

For many years, I have encouraged rank-and-file members to upgrade whenever possible, in order to advance their careers. Fellow Seafarers often say the same thing to each other, whether they're in a shipboard union meeting or being interviewed for the *LOG* or just chatting among themselves. Upgrading makes sense, it's important – and it's available because of our affiliated school.

The Paul Hall Center itself embodies the very concept of upgrading. Anyone who thought the school's recent improvements ended when the new simulators were installed should've known better. This month, we're announcing the acquisition of a new training vessel that will be a huge boost for many of the courses, and we're also reporting a milestone in the AB to Mate program. Check out the coverage in this month's *LOG* – and know that this won't be the last upgrade in Piney Point.

Jones Act Attacks Ongoing

There were times last year when it felt like our industry and some other allies were in a never-ending fight to secure reauthorization of the U.S. Export-Import Bank. That description isn't far from reality, as the political battle played out on an almost daily basis.

Fortunately, that particular story had a happy ending, as the Bank was extended for the next several years. Opposition to Ex-Im defied common sense and fiscal reality, but it was still a tough fight.

I'm getting a similar feeling these days when it comes to the Jones Act, and in particular the law's application in Puerto Rico. America's freight cabotage law – arguably the single most important policy when it comes to the survival of the U.S. Merchant Marine – regularly comes under attack, but there's been a new level of nastiness lately.

As with the Ex-Im fight, Jones Act opposition makes no sense to me. This law has served our nation extremely well for nearly a century. As reflected in recent comments from American military leaders, weakening or eliminating the Jones Act would put the United States (and our territories) at risk in many ways.

We may not be issuing daily updates but the SIU is very active in standing up for the Jones Act along with other laws and programs that support American-flag shipping and U.S. crews. I know we'll prevail because we're putting in the work to make it happen.

Grassroots Action is Key

Not that any of us needed the reminder, but as reflected in those last few paragraphs, our industry is heavily regulated and our livelihoods depend on continued backing from the White House and Congress (and other levels of government). It's critical for Seafarers to support candidates who will support the U.S. Merchant Marine and America's working families.

We've got information in this edition on how to make sure you're registered to vote. We've also got coverage of Seafarers getting involved in grassroots support of our endorsed candidate for president, Hillary Clinton. Please make sure you're registered and that you vote on Election Day, or by absentee ballot if you'll be away from home in November.

I know that politics brings out strong emotions in people, and I completely respect each individual's right to back the candidates of his or her choosing. When it comes to the SIU's support of candidates at all levels of government, be assured that we do our homework and we make informed decisions based on who we think will do the best job – no matter the party – of promoting and protecting the job security of SIU members.

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

Texas 3rd in Nation for Maritime Jobs

Report Underscores Jones Act's Importance to America's Security

A report by PricewaterhouseCoopers (PwC) has revealed that Texas ranks third among all states for domestic maritime jobs, with Houston ranked second among all U.S. cities for its contribution to the U.S. maritime industry. The study was commissioned by the Transportation Institute and recently highlighted by the American Maritime Partnership (AMP), a major coalition whose member organizations (including the SIU) represent all facets of the domestic maritime industry.

According to the report, the domestic maritime industry pumps \$8 billion annually into the Texas economy, and provides 39,190 Texas maritime jobs, with \$2.3 billion in worker income. A former merchant mariner, U.S. Rep. Brian Babin (R-Texas) understands the strength the domestic maritime industry provides for his district, which holds the largest number of maritime jobs in the state.

"With a district that is home to one of the largest ports in our nation, the PwC study reminds us how proud we are to not only be a major source of good-paying jobs for Texas but also a leading contributor to our state and national economy," Babin said.

U.S. Rep. Randy Weber (R-Texas) stated, "I'm proud to say that

in my district alone, there are more than 2,500 family-wage jobs that contribute \$674 million to the local economy, due in large part to the thousands of hard-working men and women who are the true strength of the maritime industry."

The report was highlighted at an important time. Related headlines appeared on the covers of multiple Texas-based newspapers on the day of a Republican presidential debate in Texas. As an AMP spokesperson noted, the amount of positive exposure this opportunity offered to the industry far surpassed the level of attention that a maritime study would normally garner from the press.

The jobs mentioned in the report are all tied to the Jones Act, America's freight cabotage law. The Jones Act is one of the pillars of the U.S.-flag maritime industry.

"The domestic maritime industry in Texas is important not just for the good jobs it provides and the critical role it plays in keeping our petrochemical industry functioning efficiently, but also because it is a critical link in our homeland and border security," said U.S. Rep. Michael McCaul (R-Texas), chairman of the House Homeland Security Committee. "Tens of thousands of security-screened American seafarers who crew the hundreds of

tugs, towboats, barges and offshore supply boats working all along the Texas coast, help keep terrorists away from our border and our critical petrochemical infrastructure."

Dr. Brenda Hellyer, chancellor of San Jacinto College, added, "The domestic maritime industry provides opportunities for students at San Jacinto College's new Maritime Technology and Training Center to receive the critical skills necessary for careers on the water. Creating the workforce needed in this industry will help secure our nation's maritime capabilities."

Captain Robert Shearon, president of the Houston Pilots, pointed out, "There has been phenomenal growth along the Houston Ship Channel over the last five years. The number of vessel transits and new waterfront facilities continue to increase – both indicators of the health and important economic impact of our port."

U.S. Rep. Gene Green (D-Texas) also affirmed his support for the domestic maritime industry and the thousands of jobs it provides to his district.

"I have proudly represented the Port of Houston for more than 20 years," he said. "The port is an economic driver and a foundational

(Continued on next page)

Financial Committee Approves 2015 Records

The union's financial records for 2015 are in good order, according to the group of Seafarers who served on this year's financial committee.

In accordance with the SIU Constitution, rank-and-file members were elected by fellow Seafarers to serve on the annual financial committee. That election happened at the March membership meeting in Piney Point, Maryland; the seven-member committee then completed its work later that same week at SIU headquarters in Camp Springs, Maryland.

The members handled their tasks in accordance with Article X, Section 14-c of the SIU Constitution, which lists the duties of the annual financial committee along with rules and procedures for electing the group. They reviewed and approved the union's financial records for 2015. Their report has been filed with the secretary-treasurer's office and it will be read in all ports and presented for approval at the union's April membership meetings.

Serving on the committee were **Donald Lumpkins** (chairman), **Archie Eldridge**, **Brian Fountain**, **Darryl Jackson**, **Thomas Johnson**, **Kelly Mayo** and **Exxl Ronquillo**.

The report reads in part, "We have examined the procedure for controlling of the funds of the union and have found that the system of internal control is adequate to safeguard them properly.... We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The members reported that they met with representatives from the certified public accounting firm that periodically audits the union's books and records. Those representatives explained their procedures for checking the secretary-treasurer's financial report of the union's records, and they also further discussed the SIU's overall financial operation. SIU Secretary-Treasurer David Heindel also worked with the committee "and made himself and the records of his office available" to the group, according to the report.



The committee puts the finishing touches on its work (photo above) and then gathers for a photo with SIU Secretary-Treasurer David Heindel (standing second from right in other photo) at the union's headquarters building. Pictured from left to right in the posed shot are (seated) Darryl Jackson, Thomas Johnson, Brian Fountain, Exxl Ronquillo, (standing) Kelly Mayo, Donald Lumpkins, Heindel and Archie Eldridge.





The SIU crewed *Corsica* is sailing in the commercial trades. Mariners from the *Corsica* (photo at right) are pictured shortly after the vessel reflagged under the Stars and Stripes.



Chesapeake Crewing Crews Vote for SIU



Some of the *Goodwill's* first U.S. crew gather for a photo.

Tanker, Heavy-Lift Ship Join Seafarers-Contracted Fleet

New jobs for Seafarers have been secured following a recent vote for SIU representation by mariners employed by Chesapeake Crewing, LLC.

SIU Vice President Contracts George Tricker reported at the March membership meeting in Piney Point, Maryland, that the company recognized the union as the bargaining agent for its unlicensed personnel Feb. 10. The company operates the heavy-lift ship *M/V Corsica* and the Military Sealift Command-chartered, shallow-draft tanker *SLNC Goodwill*. Both ships recently re-

flagged under the Stars and Stripes.

"The SIU not only welcomes these new jobs for the membership for years to come, but also looks forward to the potential growth of this company," Tricker stated.

The *Goodwill*, built in 2009, reportedly will transport fuel between Diego Garcia, Guam, Korea and Japan. The 50,000-dwt tanker is 600 feet long and has a beam of 105 feet.

The *Corsica*, constructed in 2001, will be utilized for commercial cargo services. The ship is 384 feet long and has a beam of 59 feet. Its deadweight tonnage is listed as 6,404.



The tanker *Goodwill* carries cargoes for the U.S. Military Sealift Command.

Jobs Intertwined With Jones Act

(Continued from Page 2)

pillar for our domestic security, providing a global outlet for commodities such as energy and crops, as well as an assortment of manufactured goods. These industries provide reliable jobs in our area and generate enormous revenue. When our port does well, our nation does well. I will continue to fight for funding and resources for the Port of Houston in the House of Representatives."

"Texas is not only a leading domestic maritime state but also a top maritime training and education state," said Rear Adm. Robert Smith III, USN (Ret.), vice president of Texas A&M University and superintendent of the Texas A&M Maritime Academy. "The maritime industry touches every aspect of our lives in Texas, including educating men and women for well-paying jobs, moving our goods, and ensuring our national and homeland security."

"From supporting tens of thousands of family-wage jobs to fueling the economy at both the state and national level, the study findings confirm that Texas remains a major

leader in the domestic maritime industry," said Tom Allegretti, AMP chairman. "The strength and necessity of the Jones Act could not be more apparent in Texas, a state that is home to the No. 2 city in the U.S. for the domestic maritime industry, not to mention its \$8 billion in annual economic impact."

A separate study of American shipbuilding by the U.S. Maritime Administration, covering both commercial and military ship construction, identified more than \$2.3 billion in annual shipyard economic impact in Texas, attributing more than \$1.4 billion in worker income to the state's shipyard industry. Shipyard jobs pay approximately 45 percent above the national average for private sector employment.

Across the nation, the domestic maritime industry includes approximately 40,000 vessels, which support 478,440 jobs, and have an annual economic impact of \$92.5 billion according to the Transportation Institute's findings. Nationally, the industry also accounts for approximately \$29 billion in wages and \$10 billion in tax revenues.

Union-Contracted Vessel Operators Lead 2016 Benkert Award Winners

Competing in the largest applicant pool in history, three SIU-contracted operators recently were recognized for their outstanding efforts to help to keep American-flag shipping one of the most environmentally efficient methods of transporting goods. They are Ocean Shipholdings, Inc.; Harley Marine Services; and U.S. Shipping Corp.

Those companies and one other business received the 2016 Rear Admiral William M. Benkert Marine Environmental Protection Awards for Excellence. Presented every other year by the U.S. Coast Guard, the 2016 honors were bestowed March 4 during the American Petroleum Institute Maritime Energy Transportation Forum in New Orleans.

Ocean Shipholdings took the top award (known as Osprey), while Harley Marine earned a gold-level honor and U.S. Shipping received a bronze award.

The awards recognize corporations and businesses involved in marine facility or vessel operations that have demonstrated sustained excellence and outstanding achievement in protecting the marine environment. The program also encourages innovations in operations, maintenance, cargo handling, refueling and training as well as provides a means for award recipients to share their successful methods and techniques with others in industry, according to the agency.

"The SIU is proud to stand with our operators as they strive to ensure the environmental safety of their vessels,"

said SIU Vice President Contracts George Tricker. "The Benkert Award is a high honor, and one that our operators are absolutely worthy of receiving."

"We were able to recognize a number of maritime-related companies for their outstanding work in marine environmental protection, by presenting them with various levels of the Rear Adm. Benkert award," said Vice Adm. Charles Michel, vice commandant of the U.S. Coast Guard. "Rear Admiral Benkert is the father of the marine safety program for the Coast Guard and this is one of our premier events that recognizes environmentally responsible and environmentally forward-thinking companies in the marine industry."

He added, "It's critical the Coast Guard does this ceremony, because it provides recognition for companies that not only meet standards, but actually exceed standards, and act as models or templates for other individuals to follow in increasing their environmental marine protection, which is one of the key missions of the Coast Guard."

"We are honored to be recognized as a leader in marine safety and environmental protection with the prestigious Rear Admiral William M. Benkert Award," Mike Ryan, president and CEO of U.S. Shipping Corp., stated. "Our commitment extends beyond mere compliance to achievement of continuous improvement in every facet of our operations and assurance of the safety of our crews, our customers' cargoes, and the marine environment."

ITF Inspector Tony Sacco Dies at 55

Former SIU Official Sailed for a Decade Before Coming Ashore

Tony Sacco, a former SIU official and long-time inspector with the International Transport Workers' Federation (ITF), unexpectedly passed away at his home in Leland, North Carolina, on Feb. 27. He was 55.

The son of SIU President Michael Sacco, Tony spent 20-plus years with the union (first as a rank-and-file member, then later as an official) before dedicating his last 15 years to the ITF. He also was an active volunteer and member of the board of directors at the International Seamen's Center (ISC) of Wilmington, North Carolina.

"Tony was a very popular inspector amongst his inspector colleagues," noted SIU Secretary-Treasurer David Heindel, who is also an ITF official. "He gave all of himself in defending the rights of mariners, whether they were American or foreign. He was instrumental in obtaining pay for seafarers on a number of occasions when their shipowners abandoned them."

SIU Vice President West Coast Nick Marone stated, "I've known Tony for most of his adult life. He was always a true friend, a life-long friend and someone you could trust. He was always there to help when you needed him. He was compassionate, understanding and a giver. I have fond memories to hold onto and

I'm grateful for that."

ITF Coordinator Ricky Esopa, said, "I'm very saddened by Tony's passing. I talked with him several times a week. Tony had a huge, generous heart whether he was working with seafarers or just anyone he knew when they were in a time of need. There are a great number of mariners that owe him a lot of gratitude for his heartfelt assistance. I have received a tremendous amount of sympathy messages for his family from ITF inspectors around the world. He will be missed by all of us and I will certainly miss talking with him every week."

Cary Newman, board chairman of the ISC of Wilmington, described Tony as "a dear friend and dedicated leader of the International Seamen's Center. He was always ready to do whatever needed to be done and was fully committed to the wellbeing of the thousands of mariners who passed through Wilmington, Moorhead City and Charleston every year. His absence here on Earth will be forever felt, but heaven is a better place for his presence."

Former Secretary of State Hillary Rodham Clinton said in a letter to Michael Sacco, "Please accept my deepest condolences. While I know the loss of a child – no matter his age – leaves a hole in your heart that can never truly

be filled, I hope you are able to find some comfort in the love he shared for you and the memories you cherished together. My thoughts and prayers are with you and Sophie (Sacco, Tony's mother), your family, and all those who knew and loved Tony. He will be dearly missed."

Tony's siblings (brother John Sacco and sisters Valerie Moore, Angela Baker and Anne Marie Fry) shared a poem that reflected some of their emotions:

You gave no one a last farewell, nor ever said goodbye.

