

SEAFARERS



LOG

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



2 Tankers Delivered, 2 More Set for Christening

Additional New Tonnage Also Slated for Construction at NASSCO



The union recently welcomed two new Jones Act tankers into its contracted fleet, and additional ones are on the way along with even more tonnage. In mid-August, Seafarers and SIU officials celebrated the christening of the Crowley tanker *West Virginia* at Philly Shipyard. The vessel is pictured directly above, while the photo inset shows Anne Swearingen breaking the ceremonial bottle near the bow. Meanwhile, in late July, the tanker *Garden State* (photo at immediate right) was delivered by General Dynamics NASSCO to the parent company of SIU-contracted Seabulk Tankers. Two more NASSCO tankers – the *Constitution* and the *Bay State* – were scheduled for christenings in late August and mid-September, respectively. The shipyard also recently conducted a keel-laying ceremony for the *USNS Williams* (an artist's rendering of the ship, known as an expeditionary sea base, is below at right). Previously, the yard announced winning a Navy contract for the design and construction of the next generation of fleet oilers (artist's rendering appears directly below). *Page 3.*



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President's Report

Bipartisan Backing of Jones Act

Considering both the importance of the Jones Act to SIU members and the fact that the nation's freight cabotage law regularly comes under attack, it was refreshing recently to see a bipartisan, proactive outreach standing up for this vital regulation.

In mid-August, four members of the U.S. House of Representatives wrote to the newly formed Congressional Task Force on Economic Growth in Puerto Rico. The letter was signed by Congressman Duncan Hunter (R-California), chairman of the Subcommittee on Coast Guard and Maritime Transportation; John Garamendi (D-California), ranking member on the subcommittee; Randy Forbes (R-Virginia), chairman of the Subcommittee on Seapower and Projection Forces; and Joe Courtney (D-Connecticut), ranking member on the subcommittee.



Michael Sacco

The letter's details are important, but the short version is that the congressmen urged the task force not to waste time scrutinizing the Jones Act's effect on Puerto Rico – not because it isn't crucial, but because it's already been done. And the findings are that the law is very beneficial to the commonwealth.

In part, the four representatives wrote, "Based on our review over many years of issues related to the U.S. maritime industry, national sealift needs and port security initiatives, we do not believe a review of the Jones Act by the task force, on which neither our committees nor our subcommittees are represented, is necessary."

They continued by pointing out that the Jones Act "protects good U.S. jobs, provides jobs and industrial skills needed to support U.S. defense sealift, and provides a network of U.S. mariners who are on the water and provide a knowledgeable first line of defense in our efforts to keep our trade ports and harbors secure."

Then, they explained in detail (if questions arise about the Jones Act, and since misinformation about the law is being disseminated) how Puerto Rico benefits from it. They referred to a non-partisan, Government Accountability Office (GAO) study which found that the domestic maritime industry provides "reliable, on-time service" and "just in time" delivery to the island.

"Many Puerto Rican importers rely on this 'prompt and regular shipping' to avoid warehousing and inventory costs, which are particularly high in Puerto Rico, according to the GAO," the letter stated. "The agency further opined that changes to the Jones Act in Puerto Rico could undermine the crucial northbound service from Puerto Rico to the mainland. And, of course, the last thing Puerto Rico needs now is the disruption of its shipping or the outsourcing of its shipping jobs to other nations."

Of particular note, they pointed out, is the fact that shipping rates to Puerto Rico on Jones Act vessels from the mainland are the lowest in the region. If any Jones Act critics are reading this column, let that data sink in for a minute. In fact, shipping rates from the U.S. to Puerto Rico on Jones Act ships are the lowest in the Caribbean, they said, comparing them to those of foreign-flag vessels.

The congressmen gave other sound reasons for a hands-off approach. They mentioned that the GAO found changes to the Jones Act in Puerto Rico could undermine national security. They pointed out that the current, massive, private-sector investments related to Jones Act shipping benefit the commonwealth.

I applaud this proactive approach and its persuasiveness. In the SIU, we know the Jones Act helps maintain our jobs and those of other mariners. We know it's vital to maintaining a domestic shipbuilding capability, and also critical for national and homeland security. And we know that it helps contribute billions of dollars each year to the U.S. economy.

Further, we understand that it isn't protectionist. It is sound policy, which explains why dozens of other nations have their own versions of the Jones Act.

Not everyone on Capitol Hill has that