You were gone before we knew it, and only God knows why.

A million times we will miss you.

A million times we will cry.

If love alone could have saved you, you never would have died.

In life we loved you dearly.

In death we love you still.

In our hearts you hold a place no one else can fill.

It broke our hearts to lose you, but you didn't go alone.

For part of us went with you, the day God took you home.

We will meet again someday, I know in a better place.

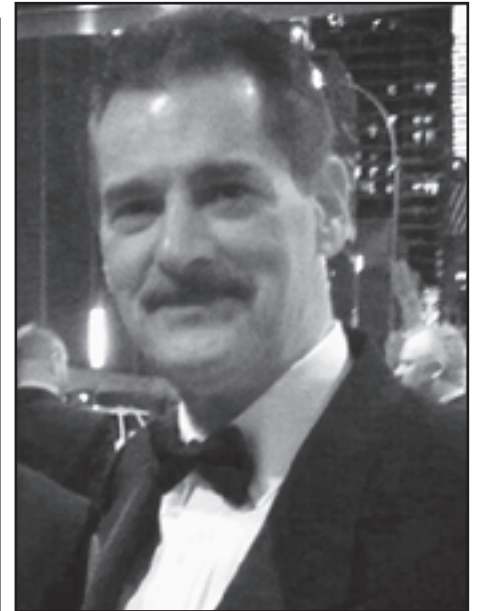
I thank God He made you our brother

While you were here on earth.

Bonnie Sacco-Meyer, who was married to Tony years ago, said, "Tony died too soon. I have a blessed life, and I would be remiss if I didn't credit him with (helping me become) the person I am. With his huge, generous heart, he taught me how to show love, to appreciate and respect family, friends and strangers. Through Danielle (Johannes, their daughter) we have a bond, one that cannot be erased through miles, years, circumstances or even death. Tony gave me the greatest gift, our daughter, and he will always remain in my heart."

A native of Brooklyn, New York, Tony worked at the SIU-affiliated school in Piney Point, Maryland, as a young teenager in 1976 and 1977. He then completed the trainee program and shipped out in the summer of 1977.

Tony continued to sail until 1988, earning his third mate's license along the way. He sailed in the deck department with one exception: his very first vessel, the *Sea-Land Boston*, on which he was a wiper.



Tony Sacco

Tony came ashore to work for the union in 1988, when he served as an SIU representative in St. Louis and then became the port agent there. He was transferred to the union's headquarters building near the nation's capital in 1990, when he was appointed as an assistant vice president.

Tony was elected as an assistant vice president in 1992. He served in that position until 1996, when he returned to sailing in the deck department of SIU-crewed ships and tugboats.

After pursuing other interests until 2001, Tony became an inspector for the ITF, a global organization that protects mariners' rights. He helped secure hundreds of thousands of dollars in unpaid wages for foreign crews. He also helped bring many ships under ITF contract, which further enhanced the working conditions and wages of seafarers.

Tony leaves behind his parents, Michael and Sophie Sacco; his brother, John; his sisters, Valerie Moore, Angela Baker and Anne Marie Fry; his daughter Danielle Johannes; and his step-son, Shawn Kelly. His funeral mass and burial took place in Jacksonville, North Carolina.



This photo of ITF personnel was taken late last year in Panama City, Panama. From left: Tony Sacco, Bobbi Shipley, Shwe Tun Aung and Ricky Esopa



Counting ballots Feb. 10 aboard the tugboat *St. Andrews* (photo at left, from left) are Mate Romolo Di Cesare, AB Aaron Slager and Engineer Sheldon Hice. The same members, in the same order, also are pictured in photo at right on the vessel's bow.



Harley Marine Crews Approve 4-Year Contract

SIU boatmen working for Harley Marine New York have ratified a four-year contract that calls for annual wage increases and other gains.

The new agreement covers nearly 50 Seafarers who sail aboard four of the company's tugboats and seven barges primarily involved in bunkering operations in the northeast.

Negotiating on behalf of the SIU were Vice President Atlantic Coast Joseph Soresi, Patrolman Mark von Siegel, and rank-and-file delegates **Daniel Grant, Nicholas Santillo and Saud Hashmi.**

"The bargaining committee did an excellent job throughout the negotiating process," von Siegel stated. "The end result was a fair and equitable contract for the membership."

In addition to yearly wage increases, contract highlights include gains in transportation reimbursement, sick leave and Seafarers Money Purchase Pension Plan (SMPPP) benefits. The pact also maintains benefits

under the Seafarers Pension Plan (completely separate from the SMPPP); other contractual language was changed to benefit Seafarers.

"Overall, it's not a bad contract," Santillo stated. "It's more money than we were making, and you can't argue with that."

He said one of the agreement's highlights is the increased company contribution to the SMPPP, and added that the SIU bargaining team conducted itself well throughout the negotiations.

"I think that the union handled itself as professionally as possible and did the best it could," Santillo said. "I think we got a hell of a job done."

Grant said the new agreement largely met the membership's expectations, though, as with any contract, not every goal was achieved.

A first-time member of the union's bargaining team, he said a highlight of the process "was that everyone had an opinion and was heard. A lot of credit goes to Mark (von Siegel) for helping make sure everyone's voice was heard and everyone had a chance for meaningful input."

He acknowledged there were parts of the negotiating process that were eye-opening.

"I see the other side of it, and it could be frustrating at times," Grant stated. "But I'd like to do it again."



Reviewing the contract at the SIU hall in Jersey City, New Jersey, are Patrolman Mark von Siegel (left) and SIU Asst. VP Nick Celona, who normally works out of the union's hall in Oakland, California. One of Harley Marine's subsidiaries, SIU-contracted Starlight Marine, is based on the West Coast.

Coast Guard Commandant, Maritime Administrator Tell Congress: Jones Act is Crucial for U.S. Security

The U.S. House of Representatives and the U.S. Senate both held subcommittee hearings in mid-March on the state of the American maritime industry. One of the main points emphasized in both hearings was that the Jones Act is nothing short of vital for U.S. national, economic and homeland security.

On March 16, the House Subcommittee on Coast Guard and Maritime Transportation conducted a hearing titled "President's Fiscal Year 2017 Budget Request for Coast Guard and Maritime Transportation Programs." Speakers included Coast Guard Commandant Adm. Paul Zukunft, U.S. Maritime Administrator Chip Jaenichen and Federal Maritime Commission Chairman Mario Cordero.

In his remarks, Admiral Zukunft reinforced the critical need for the Jones Act to secure a robust shipyard industrial base and skilled mariners necessary to uphold our nation's maritime capability.

"You take the Jones Act away, the first thing to go is these shipyards and then the mariners. If you take the mariners away, what is the world going to look like 10 years from now? If we don't have a U.S. fleet or U.S. shipyard to constitute that fleet how do we prevail? I am concerned that any repeal of the Jones Act would cut at the heart of that industrial base," said Zukunft.

He added, "We inspect foreign ships that we trade with and on any given day we detain two or three ships because they are not in compliance even though the flag state claims they are in compliance. The U.S. does have a higher standard for safety and security and no one does it better than the United States."

Zukunft further added, "My biggest focus is what does it do to our resiliency as a maritime nation – quite honestly it (weakening or eliminating the Jones Act) will bankrupt our maritime resiliency. When we look at the challenges that the Maritime Administrator and TRANSCOM are facing in the event of a contingency and we don't have a lift within the U.S. fleet to respond to a contingency at a point in time that we are seeing the reemergence of pure competitors – it is in our nation's best interest to protect our maritime resiliency and the Jones Act does provide that where-withal."

For nearly a century, the Jones Act has had strong bipartisan support in Congress, and it also has been backed by every president. The law requires that all cargo moving between two U.S. ports be carried out on U.S.-flag vessels, crewed by U.S. mariners. Those ships must be American-built and American-owned.

Echoing Zukunft's strong remarks about the critical need for the Jones Act,

Jaenichen stressed that without the U.S.-build requirement, our nation's shipbuilding industrial base would gravely diminish.

"If the build requirement were changed, there are about 40 different yards around the country that are building both federal and commercial vessels (32 large vessels currently under construction). Without the Jones Act, those builds don't occur, which means the federal government now has to assume all of the costs of the overhead for that industrial base, which raises the cost for those vessels," said Jaenichen. "Without the commercial shipbuilding and that industrial base, it will have an effect on the taxpayer in terms of what we have to pay for the cost of acquiring those vessels for NOAA, Navy, Coast Guard, or USACE."

The week prior, U.S. Sen. Deb Fischer (R-Nebraska), chair of the Surface Transportation and Merchant Marine Infrastructure, Safety and Security Subcommittee, conducted a hearing titled, "The State of the U.S. Maritime Industry: The Federal Role" on Tuesday, March 8. The hearing examined U.S. maritime policy and provided oversight over the U.S. Maritime Administration, U.S. Merchant Marine Academy, and the Federal Maritime Commission.

Leaders from the U.S. Maritime Administration and the Federal Maritime Commission again provided testimony, including Jaenichen and Cordero, as well as Rear Adm. James Helis, United States Maritime Service Superintendent, United States Merchant Marine Academy; and Mitch Behm, assistant Inspector General, U.S. Department of Transportation.

The hearing touched on several important topics, including intermodal transport, dredging, and even sexual assault prevention. However, of particular importance to mariners was when U.S. Sen. Cory Booker (D-New Jersey) asked Jaenichen if he could provide the committee with an estimate of the number of U.S.-trained mariners and U.S.-flag ships needed to adequately protect the United States, through programs such as the Ready Reserve Fleet. Jaenichen replied that he recommends adding roughly 2,000 mariners and 45 new ships to the American-flag fleet, which would mean jobs for both mariners and union shipyards.

Both hearings detailed what SIU members already know: The Jones Act is a crucial component of life as we know it in America. It is of critical importance to the defense of our nation, a boon to our economy and a jobs provider for hundreds of thousands of hard-working Americans across the country.

AFL-CIO Executive Council Backs WAGE Act

When the Workplace Action for a Growing Economy (WAGE) Act was introduced last September by U.S. Sen. Patty Murray (D-Washington) and U.S. Rep. Bobby Scott (D-Virginia), both longtime friends of the labor movement, they made it clear the time has come to stand up for American workers.

Murray said, "Too often, as workers are underpaid, overworked and treated unfairly on the job, some companies are doing everything they can to prevent them from having a voice in the workplace. The WAGE Act would strengthen protections for all workers and it would finally crack down on employers who break the law when workers exercise their basic right to collective action."

Scott stated, "This legislation is critical to workers, their families and our nation's economy. For too long, employers have used illegal tactics to fight back against union organizing drives – tactics like threatening workers and firing them for union activity. They have gotten away with it because the National Labor Relations Act – the law protecting workers' right to organize – leaves workers with little or no recourse. The WAGE Act changes that."

America's largest labor federation agrees. During its winter meeting in San Diego, the AFL-CIO executive council issued a statement strongly backing the bill. (SIU President Michael Sacco is the longest-serving member of the council.)

The WAGE Act statement follows in its entirety. All of the executive council statements can be found by visiting the AFL-CIO website.

WAGE Act Makes Sense

Policy makers are grappling with the worst income inequality the nation has faced since the New Deal. At the same time, the National Labor Relations Act (NLRA), the law designed to give workers bargaining power to win pay raises and other improvements on the job, continues to fall short. Economists and other experts agree that robust collective bargaining is essential to reducing income inequality and restoring balance in our economy, yet union density in the United States has plunged behind every other industrialized nation.

Notwithstanding the many weaknesses in current law, workers are joining together all across the country to make their voices heard. From Walmart to the Fight for \$15 and a union, from Nissan to T-Mobile, working people are demanding recognition and economic justice in inspiring ways.

The shortcomings in current law

are many, and comprehensive reforms are needed, yet a fundamental and essential first step to protect and expand the ability of workers to effectively join together is to bolster protections against employer interference. Strong remedies for workers and penalties against employers who break the law can make real the rights established in the NLRA.

The Workplace Action for a Growing Economy (WAGE) Act, introduced by Rep. Bobby Scott (D-Va.) and Sen. Patty Murray (D-Wash.), would strengthen protections for working people engaged in collective action with co-workers in a number of important ways. First, the WAGE Act would provide for swift reinstatement when workers are fired or retaliated against for exercising the freedom to join together.

The WAGE Act would require the National Labor Relations Board (NLRB) to seek an injunction when there is reasonable cause to believe a worker was illegally fired for speaking up, just as it does when there are allegations against unions. In FY 2014 alone, the NLRB ordered reinstatement for 3,240 workers whose rights were violated, but reinstatement often comes very late in the process. In contrast, the WAGE Act would require quick action and make these cases a priority.

Under current law, the most a worker can receive is the pay lost while out of work, minus deductions for money they could have earned in another job. As a result, employers face no real economic consequence for illegally firing workers who exercise their rights. The WAGE Act would change this by providing triple back pay, without deductions and regardless of immigration status.

The WAGE Act also would reinforce the principle that workers' rights are civil rights by giving those who are discriminated against for union activity the right to bring cases in court, just as they can under civil rights laws.

Finally, the WAGE Act would hold corporate officials responsible by authorizing personal liability against CEOs who violate workers' rights. The WAGE Act also would make employers liable for violations committed on their premises by contractors or staffing agencies.

The WAGE Act may not fix every shortcoming of our weak, outdated labor law, but it is an important first step toward restoring the freedom of working people to organize and join together for improvements at work. We call on Congress to pass the WAGE Act without delay.

National Marine Sanctuary Expansion Could Include Area Called 'Torpedo Alley'

The National Oceanic and Atmospheric Administration (NOAA) has expressed an interest in designating an area off the coast of Cape Hatteras, North Carolina, as a National Marine Sanctuary, to honor those who lost their lives in numerous U-boat attacks during World War II. The area, referred to as torpedo alley, is the final resting place of many vessels, including U.S. and German combat ships as well as some merchant ships that were crewed by SIU mariners during the war.

NOAA's proposed plan would extend the Monitor National Marine Sanctuary – which currently protects the wreck of the Civil War vessel *USS Monitor* – to include other vessels lost off the coast of North Carolina. No restrictions on diving or fishing would be imposed, said James

Delgado, director of maritime heritage in NOAA's office of National Marine Sanctuaries. Rather, the sanctuary would honor the area and tell its story, as if it were a battlefield on land.

According to a recent statement from NOAA, the area off the Outer Banks contains "the single greatest concentration of World War I and World War II shipwrecks in American waters and includes sunken vessels" from the U.S., Britain and Germany.

Joe Hoyt, a NOAA underwater archaeologist, estimates that about 90 ships were lost off the coast of North Carolina, saying, "Most of those are tankers and freighters that were sunk by U-boats."

Hoyt, elaborating on the final resting places of those vessels, said, "We've done

a fairly exhaustive historical inventory, and archaeological inventory, of the sites that are out there. I know exactly what the [missing] ships are, and where they approximately ought to be, but no one's had a look for them and been able to identify them."

The amount of effort required to expand the Monitor National Marine Sanctuary is not limited to legislative work, according to the NOAA. "Marine monuments and national marine sanctuaries are both types of marine protected areas," the agency reported. "The main difference between national marine sanctuaries and marine national monuments is the designation process and the laws under which they are established."

Sanctuaries are designated by NOAA

or Congress and are managed by NOAA using the National Marine Sanctuaries Act (NMSA). The NMSA requires extensive public process, local community engagement, stakeholder involvement, and citizen participation, both prior to and following designation.

"It's kind of a forgotten piece of our history, but it's very significant," said Hoyt. "If you go and you talk to school kids, they've heard of the Alamo, they've heard of Little Big Horn, they've heard of Gettysburg, but they haven't heard of this."

It may take more than a year before NOAA makes a final decision about the proposal. NOAA's public comment period on the proposed expansion ended March 18, but agency representatives say they'll take input long after the official deadline.

Agencies Conclude First Round of El Faro Hearings

Beginning on Feb. 15, an investigative panel heard testimonies from 27 witnesses over the course of two weeks, discussing the events leading up to the tragic loss of the *El Faro*, which claimed the lives of 33 mariners including 17 SIU members.

The panel, consisting of National Transportation Safety Board and United States Coast Guard (USCG) representatives, shed new light on the accident. The hearings opened with a 33-second moment of silence – one second for every person who died when *El Faro* sank north of the Bahamas on Oct. 1 during Hurricane Joaquin. Family members of the lost mariners attended every day of the hearing, as did SIU Assistant Vice President Archie Ware.

“It’s been pretty difficult to hear some of the testimony, pretty trying,” said Robert Green, the father of the *El Faro*’s Chief Cook **LaShawn Rivera**, an SIU member. “We’re thankful that the hearings are going on, that they are very in-depth, that the Coast Guard and NTSB are asking the questions they are asking.”

Many topics were covered by the witnesses, including the ship’s maintenance and inspection records, the autonomy afforded to captains working for operator TOTE Maritime, as well as the capability and skills of the *El Faro*’s captain, Michael Davidson. He was repeatedly praised for his long years of service to the operator; witness after witness described him as a meticulous, committed professional.

TOTE Services President Philip Greene

called Davidson “eminently qualified,” while Earl Loftfield, captain of the *El Faro*’s sister ship *El Yunque*, said that Davidson “seemed very solid” and understood the challenges of being a captain.

According to TOTE Services Port Engineer Tim Neeson, who had dinner with Davidson prior to the *El Faro*’s departure, both men discussed the then-tropical storm brewing in the Bahamas, and neither believed it posed a threat to the vessel. He also revealed that Davidson had reported the fully developed hurricane in his daily report the day before the vessel sank.

That report had been logged by TOTE and the USCG, but it was stated that the Coast Guard did not believe the *El Faro* was in danger of sinking, although the vessel had already lost propulsion and had begun taking on water. According to the testimony of USCG Petty Officer 2nd Class Matthew Chancery, the agency believed that the ship was disabled, but that the crew would be able to pump out the water coming into the vessel.

It was later reported that an inspection conducted on the boilers of the ship found parts that had “deteriorated severely” or needed to be replaced, but both company and independent engineers believed it was still safe enough to set sail.

“There aren’t any showstoppers in here,” said John Fisker-Andersen, director of ship management for TOTE Services Inc., referring to the inspection findings.

“There’s nothing in here as explained to me that’s a ‘no sail.’”

The 790-foot vessel’s boilers were scheduled for service a month after its ill-fated voyage. Inspectors had found deterioration in parts called “burner throats,” pieces of the main propulsion steam boiler that help shape the boiler’s flame and properly mix fuel and air. Fisker-Andersen described the issues as an indication of normal wear and tear.

A former chief engineer on the *El Faro*, James Robinson, was also called upon to testify on the condition of the vessel’s boilers and propulsion systems. Robinson testified that he doesn’t believe a loss of propulsion would have been related to boilers. Instead, he said that would have been an issue with the ship’s turbine.

“From the loss of a turbine, as a consequence or potential casualty based on your experience as a chief engineer can you explain how difficult it would be to restore propulsion to the vessel?” asked Keith Fawcett, investigation board member.

“You lose your turbine, you’re done. You’re not going to get propulsion back,” Robinson said.

In a separate testimony, USCG Capt. Kyle McAvoy said his staff was “within days” of releasing a list of vessels to watch for problems that included the *El Faro*. This so-called “watch list,” which is generated from a matrix that scored ships on factors that included age and known problems, was not published before the ship

went down.

During the hearing, board members also questioned Coast Guard administrators about the agency’s program allowing plans for shipbuilding and modifications to be inspected on the agency’s behalf by private groups that have negotiated agreements with the government. Members were told more than 90 percent of that “third-party” reviewing is done by the American Bureau of Shipping, which assesses thousands of plans every year, according to Capt. John Mauger, commander of the Coast Guard’s Marine Safety Center.

Additionally, it came to light that the battery which powers the voyage data recorder (VDR) may have expired in May of 2015. An inspection report from December 2014 stated the battery would last until the following May, and John Fletcher, global service manager for recorder marketer Northrop Grumman Sperry Marine, said he could not say for sure whether the battery had been replaced.

The Coast Guard indicated the two weeks of hearings went a long way to helping them decide what recommendations should be made. A second round of hearings has been announced, but dates haven’t been established. Their timing will depend in part on whether the NTSB finds the *El Faro*’s data recorder, but published reports said the next hearings probably will happen sometime between May and July.

U.S. Maritime Administration Issues Set of Zika Virus Updates

In addition to the recent advice from the World Health Organization on avoiding the dangerous Zika virus, the Maritime Administration (MARAD) has issued a set of precautions that mariners should follow in order to steer clear of this global public health emergency.

The Zika virus is an infection spread by mosquito bites, though it can also be spread via blood transfusions, sexual contact and from mother to child during pregnancy. Ongoing Zika virus transmission is occurring in South and Central America, Mexico, the Caribbean and several Pacific islands. Only one in five who become infected with the virus begin to show symptoms after two to seven days, which are mild and include fever, conjunctivitis (red eyes), muscle pain, rash, headache and joint pain.

Some tips for staying Zika-free during travel around infected areas or after returning home:

- Wear long-sleeves and pants when outside
- Use EPA-recommended insect spray

- Use condoms when engaging in sex

- Remain vigilant during the day, when Zika-carrying mosquitos are most likely to bite

There is no current vaccine or drug available to prevent Zika virus infection or transmission. If you or someone you know develops any of the symptoms within two weeks of travelling to an area of ongoing transmission, see your health care provider immediately, and report your symptoms and travel history.

Because the Zika virus is often transmitted in the same geographic areas as dengue fever, you should avoid taking aspirin and other non-steroidal anti-inflammatory drugs (NSAIDs like Advil, ibuprofen, Motrin, Aleve) until dengue infection is ruled out (may increase risk of severe symptoms), according to medical experts. You may use acetaminophen (Tylenol) to treat fever and other symptoms, they noted.

For more information, visit the Center for Disease Control’s Zika website at: www.cdc.gov/zika/index.html.

Don’t Forget: Register to Vote

Seafarers are strongly encouraged to vote on Election Day (or by absentee ballot during the election period). Detailed information about voter registration is available online at:

<https://www.usa.gov/register-to-vote>

Via that website, depending on one’s state of residence, a visitor can either register directly online (23 states offer

online registration) or complete the National Mail Voter Registration Form and then print, sign and mail it to the address listed under the user’s state in the individual “State Instructions.”

The website also includes information about voter eligibility, voting by absentee ballot, finding local election offices and much more.



Spotlight on Mariner Health

Always Take Diabetes Medications as Instructed

Over time, high glucose levels can cause health problems. These issues can cause heart disease, heart attacks, strokes, kidney disease, nerve damage, digestive problems, eye problems, and tooth/gum diseases. You can help to decrease these medical problems by watching your diet, exercising and taking your medications as instructed by your doctor/health care team.

There are numerous medications to help with the control of diabetes. These medications are dispensed via injections under the skin for Type 1 and also Type 2 patients, by insulin pumps, or given orally. Information about injected medications follows.

Insulin has been used by diabetic patients for many years. There are rapid-acting insulins: Humalog, Novolog, or Apidra that can be injected and will quickly bring the blood sugar down. These are usually taken just before a meal or just after a meal to control glucose spikes.

Another type of insulin is called short-acting/regular insulin (Humulin R or Novolin R). This is taken about 30 minutes before the meal is eaten. It covers the insulin that is needed during a meal.

Next, intermediate-acting insulins such as NPH (Humulin N, Novolin N) can be used. It is given in the morning or at bedtime, depending on your doctor’s orders. It helps to control glucose levels for 12 hours or longer. It is a baseline coverage and can be used with short-acting or regular-acting insulins if needed.

Finally, there are long-acting insulins called Deme-tir and Glargine. They are usually given at night or at the same time every day. They will control the blood glucose for up to 24 hours.

There are also many mixtures of insulin such as 70/30 NPH Regular, 50/50 Promatine/Lispro, and 75/25 or 70/30 Promatine/Aspart.

Some diabetics use insulin pumps to keep their blood sugars down. These are used by individuals that are well-educated on diabetes, diet, exercise and how the pump works. Your doctor and diabetic educator will decide what is best for you to use in order to keep your blood glucose levels at an acceptable amount.

Type 2 diabetics also have other options to use that are non-insulin injectable medications. These medications are Smylin, Byetta, and Victoza. They come in a prefilled pen that the diabetic is taught to inject under the skin. These are not insulin and are easy to use. They help stimulate insulin release from the pancreas to help bring glucose levels down.

Whatever medication is used by the diabetic patient will be chosen by that patient, the doctor, and diabetic care team. Everyone works together in the care and treatment of diabetes.

The main purpose is to make sure to keep the glucose level at an acceptable level so that no damage is done to the patient, their blood vessels or organs.

Next time, we will discuss oral diabetic medications.

Healthy Recipe

Courtesy of Paul Hall Center’s Seafarers Harry Lundeborg School of Seamanship

Fish Piccata
Servings: 12

- 3/4 cup flour
- 1/8 cup parmesan cheese
- 1/4 tablespoon salt
- 1/8 tablespoon granulated garlic
- 1/4 tablespoon black pepper
- 3-1/4 pounds Pollock fillet
- 1/4 cup lemon juice
- 1/3 cup smart balance, melted
- 1/8 cup canola oil
- Lemon, wheels

- Mix the flour, parmesan cheese, granulated garlic,

salt, and pepper together.

- Dip the fish in the lemon juice, then into the flour mixture.

- Mix the melted margarine and oil together.

- Cook the fish on a medium-high temperature griddle/saute pan. Use the oil and margarine to coat the griddle before cooking.

- Brown the fish about 3-4 minutes on each side until internal temperature of 145F is reached.

- Serve hot with lemon wheels.

Yield: 1/3 ounce.

Nutrition Facts

Per Serving (excluding unknown items): 160 Calories; 5g Fat (26.8% calories from fat); 22g Protein; 6g Carbohydrate; Trace Dietary Fiber; 87 mg Cholesterol; 253mg Sodium. Exchanges: 1/2 Grain (Starch); 3 Lean Meat; 0 Fruit; 1/2 Fat.

Upgraders Make History at Paul Hall Center

Four Mariners Become First to Complete School's AB to Mate Modular Program

Four Seafarers recently etched their respective names in the annals of SIU history by becoming the first to graduate from the Paul Hall Center for Maritime Training and Education's (PHC) AB to Mate Modular Program.

The inaugural group, ABs **Brendan O'Brien, Jon Silveira, Timothy van Weezel** and **Emmanuel Wilson** on Feb. 5 completed the final in a series (six in all) of four- and five-week training modules at the union-affiliated maritime training center in Piney Point, Maryland. All that now stands between them and their respective 3rd Mate endorsements is their passage of a written U.S. Coast Guard examination.

Prior to taking the exam, each of the third mate candidates must submit a comprehensive application package to the Coast Guard for approval. Among other items, this package must contain copies of TWICs, MMCs, drug test results, physicals, proof of sea service, and copies of all course completion certificates and any required assessments. Once packages are approved by the Coast Guard, candidates have one year to take the exam.

Three of the four grads shared their assessments of the AB to Mate course and voiced confidence in their abilities to conquer the exam.

"I do believe that I am ready to successfully take on the exam and to sail as a mate," said van Weezel, who calls Oakland and Wilmington, California, as well as Piney Point, Maryland, his home ports. "I was quite fond of the course because it gave you everything you need to go out and do your job as a third mate."

"I rate the course as being top notch and highly informative," continued van Weezel, who has been with the union since September 2010. "During the various modules, the instructors presented you with all of the tools that you need to advance your career in whatever direction you want. As a mariner, it's basically up to you to know what you need in order to advance in your career and then go out and get it."

Offering advice to fellow Seafarers who hope advance in the industry, van Weezel said: "To my brothers and sisters who aspire to move up, I say set your goals, go to work, keep your head down, enjoy shipping and accomplish what you need to despite any adversity you may encounter. Keep on doing what's necessary to accomplish your goals."

O'Brien said in his estimation, the course thoroughly prepared him and his classmates to ascend the ladder to third mate.

"The AB to Mate Program was a great opportunity and a good course," he said. "It prepared us very well for what we will face during the Coast Guard exam, but I will



Clad in their distinctive tux and tie t-shirts, members of the first class to graduate from the Paul Hall Center's AB to Mate Modular Program pose with their Celestial Navigation Instructor Brad Wheeler (far right). Pictured from left to right with Wheeler are ABs Emmanuel Wilson, Brendan O'Brien, Timothy van Weezel and Jon Silveira.

definitely have to do some intense studying and reviewing prior to the time I take the test." O'Brien donned the SIU colors in 2007 and sails out of the port of Jersey City, New Jersey.

"I spread my training out over a period of one year," he continued, "so I am not as familiar with the materials we covered early on as I am with that which we had later down the road. Nevertheless, I'll be ready for the exam when I get to take it."

O'Brien concluded by urging fellow Seafarers to take full advantage of every opportunity that comes their way, especially in the area of upgrading at the PHC.

"I thought that the AB to Mate course was a great program," said Silveira, who sails from the port of Jacksonville, Florida. "The instructors that we had were absolutely top notch and so were the facilities at Piney Point."

"I had a great time," continued the Seafarer of 10 years who was a member of PHC Apprentice Class 658. "In addition to improving my skills, I got to meet other people the industry who have the same goals as mine. I will definitely try to keep in contact with them. I was thrilled to be accepted for the program but even more thrilled to complete it and pass everything."

Silveira said he attended college for two years prior to joining the SIU. And although he did not finish, many of the courses he took helped prepare him for the AB to Mate Program.

"The celestial navigation module was extremely difficult," he said. "But thanks to some of the math classes I had in college, complemented by some extra tutoring and computer programs provided by the school I was able to pass it. There were times, however that I had my doubts."

Now working on a relief job, Silveira plans to spend his off-duty time preparing for the Coast Guard exam. "I've already submitted my application package to the Coast Guard," he concluded. "Once they approve everything and let me know, I'll go in for the test sometimes in May or June."

Silveira advises anyone contemplating getting into the AB to Mate Program to be sure to brush up on their math skills. "You really do need to be knowledgeable in mathematics including Algebra and Trigonometry," he said. "A lot of mathematics are involved and the courses move at a pretty fast pace, so that if you fall behind, you'll really be in trouble."

The PHC in 2013 began accepting applications from the general membership for its AB to Mate Modular Program – an intensive series of courses that offer ABs the ability to reach the level of third mate. Previously, the AB to Mate Program was only open to mariners who were sponsored by their respective companies.

Officials described the opening of the program to the general membership as part of the SIU's overall goal of allowing its 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.

Under the program, ABs must complete a series of four- or five-week training modules at the PHC that cover everything from advanced firefighting and electronic navigation to shiphandling and meteorology. For most mariners, there are six four- or five-week modules, equaling about six and one-half months of total training. Those receiving oceans endorsements are required to take a sixth module on celestial navigation.

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 modules of training out of their schedules over an extended period of time.

To qualify for the program, mariners must have: 120 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 and AB-Unlimited rating; three reference letters from vessel 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.



Bob McGlotten (right) chats with U.S. Rep. Marc Veasey (D-Texas) earlier this year at an MTD meeting in San Diego.

Union, U.S. Labor Movement Bid Farewell to Robert 'Bob' McGlotten

The SIU mourns the passing of a fighter for all working people, Robert M. "Bob" McGlotten, 77, who died March 11.

After retiring from the AFL-CIO following 28 years of service, he continued working on Capitol Hill through his own lobbying firm until his death. The SIU was his first client when he went into private practice in the 1990s.

McGlotten was very involved during the most recent meeting of the AFL-CIO Maritime Trades Department executive board, which took place in San Diego in February.

"Bob McGlotten was a font of knowledge regarding labor and politics," recalled SIU and MTD President Michael Sacco. "He was a good friend and we will miss him greatly."

McGlotten started at the AFL-CIO in 1967 in the Department of Civil Rights. From 1970 to 1972, he was the executive director of the

Human Resources Development Institute. The next year, he served as special assistant to U.S. Labor Secretary Peter J. Brennan. He started working in the AFL-CIO's legislative department in 1974, becoming its director in 1986. He worked the halls of Congress as the federation's chief lobbyist until his retirement in 1995.

In 1987, his work was recognized with the A. Phillip Randolph Achievement Award. He served on the board of the Congressional Black Caucus Institute, and was very giving of his time to help others.

An Army veteran, he was a graduate of the University of Pennsylvania and St. Joseph's College for Industrial and Labor Management.

McGlotten was a regular presence at MTD meetings and conventions, having spoken at several during his tenure as the AFL-CIO legislative director.



PHC PROVIDES NAVY TRAINING – In early March, instructor Brad Wheeler (far right) from the SIU-affiliated Paul Hall Center for Maritime Training and Education conducted a two-day leadership and teamwork class for the U.S. Navy at the Department of Transportation's Maritime Administration offices in Washington, D.C. Some of the class participants are pictured (above) with Wheeler.



MEETING ON WEST COAST – Bosun Dan Carman (left) and Port Agent Jeff Turkus were among the SIU contingent attending the winter meeting of the AFL-CIO executive board in San Diego. Full coverage of the meeting was published in the March LOG and is available on the SIU website.

At Sea and Ashore With the SIU



PROUD OF 'WAR BABY' – Spotted at a Piney Point membership meeting, AB Saleh Mothana posed for a picture with his new daughter, Hanan. As reported in the June 2015 issue of the *Seafarers LOG*, Saleh and his pregnant wife, Zaneb, were trapped in Yemen during the country's violent coup in 2015. The couple fled the city of Aden and embarked on a perilous journey home. Saleh, glad to be back in the U.S., said, "And this is her. This is my war baby."



WELCOME ASHORE IN JERSEY – Chief Cook Sukirman Suraredjo (left) picks up his first pension check at the union hall in Jersey City, New Jersey. He is pictured with Patrolman Mark von Siegel.



WELCOME ASHORE IN JAX – Seafarer John Grosskurth (left) recently called it a career. He is pictured picking up his first pension check at the hall in Jacksonville, Florida, with Patrolman Joseph Koncul.



ABOARD HORIZON PACIFIC – Pictured on the West Coast in mid-January (photo at left, from left) are AB Anthony Antonio and QEE Benny Orosco, as well as (photo above) Bosun Glenn Christianson, Patrolman Nick Marrone II and Chief Steward Robert Mosley.



ABOARD MATSONIA – Aboard the Matson ship in early February in Oakland, California, vessel master Capt. Michael Nolls (third from left) stopped by after the SIU meeting and complimented the steward department's work. Pictured from left are Chief Cook Lito Acosta, OBS Nagi Saeed, Nolls, Patrolman Nick Marrone II, Chief Steward Edvaldo Viana and ACU Roberto Firme.



A-BOOK IN NEW JERSEY – Seafarer Oscar Castillo (left) receives his A-seniority book at the hall in Jersey City, New Jersey, where his is congratulated by Safety Director Osvaldo Ramos.



WELCOME ASHORE IN LAUDERDALE – Pumpman Wendell Wilmoth (left) receives his first pension check from Port Agent Kris Hopkins at the hall in Fort Lauderdale, Florida.



WITH SEAFARERS IN SAN JUAN – In photo above, AB Leroy Sierra (right) receives his A-seniority book from Port Agent Amancio Crespo. In the photo at right, Seafarer Hector Cumba (also with Crespo) notes he is ready to sail bosun after many years sailing as an AB. Cumba added that joining the SIU "has been by far the best decision I made after retiring from the Navy and the police force."



At Sea and Ashore With the SIU



BOOK PRESENTATIONS IN PINEY POINT – Several Seafarers recently picked up their full union books at the hall in Piney Point, Maryland. Port Agent Pat Vandegrift is pictured at right in each photo, with Engineer David Tucker (above, left), Engineer Harry Booth (above, center), Engineer Piotr Kwiatkowski (above, right) and OMU Sean Geddie (below, left).



ABOARD OVERSEAS BOSTON – Pictured aboard the OSG tanker in late January in Richmond, California, are (from left) SA Thomas Curley, Steward/Baker Charlfred Autrey, QEP Alex Canada, Chief Cook Marcelo Rodriguez, AB Lloyd La Beach, Bosun Christopher Kicey, AB Jacob Teiko and STOS Tyler Cook.

MEETINGS WITH WEST COAST CREWS – SIU Vice President Contracts George Tricker and Port Agent Jeff Turkus in late February met with Seafarers aboard several ships and tugboats as well as at the union hall in Wilmington, California. Here are a few snapshots from some of those stops.



The entire crew of the *APL China* (including members of the SIU, MEBA, MM&P, MFOW and SUP) presented VP Tricker (second from left) with a signed life ring in tribute to the *El Faro*. Pictured from left are Chief Cook Romarico Hinayon, Tricker, ACU Hussain Quraish, Port Agent Turkus, and Recertified Steward Mark Scardino.



VP Tricker (second from right) meets with SIU boatmen from the Crowley tugs *Leader*, *Master* and *Admiral*. Pictured from left are Mate Josh Knight, AB John Figgins, AB Ed McCoy, Tricker and Mate Ryan Kinser.



Crew members from the Ocean Duchess-operated *Cape Isabel* and *Cape Inscription* pause for a photo. Pictured from left: GUDE Kris Bechtel, GUDE Rodolfo Nuno, Chief Steward Leola Johnson, Bosun Ron Sagadraca, Turkus, Tricker, Bosun Rick Barnhart, GUDE Jovita Carino, Electrician Jervona Vorise and GUDE John Yi.



SIU VP Contracts George Tricker, AB John Figgins





Crewed by members of the SIU Government Services Division, the *USNS Sacagawea* (above, left) prepares to dock at the Gwangyang seaport in South Korea on Feb. 19. (U.S. Marine Corps photo by Cpl. Allison Lotz) Taken March 8 in the Sea of Japan, the image at right shows vessels from the U.S. and Republic of Korea transiting in formation during Exercise Ssang Yong 2016. (U.S. Navy photo by Ed Thompson)

SIU-Crewed Ships Play Key Roles In Overseas Military Exercises

Several SIU crewed ships recently deployed for military support exercises in and around Gwangyang, Republic of Korea. The larger, multinational mission – Ssang Yong 2016 (SY16) – involved U.S. and Korean military personnel, while a related one – Freedom Banner 2016 (FB16) – utilized personnel from the U.S. Navy and U.S. Marine Corps.

Seafarers crewed vessels participating in the exercises included the repositioning ships *USNS Stockham* and *USNS Williams*, both operated by Crowley; the TOTE-operated *USNS Wheeler* and its related ship *Fast Tempo*, both used for offshore petroleum distribution; the CIVMAR crewed dry cargo/ammunition ship *USNS Sacagawea*; and the mobile landing platform *USNS Montford Point*, operated by Ocean Shipholdings.

From late February to early March, the *Stockham*, *Williams*, *Sacagawea* and an-

other Navy ship offloaded hundreds of pieces of U.S. Marine Corps equipment, containerized supplies and personnel in support of the exercises, which were still ongoing at press time (scheduled to conclude in late March).

According to the U.S. Navy, “Ssang Yong 2016 is the largest multilateral amphibious exercise to date. It is a biennial exercise conducted by integrated Marine Expeditionary Brigade/Navy Expeditionary Strike Group, forward-deployed forces with the Republic of Korea (ROK) Navy and Marine Corps designed to strengthen interoperability and working relationships across a wide range of military operations ranging from disaster relief to complex expeditionary operations.”

The *Montford Point* was scheduled to conduct a maneuver in which it connects side-by-side with the *Stockham* and acts as a floating pier for a simulated offload where the *Stockham* discharges equipment onto the *Montford Point* through a connecting ramp. That equipment would then be loaded into landing craft air cushions (smaller, independently deployable boats housed on the *Montford Point*) for transfer to shore.

Meanwhile, the *Wheeler* and *Fast Tempo* were slated to deliver eight miles of pipe from ship to shore in a simulated event in which the SIU crewed ships bring water to Marines. The *Wheeler* can also transfer fuel from a tanker to depots ashore from up to eight miles off the coast.

“Having these ships prepositioned in this region enables U.S. Navy and Marine Corps forces to maintain a presence in the Pacific, which allows the Navy and Marine Corps team to sustain operations far from our own shores,” said Navy Capt. Robert A. Rochford, who’s in charge of the prepositioning group that includes the aforementioned ships. “Our presence here supports regional security and stability and provides us with opportunities to work with other countries while maintaining a high level of readiness to respond to crises.”



SIU CIVMARS Robert Cheong (left) and Rejinan Barque handle lines aboard the dry cargo/ammunition ship *USNS Sacagawea* March 4 in South Korea. (U.S. Navy photo by Mass Communication Specialist 3rd Class Madailein Abbott)



U.S. Marines and civilian contractors offload medical Humvees from the *USNS Sacagawea* (photo above) in South Korea in mid-February. (U.S. Marine Corps photo by Cpl. Allison Lotz). In the photo below, sailors attached to Navy Cargo Handling Battalion 1 out of Williamsburg, Virginia, guide a cargo platform during a training exercise on board the Seafarers crewed *USNS Sacagawea* March 7 in Korea. (U.S. Navy photo by Mass Communication Specialist 3rd Class Madailein Abbott)



In photo above, the *USNS Williams* lowers its ramp March 1 in Korea in preparation for cargo discharge. The photo at right, taken two days later, shows Marine Corps vehicles heading ashore. (U.S. Navy photos by Grady T. Fontana)



New Books Provide Riveting Looks at U.S. Maritime

Two new books offer compelling examinations of the important, historic role of American-flag sealift.

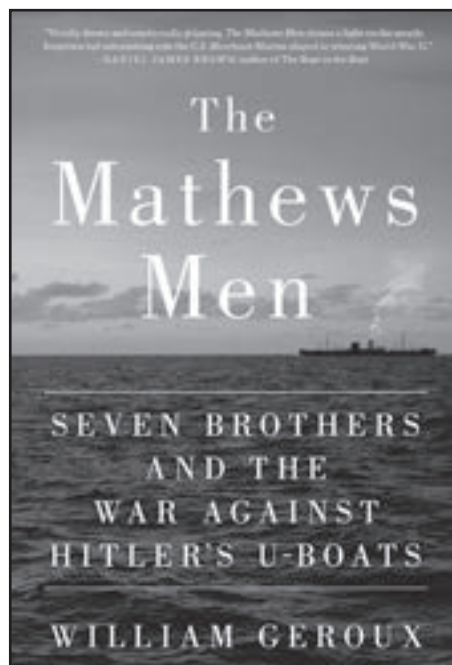
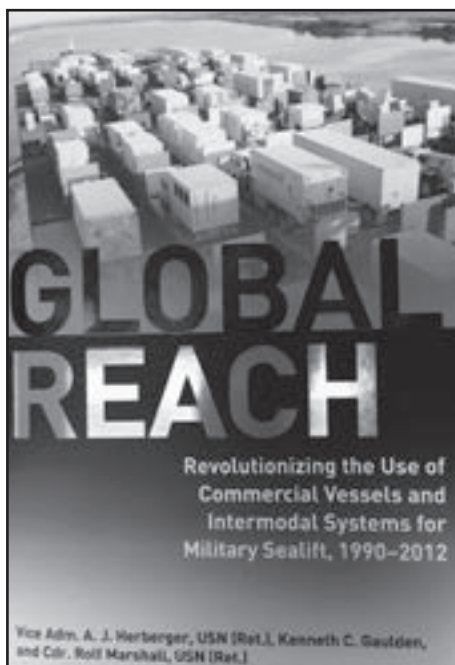
The first publication – “Global Reach” – primarily reviews modern U.S. sealift operations (many of them involving SIU crewed ships) and explains the ongoing need for maintaining a viable American-flag fleet with American crews. It was co-authored by Vice Adm. Al Herberger, USN (Ret.); Kenneth C. Gauden; and Cdr. Rolf Marshall, USN (Ret.). It is subtitled: “Revolutionizing the Use of Commercial Vessels and Intermodal Systems for Military Sealift, 1990-2012.”

The book’s publisher, U.S. Naval Institute Press, offered the following description of the 530-page volume, which is available in hardcover and electronic versions:

“Since the 1980s, strategic sealift has been formally designated as a U.S. Navy mission. With over 90 percent of all military equipment and supplies required to support U.S. military forces in combat being delivered by sea, and as globalized interests and risks continue to spread, this mission is vital to the country’s economic and national security. Despite its necessity, sealift is rarely discussed as anything other than an operations adjunct and must be carried out in an environment of unprecedented fiscal constraints.

“Global Reach” provides a unique examination into the development and implementation of more than a century of U.S. national defense sealift policy. Presenting a comprehensive history on the evolution of sealift from the Spanish American War (1898) to Operation Enduring Freedom/Iraqi Freedom (2002–12), Herberger, Gauden, and Marshall reflect on what has and has not worked in that time from both a legal and operational perspective.

“As international demands grow and change, so too must the sealift policies that are directly tied to how the nation will address them. With its thorough history and cogent analysis, ‘Global Reach’ provides the context necessary to understand this complex, important topic, but also lays out a roadmap for how the U.S. can continue to meet and respond to the increasing challenges of the years to come.”



Both books may be ordered online, and are available in hardcover and electronic formats.

The book has gotten tremendously positive reviews. For example, Vice Adm. Jim Perkins, USN (Ret.), former commander of the U.S. Military Sealift Command, noted, “When the joint force is deployed, either to fight or to assist, there are usually several givens. The first is that 95 percent of the ‘stuff’ required to do the job goes by sea and the second is that operator ignorance of logistics in general, and the potential contributions of sealift/American Merchant Mariners in particular, are legion! ‘Global Reach,’ a very well written and informative combination history and reference book, can help bridge this chasm and should be required reading for all joint commanders—repeat ALL JOINT COMMANDERS!”

Former U.S. Maritime Administrator Sean Connaughton stated, “Global Reach’ is a thorough, comprehensive, yet remarkably readable ‘deep dive’ on sealift and its critical importance in projecting and sustaining American military power abroad. The authors systematically examine the sealift needed for each major military operation over the past century,

most recently Iraq and Afghanistan, and the policies that either helped or hindered. In an era of increasing global threats and decreasing defense budgets, we must be smarter with our money. ‘Global Reach’ goes beyond a historical review—it charts a future to capable and affordable sealift and a new maritime policy for the twenty-first century.”

“Global Reach” is available both through the U.S. Naval Institute (www.usni.org) and through Amazon. (Disclaimer: The SIU provided a few of the photos that are included in the book.)

The second book, due out April 19, is “The Mathews Men,” which chronicles the stories of mariners from Mathews County, Virginia. That area is described by the book’s publisher, Viking Books/Penguin Random House, as “a remote outpost on the Chesapeake Bay that produced a disproportionately large number of wartime sea captains.”

Authored by longtime newspaper journalist William Geroux, the book further is described by its publisher as “one of the last unheralded heroic stories of

World War II: the U-boat assault off the American coast against the men of the U.S. Merchant Marine who were supplying the European war, and one community’s monumental contribution to that effort....

“The Mathews Men’ tells that heroic story through the experiences of one extraordinary family whose seven sons (and their neighbors), U.S. Merchant Mariners all, suddenly found themselves squarely in the cross-hairs of the U-boats bearing down on the coastal United States in 1942. From the late 1930s to 1945, virtually all the fuel, food and munitions that sustained the Allies in Europe traveled not via the Navy but in merchant ships. After Pearl Harbor, those unprotected ships instantly became the U-boats’ prime targets. And they were easy targets—the Navy lacked the inclination or resources to defend them until the beginning of 1943. Hitler was determined that his U-boats should sink every American ship they could find, sometimes within sight of tourist beaches, and to kill as many mariners as possible, in order to frighten their shipmates into staying ashore.

“As the war progressed, men from Mathews sailed the North and South Atlantic, the Caribbean, the Gulf of Mexico, the Mediterranean, the Indian Ocean, and even the icy Barents Sea in the Arctic Circle, where they braved the dreaded Murmansk Run. Through their experiences we have eyewitnesses to every danger zone, in every kind of ship. Some died horrific deaths. Others fought to survive torpedo explosions, flaming oil slicks, storms, shark attacks, mine blasts, and harrowing lifeboat odysseys—only to ship out again on the next boat as soon as they’d returned to safety.

“The Mathews Men’ shows us the war far beyond traditional battlefields—often the U.S. Merchant Mariners’ life-and-death struggles took place just off the U.S. coast—but also takes us to the landing beaches at D-Day and to the Pacific.”

Daniel James Brown, a New York Times best-selling author, called the book “vividly drawn and emotionally gripping.”

It is available at penguinrandomhouse.com and on Amazon, as a hardcover and in electronic format.

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



Witnessing the arrival of the *Freedom Star* at the Paul Hall Center (photo above from left to right) are Chief of Maintenance David Hammett, VP Tommy Orzechowski, and Seafarers Plans Administrator Maggie Bowen. Also on hand (photo below) were PHC Asst. VP Bart Rogers and PHC Vocational Director Priscilla Labanowski.



The *USNS Freedom Star* makes it way to its new berth at the Paul Hall Center for Maritime Training and Education late last year.



Freedom Star Becomes Paul Hall Center Training Vessel

New Resource Makes School's Already-Stellar Program Even Better

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) has a new training vessel. She is the *USNS Freedom Star*, a National Defense Reserve Fleet vessel on loan from the U.S. Maritime Administration (MARAD).

She arrived at the Piney Point, Maryland-based maritime training school Nov. 6 with PHC Capt. Allan Tupper at the helm. Tupper was joined by an AMSEA-contracted captain and crew. Prior to her Piney Point mooring, the vessel was docked at MARAD's James River facility in Jamestown, Virginia.

"The addition of this vessel to our training program is a real game changer," said PHC Assistant Vice President Bart Rogers. "Having a live platform to train on makes our already-stellar program second to none."

"Already we have the trainees spending the last month of their training schedule aboard the vessel," Rogers continued. "While on board, they are under the supervision of our full-time crew. The

deck people work with the bosun, the engine students go with the engineer and the steward department folks prepare the lunch meal.

"The *Freedom Star* is a fully functioning platform," he concluded. "The vast majority of our courses are taught aboard the vessel. Starting in April, we plan to take her out once a month on training missions."

The *Freedom Star* replaces the *Osprey*, a yard patrol type vessel that served as the school's training platform from 1996 to 2009.

Vessel's History

The *Freedom Star* was built in 1981 by Atlantic Marine Shipyard, Fort George Island, Florida and was delivered as *UTC Freedom*. Her virtually identical sister ship (also owned by MARAD), the *MV Liberty Star*, was built in 1980 by the same manufacturer and was delivered as the *UTC Liberty*. The *Liberty Star* in 2014

was rechristened as the *Kings Pointer* and now serves as the official training vessel at the U.S. Merchant Marine Academy in Kings Point, New York. Before being acquired by MARAD, both vessels were originally owned by United Space Boosters, Inc., of Huntsville, Alabama, a subsidiary of United Technologies Corporation (UTC) of Sunnyvale, California.

Originally, the vessels' common missions involved the at-sea recovery and tow-back of expended space shuttle solid rocket boosters (SRBs) and their associated flight hardware used during launches by the National Aeronautics and Space Administration.

Both the *Freedom Star* and *Liberty Star* were used for every shuttle mission. When not required for NASA operations, the vessels were used for other purposes, including mapping the ocean floor with side scan sonar; seismographic studies; marine life and marine fisheries studies; National Oceanic and Atmospheric Administration (NOAA) weather buoy deployment and recoveries;

cable-laying; underwater search and salvage; Air Force drone aircraft recovery; robotic submarine operations; and numerous support roles for other government agencies, including the Navy. Both vessels participated in the seven-month recovery mission (Jan. 28 through Aug. 28, 1986) following the Challenger accident. Their key function as SRB recovery vessels allowed NASA to reuse the boosters, thereby reducing costs and contributing significantly to the on-going operations of the space shuttle program.

The *Freedom Star* is of molded steel hull construction. She measures approximately 176 feet in length, 37 feet in width, and 72 feet in height, from the base to the top of the mast. The depth, from the main deck to the keel, is 15 feet; the draft, from waterline to keel bottom, is 12 feet. She displaces 1,052 tons, with gross and net tonnage of 484 and 329 tons; has a 30-ton towing pull capability; and has a cruising range of 6,000 miles and a cruising speed of 15 knots, or 17 miles per hour.



Deck department trainees (photos at left, above and below left) are engaged in training classes aboard the *Freedom Star*, the Paul Hall Center's new training vessel.



Chef John Hetmanski (far left in photo above) conducts a steward department class aboard the *Freedom Star*. Two of his students (next two photos at right) put some of their skills to the test as they prepare meals for deck department trainees who are also attending classes aboard the vessel. Deck trainees enjoy the meal in the photo at the far right.





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4/16

Important Notice to Seafarers: STCW Basic Training and MMCs

When renewing your merchant mariner credential, be sure to check the document beforehand to see if you have Basic Safety Training or Basic Training. On the international page of your MMC, (normally page 4), if you have the Basic Safety Training/Basic Training endorsement there will be Roman numerals. VI/1 means your 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).

Entry level and steward department mariners are encouraged to be especially vigilant in making sure they hold the BT (VI-1) endorsement on their MMC.

If you do not have BST/BT, you should apply for the endorsement by completing the Coast Guard application (free of charge). This endorsement is still renewable via sea service until the end of 2016.

Beginning in 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.

This does not mean that all mariners must complete such a course by January 2017. For instance, anyone renewing their MMC this year (provided they're already STCW-compliant) would have until their next renewal (as late as 2021) to complete an approved BT class.

It also doesn't mean that the credential itself or the BT-specific component of the credential somehow becomes invalid in January 2017. In fact, until January 2017, STCW Basic Training itself is still renewable via sea service (at least one year of sea time in the last five years).

However, there is some urgency for mariners whose MMCs expire in 2017. When applying to renew those credentials, in order to meet the new BT requirements, individuals will have to show proof of having completed an approved class within the previous five years. Because BT has been renewable via sea service for many years, there may be a large number of mariners who haven't taken the formal class in quite some time.

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/>

April & May Membership Meetings

Piney Point.....	Monday: April 4, May 2
Algonac.....	Friday: April 9, May 6
Baltimore.....	Thursday: April 7, May 5
Guam.....	Thursday: April 21, May 19
Honolulu.....	Friday: April 15, May 13
Houston.....	Monday: April 11, May 9
Jacksonville.....	Thursday: April 7, May 5
Joliet.....	Thursday: April 14, May 12
Mobile.....	Wednesday: April 13, May 11
New Orleans.....	Tuesday: April 12, May 10
Jersey City.....	Tuesday: April 5, May 3
Norfolk.....	Thursday: April 7, May 5
Oakland.....	Thursday: April 14, May 12
Philadelphia.....	Wednesday: April 6, May 4
Port Everglades.....	Thursday: April 14, May 12
San Juan.....	Thursday: April 7, May 5
St. Louis.....	Friday: April 15, May 13
Tacoma.....	Friday: April 22, May 20
Wilmington.....	Monday: April 18, May 16

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

ATTENTION SEAFARERS:

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SPAD

(Seafarers Political Action Donation)

Dispatchers' Report for Deep Sea

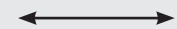
February 16, 2016 - March 15, 2016

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	22	6	1	17	6	0	1	40	17	2
Anchorage	1	0	0	0	0	0	0	3	2	1
Baltimore	9	7	1	3	2	2	2	6	7	0
Fort Lauderdale	15	13	1	10	6	0	1	22	21	3
Guam	3	2	0	2	2	0	0	4	3	0
Harvey	10	2	0	10	1	0	3	15	3	0
Honolulu	18	6	0	6	8	0	2	23	4	1
Houston	56	11	3	50	6	1	17	121	18	4
Jacksonville	34	12	4	36	8	2	16	72	25	6
Jersey City	48	13	1	34	10	0	15	79	19	1
Joliet	10	2	2	4	1	0	0	12	3	3
Mobile	7	0	1	8	4	1	3	17	3	1
Norfolk	29	16	2	19	9	1	8	33	26	2
Oakland	21	4	2	12	6	2	4	37	11	2
Philadelphia	6	4	1	3	2	1	1	9	6	0
Piney Point	4	3	0	2	0	0	1	3	4	0
Puerto Rico	1	2	1	4	2	2	1	12	5	1
Tacoma	43	12	3	27	8	1	9	72	14	5
St. Louis	1	3	2	2	1	0	0	2	2	2
Wilmington	23	9	4	23	8	2	12	58	21	5
TOTALS	361	127	29	272	90	15	96	640	214	39
Engine Department										
Algonac	6	3	1	7	1	1	0	6	8	0
Anchorage	0	0	0	1	0	0	0	0	0	0
Baltimore	5	6	2	1	2	0	0	5	6	2
Fort Lauderdale	8	5	0	4	2	0	2	16	11	0
Guam	0	0	1	0	0	0	0	0	0	1
Harvey	2	0	0	2	0	0	1	4	1	0
Honolulu	6	2	0	4	3	0	1	13	6	0
Houston	11	6	1	14	5	0	8	34	16	2
Jacksonville	28	14	5	17	5	3	7	36	25	3
Jersey City	21	11	0	10	10	0	3	25	14	3
Joliet	7	3	0	4	2	0	0	6	4	0
Mobile	3	4	0	2	2	0	0	9	4	1
Norfolk	15	13	0	11	10	0	4	16	17	1
Oakland	15	8	1	8	4	0	3	19	11	0
Philadelphia	3	0	2	1	1	0	0	4	1	2
Piney Point	3	1	0	0	1	0	0	2	2	0
Puerto Rico	3	2	0	2	1	0	1	3	5	0
Seattle	16	7	1	15	4	1	5	23	14	0
St. Louis	0	3	0	0	1	0	0	2	3	0
Wilmington	7	11	1	9	5	0	5	17	20	1
TOTALS	159	99	15	112	59	5	40	240	168	16
Steward Department										
Algonac	4	3	0	1	1	0	0	7	2	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	2	0	0	3	0	0	1	2	0	0
Fort Lauderdale	7	5	1	10	1	0	6	16	7	1
Guam	1	0	0	0	1	0	0	1	0	0
Harvey	9	1	1	4	2	2	1	7	1	0
Honolulu	7	0	0	9	1	0	7	21	1	0
Houston	19	5	0	19	3	0	10	32	6	0
Jacksonville	18	10	1	28	7	1	12	20	8	2
Jersey City	17	4	0	9	2	0	4	23	7	0
Joliet	2	1	0	1	1	0	0	3	1	0
Mobile	3	0	0	3	1	0	1	3	1	0
Norfolk	13	5	2	11	5	1	3	23	11	3
Oakland	16	6	2	18	1	0	5	31	9	3
Philadelphia	1	0	0	1	0	1	0	2	2	0
Piney Point	2	2	0	2	0	1	0	3	2	0
Puerto Rico	4	4	0	0	3	0	2	4	8	0
Seattle	13	1	0	8	1	0	6	27	3	0
St. Louis	1	0	0	0	0	0	0	1	0	0
Wilmington	22	4	1	12	2	1	3	34	5	2
TOTALS	162	51	8	139	32	7	61	261	74	11
Entry Department										
Algonac	2	7	0	7	18	1	0	2	16	2
Anchorage	0	0	0	0	1	0	1	0	0	0
Baltimore	0	1	1	0	1	1	1	0	3	1
Fort Lauderdale	0	3	2	1	1	1	0	0	7	2
Guam	0	0	0	0	1	0	0	0	0	0
Harvey	0	0	0	1	0	0	0	1	0	1
Honolulu	1	6	7	1	1	2	0	1	8	7
Houston	8	9	2	5	9	3	3	9	15	10
Jacksonville	3	8	8	1	7	2	1	5	18	24
Jersey City	4	20	1	1	9	1	0	6	27	5
Joliet	1	6	0	2	5	0	0	0	2	1
Mobile	0	1	0	1	1	0	0	0	1	1
Norfolk	1	14	7	1	14	3	0	0	20	8
Oakland	5	12	8	1	6	2	1	4	19	9
Philadelphia	0	0	1	0	0	1	0	0	0	2
Piney Point	0	1	1	0	0	0	2	0	3	1
Puerto Rico	0	1	0	0	0	0	0	1	0	0
Tacoma	5	9	2	3	5	5	2	6	17	12
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	5	9	6	1	10	3	2	8	22	22
TOTALS	35	107	46	26	89	25	13	43	178	109
GRAND TOTAL:	717	384	98	549	270	52	210	1,184	634	175

Seafarers International Union Directory

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NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

Question: Any advice for the newest trainees?



Kim Strate
Recertified Steward

"Listen to your instructors at the school, and when you get on a ship, listen to your advisors. It's also important to not let the occasional setback discourage you. And make sure to utilize your port agents if you need anything."



Jophrey Pelington
GUDE

"Do as you're told, and listen to the more experienced mariners. Listening to other people is critical."



Lauren Oram
Recertified Steward

"Keep your mouth shut and your head up. Listen and learn. And pay attention to what the union officials tell you. Remember, we need the Jones Act, because without it we're all in the unemployment line."



Steve Gedrich
GUDE

"You'll need to learn how to live with people from other places quickly. It's a great way to avoid any potential personality conflicts."



Jon Silveira
AB

"Take advantage of every opportunity at the school. Work hard and pay attention. Stay up to date with current events, both in the union and in the maritime community. But remember to enjoy all the places you'll travel."



James Pascocello
GUDE

"Don't let the little stuff get to you. It can weigh on your mind, but when you think about it, the little stuff is really little. You'll need to let things go to keep your spirits up."

Pics From The Past



First published in the LOG in 1996, these photos of the Bay Ship Management-operated *Mt. Washington* were taken during a refueling exercise (dubbed Market Square) in Virginia. Part of the operation required the *Mt. Washington* to list 12 degrees in order to launch and recover an 850-ton barge. The sight of the vessel at work caused many people ashore to call authorities to report a ship in trouble in Norfolk harbor. In photo at right, members of the deck department including Bosun Jerry Smith (right) prepare for a hose discharge operation. *(Editor's note: Check out the union's Facebook page for additional historic photos. We post at least one new [old] photo every Friday morning and only occasionally use the same ones in the LOG. Visit the SIU home page, www.seafarers.org, and follow the Facebook link.)*



If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org

Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DEEP SEA

FRANCIS ADAMS

Brother Francis Adams, 61, started sailing with the Seafarers in 1971. He was initially employed with Anchorage Tankship Corporation. Brother Adams worked in all three departments. He upgraded often at the maritime training center in Piney Point, Maryland. His most recent trip was aboard the *Liberty Eagle*. Brother Adams is a resident of Houston.



BRUCE BUTLER

Brother Bruce Butler, 66, began working with the SIU in 2002. The steward department member's first trip was aboard the *Courier*. Brother Butler upgraded in 2001 at the Paul Hall Center. His final ship was the *Maersk Alaska*. Brother Butler makes his home in Beaumont, Texas.

VERNON CASTLE

Brother Vernon Castle, 62, donned the SIU colors in 1973. He originally shipped on the *Market*. Brother Castle enhanced his skills frequently at the union-affiliated maritime training center in southern Maryland. He sailed in all three departments. Brother Castle's final ship was the *Tacoma*. He calls Tacoma, Washington, home.

MARC EVERELL

Brother Marc Everell, 65, started shipping with the SIU in 2001 when the NMU merged into the Seafarers International Union. He upgraded in 2007 at the Piney Point school. A member of the deck department, Brother Everell last shipped aboard the *USNS LCPL Roy M. Wheat*. He lives in Tucson, Arizona.



JOHN FRANCIS

Brother John Francis, 68, began shipping with the SIU during the 2001 SIU/NMU merger. He worked in the engine department. Brother Francis' final trip was on the *Lykes Explorer*. He is a resident of Port Arthur, Texas.



CARROL HEICK

Brother Carrol Heick, 65, signed on with the SIU in 1969. He initially sailed aboard the *Western Clipper*. Brother Heick upgraded on numerous occasions at the maritime training center in Piney Point, Maryland. He was a member of all three departments. Brother Heick's last trip was on the *Explorer*. He resides in San Pedro, California.

DENNIS HURLEY

Brother Dennis Hurley, 65, was born

in California. He joined the union in 1989. Brother Hurley's first voyage was aboard the *USNS Harkness*. He shipped in the both the steward and deck departments. Brother Hurley visited the Paul Hall Center often. He concluded his career on the *Horizon Reliance*. Brother Hurley settled in Pacifica, California.

MOHAMED JAMAL



Brother Mohamed Jamal, 71, became a Seafarer in 1990. His first ship was the *Independence*; his most recent, the *Charleston Express*. Brother Jamal enhanced his skills in 1997 and worked in the deck department. He is a resident of Garland, Texas.

PATRICIA JOHANSEN

Sister Patricia Johansen, 65, began her SIU career in 1998. She was initially employed aboard the *USNS Invincible*. On two occasions, Sister Johansen took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. She most recently sailed with Patriot Contract Services. Sister Johansen, who sailed in the steward department, lives in Belfair, Washington.



VAN JOYNER

Brother Van Joyner, 69, joined the union in 1973. He initially worked aboard the *Overseas Anchorage*. Brother Joyner shipped as a member of the steward and engine departments. His most recent voyage was on the *Overseas Vivian*. Brother Joyner resides in Houston.



BONIFACIO LOZADA

Brother Bonifacio Lozada, 65, first shipped aboard the *Maunawili* in 1979. Brother Lozada upgraded frequently at the SIU-affiliated school in southern Maryland. The steward department member's final voyage was on the *APL Thailand*. Brother Lozada lives in Elk Grove, California.



Brother Joe Martin, 65, became an SIU member in 2001 during the SIU/NMU merger. He calls Mobile, Alabama, home.

ABDULLA MOHSSIN

Brother Abdulla Mohssin, 65, joined the SIU ranks in 1977. His first voyage was on the *McLean*. In 1987 and in 1988, he upgraded in Piney Point, Maryland. Brother Mohssin sailed

in all three departments. He most recently sailed aboard the *Global Sentinel*. He was born in Arabia and now makes his home in Antioch, California.

BIENVENIDO PAGAN

Brother Bienvenido Pagan, 65, became a Seafarer in 2001 when the NMU merged into the SIU. His most recent vessel was the *Lykes Explorer*. Brother Pagan is a resident of Houston.

ROGER PHELPS

Brother Roger Phelps, 65, started sailing with the Seafarers in 1993. He originally shipped on the *American Falcon*. Brother Phelps sailed in the deck department and enhanced his skills often at the maritime training center in Piney Point, Maryland. His last trip was on the *Maersk Wisconsin*. Brother Phelps calls Jacksonville, Florida, home.

LARRY PITTMAN

Brother Larry Pittman, 65, began his seafaring career in 1987. He initially sailed aboard the *USNS Vindicator*. Brother Pittman worked in the engine department. He attended classes frequently at the maritime training center in Piney Point, Maryland. Brother Pittman's final ship was the *LNG Capricorn*. He is a resident of Pinetown, North Carolina.



OMAHA REDDA

Brother Omaha Redda, 65, became an SIU member in 1987. He upgraded on numerous occasions at the Piney Point school. Brother Redda first sailed aboard the *OMI Champion*. His most recent trip was on the *Houston*. Brother Redda sailed in the deck department and resides in Stafford, Texas.



DIOSDADO RETIRO

Brother Diosdado Retiro, 65, donned the SIU colors in 1993. His first trip was aboard the *Producer*. Brother Retiro was a member of the engine department. He upgraded in 1998 and 2001 at the Paul Hall Center. Brother Retiro's last voyage was on the *USNS Mary Sears*. He lives in Jamaica Estates, New York.



MARIO ROMERO

Brother Mario Romero, 65, joined the SIU in 1976, initially working aboard the *Baltimore*. He was born Honduras and sailed in the deck department. Brother Romero attended classes at the union-affiliated school in Piney Point, Maryland. His most



recent trip was on the *Overseas Tampa*. Brother Romero makes his home in Houston.

JOE SMOLER

Brother Joe Smoler, 65, began shipping with the union in 1991. He was originally employed aboard the *Sealift Antarctic*. Brother Smoler was born in Tel Aviv, and sailed in the deck department. He enhanced his skills on multiple occasions at the Piney Point school. Prior to his retirement, Brother Smoler worked on the *Prentiss Brown*. He is a resident of Nevada.



VICTOR SOARES

Brother Victor Soares, 63, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. He last shipped aboard the *Maersk Montana*, as a deck department member. Brother Soares resides in Portugal.



TO-NU LU WALLACE

Sister To-Nu Lu Wallace, 68, started sailing with the Seafarers in 1989. Her first ship was the *Independence*; her most recent, the *Mokihana*. Sister Wallace was a frequent upgrader at the Paul Hall Center. She shipped in the steward department. Sister Wallace was born in Saigon, and now makes her home in Honolulu.

LEE WILLIAMS

Brother Lee Williams, 65, joined the SIU in 2001 during the SIU/NMU merger. He calls Jacksonville, Florida, home.



BERNARD WILSON

Brother Bernard Wilson, 65, signed on with the SIU in 1973. He first sailed on the *Columbia*. Brother Wilson was born in New Orleans and sailed in the deck department. In 2001, he attended classes at the Paul Hall Center. Brother Wilson's final vessel was the *Overseas Marilyn*. He resides in Atlanta.



LEROY WOODS

Brother Leroy Woods, 70, became an SIU member in 2001 when the NMU merged into the Seafarers International Union; that same year he upgraded at the Piney Point school. The deck department member is a Florida native. Brother Woods last shipped on the *Alliance Norfolk*. He makes his home Jacksonville.



INLAND

DAVID FARRIS



Brother David Farris, 65, joined the union in 1971. He first shipped with G&H Towing Company. Brother Farris worked in both the deck and steward departments. He was last employed in the deep sea division aboard the *Pride*. Brother Farris calls Santa Fe, Texas, home.

JOSE MARRERO

Brother Jose Marrero, 60, started shipping with the SIU in 1989. He initially sailed with Crowley Puerto Rico Services. Brother Marrero often took advantage of educational opportunities available at the Paul Hall Center. The deck department member most recently worked with Crowley Towing of Jacksonville. Brother Marrero lives in San Juan, Puerto Rico.



GARRY MATTHEWS

Brother Garry Matthews, 66, joined the union in 2001. He primarily sailed with American Marine Corporation. Brother Matthews worked in the deck department. He makes his home in Jacksonville, Florida.



KENNETH WALL

Brother Kenneth Wall, 68, became an SIU member in 1966. He was originally employed with Moran Towing of Virginia. Brother Wall sailed in the deck department. He last worked aboard G&H Towing vessels. Brother Wall is a resident of Dickinson, Texas.



GREAT LAKES

RICHARD ROWLAND



Brother Richard Rowland, 67, started sailing with the SIU in 2004. He originally worked on the *Sam Laud*. A member of the engine department, Brother Rowland upgraded his skills in 2004 at the Piney Point school. His most recent voyage was aboard the *Burns Harbor*. Brother Rowland lives in Hampstead, North Carolina.

GREGORY VLIK

Brother Gregory Vlieg, 65, signed on with the union in 1970. His first ship was the *G Steinbrenner*. Brother Vlieg sailed in both the deck and engine departments. He most recently worked on the *J.A.W. Iglehart*. Brother Vlieg resides in Willoughby, Ohio.

Final Departures



DEEP SEA

MEDARDO AGURCIA

Pensioner Medardo Agurcia, 92, passed away November 3. The Puerto Rico native joined the SIU in 1957. Brother Agurcia initially worked aboard the *Del Norte*. He was a member of the steward department. Brother Agurcia's last vessel was the *Stonewall Jackson*. He retired in 1985. Brother Agurcia called Arlington, Texas, home.

EDWARD BANKS

Pensioner Edward Banks, 68, died November 25. Brother Banks started his seafaring career in 1990. His first ship was the *USNS Assurance*; his last was the *Cape Ray*. Brother Banks sailed in the steward department. He began receiving his pension in 2014 and was a resident of Norfolk, Virginia.



HERBERT CHARLES

Pensioner Herbert Charles, 68, passed away November 18. He started shipping with the Seafarers in 1991. Brother Charles' first trip was aboard the *Sea Lion*. He was born in Guyana and worked in the deck department. Brother Charles most recently sailed on the *Maersk Utah*. He became a pensioner in 2015 and settled in Jacksonville, Florida.

JOHN CURLEW

Pensioner John Curlew, 89, died November 12. Brother Curlew was a native of New York. He signed on with the union in 1971, originally working with AH Bull Steamship Company. Brother Curlew was a deck department member. His final trip was aboard the *Patriot*. Brother Curlew began collecting his retirement pay in 1990. He resided in North Carolina.

JOHN DAVIES

Pensioner John Davies, 88, passed away November 11. Born in Pennsylvania, Brother Davies initially worked with Waterman Steamship Company in 1951. He shipped as a member of the deck department. Prior to his retirement in 1994, Brother Davies sailed aboard Westchester Marine's *William*. He made his home in Greenfield Township, Pennsylvania.



ALFREDDY DAY

Pensioner Alfreddy Day, 81, died November 7. Brother Day joined the SIU in 1956. The Alabama native originally sailed with Waterman Steamship Corporation. Brother Day last sailed aboard the *Cape Taylor*. A member of the engine department, he started collecting his retirement compensation in 1990. Brother Day was a resident of Mobile, Alabama.



STEPHEN GARAY

Pensioner Stephan Garay, 65, passed away October 4. He became a Seafarer in 1971. Brother Garay first sailed aboard the *Hood*. The New York native was a deck department member. Brother Garay's final ship was the *Cape Mohican*. He went on pension in 2012 and settled in St. Maries, Idaho.



CLYDE GIBSON

Pensioner Clyde Gibson, 85, died November 3. He started shipping with the SIU in 1957. Brother Gibson initially worked in the inland division with Elis Towing and Transportation. He last sailed aboard the *Voyager* as a member of the steward department. Brother Gibson became a pensioner in 1992 and lived in Waynesville, North Carolina.



BERNARD HUTCHERSON

Brother Bernard Hutcherson, 67, passed away November 6. He began sailing with the union in 1978. Brother Hutcherson first shipped on the *Manhattan*. He worked in the deck department. Brother Hutcherson's final voyage was on the *Alliance Charleston*. He made his home in Lynn Haven, Florida.



JOSEPH KAOLELOPONO

Brother Joseph Kaolelopono, 84, died October 10. Born in Hawaii, he donned the SIU colors in 1970. Brother Kaolelopono initially worked with Michigan Tankers Inc. He was a steward department member. Brother Kaolelopono last sailed aboard

the *RJ Pfeiffer*. He called San Francisco home.

CHESTER MOSS

Pensioner Chester Moss, 90, passed away November 13. Brother Moss joined the union in 1959 in Seattle. He sailed in the steward department. Prior to his retirement in 1992, Brother Moss was employed with OMI. He lived in Oakland, California.



JOSE SOSA

Pensioner Jose Sosa, 80, died October 19. Brother Sosa started sailing with the SIU in 1971. He originally sailed on the *Steel Voyager*. Brother Sosa was born in Honduras and sailed in the deck department. He last shipped aboard the *El Yunque*. Brother Sosa retired in 2000 and resided in Jacksonville, Florida.



WILLIAM WIEMERS

Pensioner William Wiemers, 85, passed away October 13. He became a Seafarer in 1953. Brother Wiemers' first trip was with Martis Steamship Company. He was born in California and sailed in the deck department. Brother Wiemers' last ship was the *Sam Houston*. He settled in Las Vegas, Nevada.



INLAND

DAVID STILLIS

Pensioner David Stillis, 63, died November 9. Brother Stillis signed on with the SIU in 1999. He mainly sailed with OSG Ship Management. Brother Stillis started collecting his retirement pay in 2014. He was a resident of Chester, Pennsylvania.

CHARLES WILLIAMS

Pensioner Charles Williams, 91, passed away November 24. Born in Delaware, Brother Williams began sailing with the SIU in 1961. He was initially employed with P.F. Martin Company. Brother Williams last sailed on a McAllister Towing of Philadelphia vessel. He became a pensioner in 1988 and continued to live in Delaware.

NATIONAL MARITIME UNION

ROBERT ALSOP

Pensioner Robert Alsop, 68, passed away November 17. The New York native retired in 2012. Brother Alsop called Montana home.

THOMAS BROWN

Pensioner Thomas Brown, 87, died November 13. Brother Brown was born in South Carolina and started receiving his pension in 1988. He was a resident of Baltimore.

FERNANDO CANCEL

Pensioner Fernando Cancel, 98, passed away October 27. Born in Puerto Rico, Brother Cancel became a pensioner in 1967. Brother Cancel settled in Old Bridge Township, New Jersey.

DAVID GILBERT

Pensioner David Gilbert, 64, died November 13. Brother Gilbert was a native of Liberty, Mississippi. He began collecting his retirement pay in 2002. Brother Gilbert resided in Greensburg, Louisiana.

ERNEST GREEN

Pensioner Ernest Green, 94, passed away November 8. The South Carolina native last sailed on the *Texaco Minnesota*. Brother Green went on pension in 1987. He lived in North Charleston, South Carolina.



PAUL HAWKINS

Pensioner Paul Hawkins, 75, died November 25. Brother Hawkins was born in Jacksonville, Florida. He started receiving compensation for his retirement in 1995 and continued to make his home in Florida.

GILBERT HOLMES

Pensioner Gilbert Holmes, 75, passed away November 12. The South Carolina native became a pensioner in 1998. Brother Holmes called Orangeburg, South Carolina, home.

ANATOLIO MARTINEZ

Pensioner Anatolio Martinez, 89, died November 14. Brother Martinez was born in Houston. He went on pension in 1988 and continued to live in Texas.

LEO MARTTILA

Pensioner Leo Marttila, 82,

passed away November 3. He was a native of Liming, Michigan. Brother Marttila retired in 1995 and made his home in the city of Marquette, Michigan.

CHARLES NEWBY

Pensioner Charles Newby, 85, died November 17. Born in Virginia, Brother Newby became a pensioner in 1991. He settled in Norfolk, Virginia.

MIGUEL PARIS

Pensioner Miguel Paris, 82, passed away November 27. Brother Paris was born in Puerto Rico. He started collecting his retirement pay in 1994. Brother Paris lived in St. Cloud, Florida.

ANTONIO QUILES

Pensioner Antonio Quiles, 93, died November 27. The Puerto Rico native retired in 1987. He called New York home.

DEAN ROBINSON

Pensioner Dean Robinson, 89, passed away November 25. He was a native of West Branch, Michigan. Brother Robinson began receiving his pension in 1998. He was a resident of Riverview, Michigan.

RONALD SPEHEK

Pensioner Ronald Spehek, 70, died November 10. Brother Spehek was born in Cleveland, Ohio. He went on pension in 2000 and resided in Canal Fulton, Ohio.



LUIS VALENTIN

Pensioner Luis Valentin, 86, passed away November 21. Born in Puerto Rico, Brother Valentin started receiving his retirement compensation in 1983. He made his home in Grovetown, Georgia.

ROBERT WOOD

Pensioner Robert Wood, 88, died November 9. The Louisiana native became a pensioner in 1968. Brother Wood called Reserve, Louisiana, home.

Name	Age	DOD
Antaquera, Gloria	100	Nov. 1
Barbot, Ruperto	90	Oct 27
Benoit, Alex	89	Oct 8
Borden, Algje	90	Nov. 17
Foster, Edward	87	Oct 25
Lucci, Louis	86	Nov. 22
Marez, Martin	91	Oct 10
McNeil	67	Nov. 5
Ortiz, Ramon	79	Nov. 18
Palmer, Franklin	66	Oct 2
Romero, Antonio	90	Oct 9
Smith, Ronald	66	Oct 4
Stave, Owen	87	Nov. 3
Witcher, Edward	72	Nov. 14

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.

LIBERTY GLORY (Liberty Maritime), January 31 – Chairman **Jay White**, Secretary **Fausto Aranda**, Deck Delegate **Lloyd Lindsey**. Chairman complimented crew for smooth voyage and professional conduct. He reminded everyone to focus on safety and enjoy the satisfaction of a job well done, and also thanked steward department. Secretary thanked rest of steward department and echoed bosun's comments about smooth, safe trip. Educational director encouraged fellow mariners to upgrade skills at union-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. New mattresses are needed. Crew expressed gratitude for family-wage jobs. Next port: Houston.

USNS HENSON (USMMI), January 16 – Chairman **Mark Grzegorzczak**, Secretary **Mark Pearson**, Educational Director **Romeo Ferrer**, Deck Delegate **Andrzej Bronkowski**, Steward Delegate **Ashley Lee**. New Blu-ray players were purchased for both messes. Secretary noted SIU forms have been placed on ship's computer on the common drive for crew access. Educational director encouraged Seafarers to upgrade in Piney Point and keep documents current. "Don't wait until the last minute to renew." No beefs or disputed OT reported. New ship challenge coins will soon be available in slop chest. Three small refrigerators needed for crew rooms. Washing machines need to be replaced. New shipboard delegates were elected.

LIBERTY EAGLE (Liberty Maritime), February 21 – Chairman **Albert Konning**, Secretary

George Quinn, Educational Director **Ismael Manley**, Deck Delegate **Robert Hoppenworth**, Engine Delegate **John Leahy**, Steward Delegate **Wardell Paze**. Chairman announced upcoming crew change in Houston. New washers and dryers will be installed. Educational director encouraged mariners to upgrade, which usually leads to better income. No beefs or disputed OT reported. Crew discussed recent column by SIU President Michael Sacco highlighting improvements at union-affiliated school in Piney Point, Maryland. They suggested modification to procedure for transportation reimbursement. Crew mess hall refrigerator isn't working. Next port: Durban, South Africa.

ALASKAN EXPLORER (Alaska Tanker Company), February 16 – Chairman **Charles Ford**, Secretary **Maili Wang**, Educational Director **Raymond Roldan**, Deck Delegate **Marcus Hucee**, Engine Delegate **Kevin Kelly**, Steward Delegate **David Vaughn**. Chairman announced upcoming arrival in Long Beach, California. He advised everyone to renew merchant mariner credential early and also touched on STCW Basic Training requirements. Educational director urged fellow members to take advantage of Piney Point school. No beefs or disputed OT reported. Crew suggested changes to vacation plan and requested refrigerators for spare rooms.

GREEN BAY (Central Gulf Lines), February 21 – Chairman **Pablo Borja**, Secretary **Crista Ali**, Educational Director **Lucian Lepadatu**, Deck Delegate **Herman Thein**, Engine Delegate

Notice: New MMC Booklet Design

The U.S. Coast Guard's National Maritime Center issued the following notice and accompanying images on March 16.

New Merchant Mariner Credential Booklets

The National Maritime Center (NMC) has been working with the Government Printing Office to refresh the Merchant Mariner Credential (MMC) booklet. The new design is complete, and the supply of the current MMCs is being depleted. The NMC will begin to issue the updated MMC when the supply of current booklets is exhausted, likely within the next week. The new MMCs feature an improved layout with graphic images of historic lighthouses, the Eads Bridge, the Merchant Marine Emblem, and a first-order Fresnel lens. Additionally, the cover of the MMC

has been stiffened for greater durability.

All currently active credentials will remain valid until their printed expiration dates. There will be no change to endorsement labels that are issued as a result of an application for a raise of grade or increase in scope of a valid MMC.

Check the NMC website periodically for updated information. If you have questions or feedback regarding the new MMC, please contact the NMC by using our Online Chat or Ticketing system, by e-mail at IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (1-888-427-5662).



The NMC circulated these images of the new-look merchant mariner credential.

John Albritton, Steward Delegate **Joshua Lee**. Chairman announced scheduled payoff upon upcoming arrival in Japan. Crew change also scheduled. Secretary noted manning issue. Educational director said upgrading at Piney Point can increase your earning power. No beefs or disputed OT

reported. Crew reviewed letter from SIU VP Contracts George Tricker. Crew approved motion to support union's leadership. Crew talked about importance of SPAD, the SIU's voluntary political action fund, and also thanked steward department for great job. Next port: Vietnam.

ISLA BELLA (TOTE), February 17 – Chairman **Timothy Fogg**, Secretary **Edrick Lopez**, Educational Director **John Walsh**, Deck Delegate **Tavell Love**, Engine Delegate **Jermaine Love**, Steward Delegate **Sheilla Daguio**. Chairman thanked all for job well done. He advised everyone to stay on top of expiration dates on documents. Secretary thanked crew for keeping house clean. Educational director also reminded fellow mariners to keep documents current. No beefs or disputed OT reported. Crew requested change in vacation benefits. Next port: Jacksonville, Florida.

MAERSK MONTANA (Maersk Line, Limited), February 15 – Chairman **Wilfred Maurice**, Secretary **Richard Jones**, Educational Director **Gregory Johns**, Steward Delegate **Alonzo Belcher**. Chairman thanked entire crew for job well done and for being safe. Also thanked steward department for "excellent meals over and above." Secretary thanked crew for keeping ship clean. Educational director reminded crew to keep all documents up-to-date and understand STCW requirements. Engine delegate reported disputed OT. No other beefs or disputed OT reported. Crew made suggestions for Seafarers Pension Plan and

for the separate Seafarers 401(K) Plan. Suggestions also were made in reference to changing the physical exam requirements and also changing or renaming vacation pay. Next ports: Miami, Houston, and Norfolk, Virginia.

ALLIANCE NORFOLK (Maersk Line, Limited), March 3 – Chairman **Hanapiah Ismail**, Secretary **Luis Caballero**, Educational Director **Nat Lamb**, Deck Delegate **Linnell Coleman**, Engine Delegate **Marcos Laguer**. Chairman thanked crew for good work and smooth sailing to and from Africa. He reminded those departing vessel to leave rooms clean for reliefs. Educational director encouraged everyone to keep all necessary seafaring documents current and also suggested members upgrade at Piney Point school. No beefs or disputed OT reported. Crew asked for increased dental benefits and suggested lowering sea-time requirement for pension.

YORKTOWN EXPRESS (Crowley), March 3 – Chairman **Victor Beata**, Secretary **Michael Carello**, Educational Director **James Demouy**, Deck Delegate **James Rush**, Steward Delegate **Mamie Porter**. Chairman reported smooth voyage and noted payoff scheduled for Houston on March 10. Secretary discussed medical certificates and STCW requirements. Educational director reminded crew to keep documents current. No beefs or disputed OT reported. Crew requested that vessel be equipped with internet access. They suggested increasing pension benefits.

With Seafarers Aboard Tyco Dependable



SIU Safety Director Osvaldo Ramos (right) meets with SIU members aboard the cable ship *Tyco Dependable* in mid-March in New Hampshire. The ship was prepping for a project in Portsmouth, New Hampshire. Pictured from left are GVA Maeen Jinah, Chief Steward Vicki Haggerty, Chief Cook Joel Ramos, SA Joselito Vicente and Ramos.

Paul Hall Center Upgrading Course Information

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

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

Title of Course	Start Date	Date of Completion
Gap Closing Courses		
Engineroom Resource Management	April 30 May 14 June 4 June 18	May 6 May 20 June 10 June 24
Leadership and Managerial Skills	May 7 June 25	May 13 July 1
MEECE	May 21 June 11 June 25	May 27 June 17 July 1
Deck Department Upgrading Courses		
Able Seafarer Deck	April 30 June 18	May 27 July 15
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
Advanced Meteorology	June 11	June 17
Advanced Shiphandling	May 14	May 27
Advanced Stability	May 28	June 3
ARPA	June 18	June 24
Bosun Recertification	July 16	August 8
ECDIS	June 4	June 10
Fast Rescue Boat	May 28	June 3
GMDSS	May 21	June 3
Lifeboat	April 9 May 7 June 4	April 22 May 20 June 17
Radar Observer	June 4	June 17
Engine Department Upgrading Courses		
Advanced Refer Containers	May 28	June 24
BAPO	May 21	June 17
FOWT	June 18	July 15

Title of Course	Start Date	Date of Completion
Junior Engineer	April 23	June 17
Welding	April 30 June 11	May 20 July 1
Steward Department Courses		
Advanced Galley Ops	April 23 June 18	May 20 July 15
Certified Chief Cook	Modules run every other week. Most recent class started February 27.	
Chief Steward	May 21	July 1
Galley Ops	May 21 July 16	June 17 August 12
ServSafe	June 4	June 10
Safety Upgrading Courses		
Basic Low Flash Point Fuel Ops	April 30	May 6
Basic Training w/16hr FF	April 16 May 7 May 14 June 11	April 22 May 13 May 20 June 17
Combined Basic/Advanced Firefighting	April 9 May 7 June 4	April 15 May 13 June 10
Government Vessels	April 16 May 21 June 18	April 22 May 27 June 24
Medical Care Provider	April 16 May 14 June 11	April 22 May 20 June 17
Tank Barge - DL	June 18	June 24
Tank Ship Familiarization - DL/LG	May 21	June 3
Tank Ship Familiarization - LG	March 26	April 1

NMC Website Provides Useful Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are

encouraged to check out the site at: www.uscg.mil/nmc/

Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

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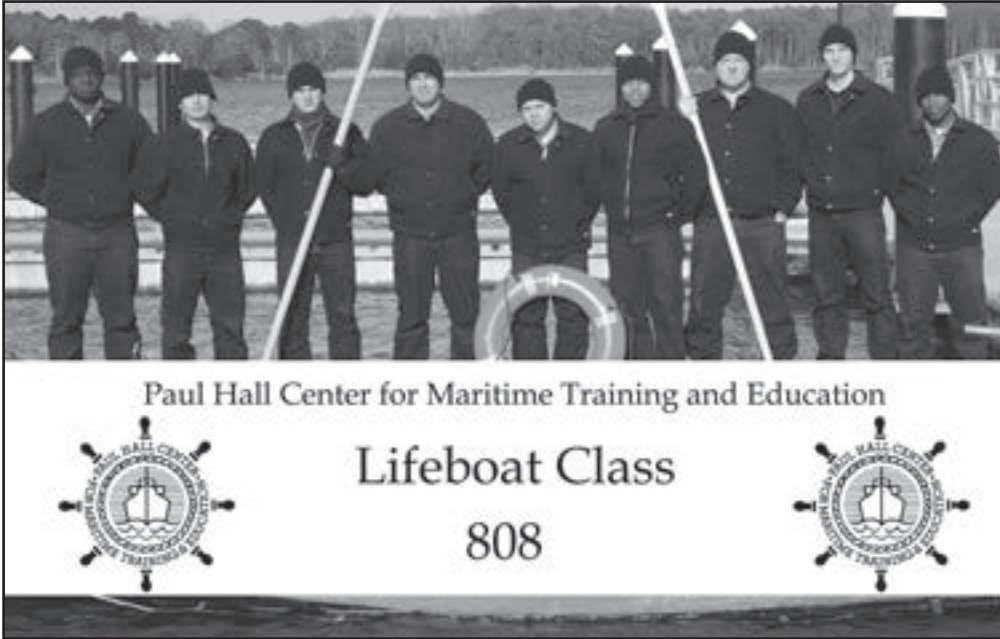
LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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.

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Paul Hall Center Classes



Water Survival Class #808 – Nine Phase I apprentices completed this course Feb. 26. Graduating (above, in alphabetical order) were: Kofi Amponsem, Steven Bryant, Micah Ferreira, Qaadir Rafees Gillette-James, Sebastian Krowicki, Taheem McGee, William Mercado, Brian Peralta and Amin Rashid.



Engine Room Resource Management - Ten upgraders (above, in alphabetical order) graduated from this course Feb. 19: Jeffrey Altzner, Carl Coval, Vincenzo Daddieco, Ryan Hogge, Troy McNab, Basil Messer, Ruben Ortiz, Nathan Putnam, William Racette and Nestor Ramirez. Class instructor Freddie Toedtemeier is at the far right.



Welding (SIU of Canada) – The following mariners (above, in alphabetical order) graduated from this course Feb. 12: Adam Billard, James Burnett, Miguel Cuenca, Juan Carlos Diaz Morales, Edilberto Frejoles, George Harvey, Alejandro Luis Rico, Elwyn Nomil, Levi Ricardos and Margaret Szopinski. Chris Raley, their instructor, is second from the right.



Welding (SIU of Canada) – Four mariners completed the enhancement of their skills in this five-day course Feb. 19. Graduating (above, in alphabetical order) were: Fred Ellefsen, Mark Getzmeyer, Ali Saeed Musa and Gregory Shaughnessy. Class instructor Chris Raley is at the far right.



Welding (SIU of Canada) – The following upgraders (above, in alphabetical order) finished this five-day course Feb. 19: George Beaulieu, Patrick Bond, Hector Paluyo, Edward Sutherland and Bryce Swan. Their instructor, Chris Raley is at the far right.



BAPO – Thirteen mariners graduated from this course Feb. 26. Completing their requirements (above, in alphabetical order) were: Gregory Attawora, Gene Gallosa, Antonio Griffin, Andrew Gronotte, Cody Higgs, Letwan Jackson, Wilfredo Lopez, Sutton McDaniel, Joseph Ritchey, Miguel Ruiz, Stephon Thompson, Edward Williams and Matthew Yowell. Their instructor, Keith Anderson, is at the far left.



ARPA – The following mariners (above, in alphabetical order) graduated from this course Feb. 12: Roy Carey, Adolf Floresca, Kelly Krick Jr., Clayton Lupton, Juan Carlos MacHado Gomez and Earnest Paulk III. John Gorman, their instructor, is at the far right.



Engine Room Resource Management – Five mariners graduated from this course Feb. 26. Those graduating (above, in alphabetical order) were: Keithley Andrew, William Foley, Pablo Luis Perez Nobregas, Kellen Scarla and Jome Zerna. Their instructor, Paul Joiner, is at the far right.

Paul Hall Center Classes

Government Vessels – The following upgraders (photo at right, in alphabetical order) graduated from this course Feb. 5: Curtis Burks, Sergio Centeno, Dennison Dizon, Tiburicio Valeriano Garcia, Rodney Hall, Billy Hanbury, Ruben Haynes, Octavio Manuel Henriques, Norman Hook, Derrick Hurt, Michael Ingram, Roland Johnson, Michael Knight, Efen Degracia Matias, Mohamed Ali Noman, Lauren Oram, Angela Porter, Anthony Rutland, Perfecto Sambula, Robert Varney and Martin Warren. Mark Cates, their instructor, is at the far right. (Note: Not all are pictured.)



Medical Care Provider – The following Seafarers (above, in alphabetical order) completed their requirements in this course Feb. 26: Roy Carey, Johathan Omar Chaparro Lorenzo, Adolf Lopez Floresca, Braden Horne, David James, Clayton Lupton, Brent Morris, Earnest Paulk III, Julio Enrique Perez, Ikler Emanuel Urruchi Lugo and Timothy van Weezel. Class instructor John Thomas is at the far right.



Radar Observer – Four upgraders finished this course Feb. 5. Graduating (above, in alphabetical order) were: Roy Carey, Adolf Lopez Floresca, Kelly Krick Jr., and Clayton Lupton. Their instructor, John Gorman, is at the far right.



Tank Ship Familiarization DL/LG – Seventeen Seafarers improved their skills by finishing their requirements in this course Feb. 12. Graduating (above, in alphabetical order) were: Gil Acapulco, Mark Adams, Albert Bharrat, Ronald Boatwright Sr., Stephen Brown, Shantaz Harper, Angel Hernandez, Antionne Kelly, Karl Mayhew III, Terrell McMillian, German Nunez, Dean Parks, Lionel Rivas, Durlas Ruiz, Jesse Sunga, Sheneisha Thompson and Jome Zerna.



Tank Ship Familiarization LG – The following upgraders (above, in alphabetical order) graduated from this course Feb. 19: Anthony Antonio, Jose Canales, John Cedeno Jr., Dave Coleman, Michael Cousin, Jerome Doods, Eli Joel Gonzalez Rodriguez, Billy Hanbury, Michael Ingram, Eric Johnson, Mary Littel, David Martz, Jarred Moylan, Lauren Oram, Angela Porter, John Reyes, Jerome Slade, Benjamin Stanley and Timothy van Weezel. (Note: Not all are pictured.)



Helmsman (SIU of Canada) – Ten mariners finished this course Feb. 26. Graduating (above, in alphabetical order) were: Edgardo Bertumen, Timothy Burke, Lawrence Dunits, Adriano Fortaleza Jr., Roland King, Ricky Lavallee, Constancio Libo-On, Carlito Pastera, Ivan Piodopo and Lloyd Pink. Bernabe Pelington, their instructor, is at the far right.



Advanced Self Unloading – The following individuals (above, in alphabetical order) completed this course Feb. 26: Robert Crosby Jr., Glen Dome, Daniel Lind, Saber Ali Moleh, Ali Saeed Musa, Gerald Scott, Paul Smetana and Clark Vipond. Class instructor Don Jaegle is at the far left. (Note: Not all are pictured.)

Basic Self Unloading (SIU of Canada) – Eleven upgraders (photo at right, in alphabetical order) finished this course Feb. 12: Janah Abdulrahman Ahmed, Taha Qasem Abobakr Al Amri, Abdullah Mohsen Munassar Alamri, Christopher Edwards, Fred Ellefsen, Clint Flora, Marc Gerrie, Mark Getzmeyer, Donald MacKay, Peter Morrison Jr., and Gregory Shaughnessy. Don Jaegle, their instructor, is at the far right.



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 Training (Basic Firefighting) - The following upgraders (above, in alphabetical order) graduated from this course Feb. 5: Junior Augustin, Paulin Augustin, Gloria Baker, Anjwar Brooks, Donny Castillo, Corey Covington, Jerome Culbreth Jr., Darryl Goggins, Nathan Graddick, Deitre Jackson, Donley Johnson, Damien Law, Breon Lucas, William Mulcahy, Isaac Newsome Jr., Tracey Newsome, Patricia Placek, Exxl Ronquillo, Randy Slue, Simone Solomon and Samir Khalil Tarsha. Class instructors Mike Roberts and Joe Zienda are at the far left and far right, respectively.



Basic Training (Basic Firefighting) - Sixteen Seafarers (above, in alphabetical order) completed this course Feb. 12: Anthony Antonio, Jose Calixto Canales, Dave Coleman, Dennison Dizon, Jerome Doods, Eufemiano Gomes, Eli Joel Gonzales Rodriguez, Billy Hanbury, Michael Ingram, David James, Mary Littel, Gilbert Louis, David Martz, Lauren Oram, Angela Porter and Benjamin Stanley. Instructors Joseph Zienda and John Thomas are at the far left and far right, respectively.



Combined Basic and Advanced Firefighting - The following mariners (above, in alphabetical order) graduated from this course Feb. 19: Justin Biggerstaff, Leslie Bracey Jr., Stephen Brown, Roy Carey, Jonathan Omar Chaparro Lorenzo, Adolf Lopez Floresca, Braden Horne, David James, Clayton Lupton, Brent Morris, Earnest Paulk III, Julio Perez, James Sieger, Malachi Lucian Tannis and Iker Emanuel Urruchi Lugo. Joe Zienda, their instructor, is at the far right.



Mechanical Assistant (SIU of Canada) - Ten upgraders finished this course Feb. 26. Graduating (above, in alphabetical order) were: Fernando Concepcion, Jerome Frejoles, Garland Fudge, Dan Kratz, Pier-Yves Larouche, Ryan Macusi, Alexander Pelley, Mario Stanich, Mohammed Ullah and Nicolas Usick.



Basic Tunnelman (SIU of Canada) - The following mariners (above, in alphabetical order) graduated from this course Feb. 19: Racquel Cabanit, Jorge Chavez, Alex Guard, Norman Langlois, Reynaldo Licerio, William McLaren, Luigi Meli, Todd Murray, Roger Sumayo, Troy Walsh and William Wells. Class instructor Don Jaegle is at the far in the front row.



Advanced Tunnelman (SIU of Canada) - Five individuals completed this course Feb. 26. Graduating (above, in alphabetical order) were: George Beaulieu, Patrick Bond, Hector Paluyo, Edward Sutherland and Bryce Swan. Don Jaegle, their instructor, is at the far left.



Basic Training (Basic Firefighting) - Upgrader Stephen Brown (above, left) graduated from this course Feb. 26. With Brown in this photo is his instructor, Wayne Johnson Jr.



Leadership & Management Skills - Twenty-four individuals (above, in alphabetical order) finished their requirements in this course Feb. 26: William Abrams, Robert Arble Jr., Jason Dameron, Anthony Fisher, Roderick Frazier, Edward Garner, Jan Gawel, Kenric Henry, Albert Hillier Jr., Jonathan Lotz, Troy McNab, Vincent Mull, Gil Pruitt, Nestor Ramirez, Raymond Richardson, Edward Schlueter, Todd Shaffer, Norman Skipper Jr., Adam Sparr, Robert Stewart, Matthew Thomas, Dean Waiwaiole, Evan Wanamaker and Lawrence Williams. Instructors Vance Sanderson and Freddie Toedtemeier are at the far right in the first and second rows, respectively.



Leadership & Management Skills - The following upgraders (above, in alphabetical order) completed this course Feb. 12: Ted Caffy, David Callis, Dominic Castner, Lazaro Dominguez, Scottie Duncan, Mark Faust, Philip Inman, Steven Jones, Robert Lapointe and David Nimmer. Class instructor Robert Smith III is at the far left.



Certified Chief Cook - Three steward department members (above, in alphabetical order) completed this course Feb. 12: Felicia Lampasas, Richard Toth and Derrick Williams.



Advanced Galley Ops - The following individuals (above, in alphabetical order) graduated from this steward department course Feb. 12: Robert Borro, Edgar Castillo, Edward English and Jesus Geovannie Ortiz-Rivera.



Chief Steward - Four steward department upgraders (above, in alphabetical order) graduated from this course Feb. 26: Munasser Abdulaziz Ahmed, Mario Alcanse Firme Jr., Esper Jordan and Dennis Redding. John Hetmanski, their instructor, is at the far right.

SEAFARERS LOG

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Former President Bill Clinton headlined the rally in Houston, where attendees included (from left) SIU Safety Director Kevin Sykes, QMED Lou Teferi, QMED Frank Strong, U.S. Rep. Al Green (D-Texas), Harris County Commissioner Gene Locke, GVA Charles Hanohano (partly obscured), SIU VP Gulf Coast Dean Corgoy, Port Agent Mike Russo and AB Mercurio Talictic.



SIU VP Atlantic Coast Joseph Soresi (right) and Patrolman Ray Henderson (left) stand with Boston Mayor Marty Walsh at a rally in New Hampshire.

SIU Turns Out Coast to Coast for Clinton Campaign

Seafarers and SIU officials have participated in several events supporting Hillary Clinton's campaign to become president of the United States. Those gatherings included a March 10 reception at the SIU hall in Tacoma, Washington; a Feb. 29 rally at the Buffalo Soldiers National Museum in Houston; and a couple of mid-January rallies and precinct walks in New Hampshire (two separate weekends).

As reported in the February edition of the *LOG* and on the SIU website, the union on Jan. 6 announced its endorsement of former Secretary of State Clinton in her campaign to become president. Citing her longtime support of the U.S. Merchant Marine, the

SIU noted that Secretary Clinton "is unsurpassed in her strong backing of our core issues and values."

In a letter to SIU President Michael Sacco thanking the union for its endorsement, Secretary Clinton said in part, "I look forward to standing with you and working with you and your members in the months and years ahead as we level the playing field, raise incomes, and forge a better, brighter future for all people."

The full texts of the endorsement and the letter from the Clinton campaign were published in the February *LOG* and are available on the SIU website, both in the News and *Seafarers LOG* sections.



Secretary Clinton (holding microphone) addresses supporters in New Hampshire.



Ready to help get out the primary vote in New Hampshire are (from left) SIU Government Services Division Representative Kate Hunt, ITF Inspector Ricky Esopa, Patrolman Ray Henderson, VP Atlantic Coast Joseph Soresi, Patrolman Mark von Siegel and former Port Agent Gerard Dhooge.



Among those pictured at the Tacoma hall are SIU Patrolman Warren Asp, Safety Director Ben Anderson, Port Agent Joe Vincenzo, Administrative Assistant Brenda Flesner, Congressman Denny Heck, QMED Trevor Cohn, AB Francis Miller, OMU Omar Sharif, QMED Christina Earhart, AB Bakr Elbana, AB Taylor Jefferies and Recertified Bosun Mark Billiot.

Congressman Heck (foreground) addresses guests at the Tacoma hall.

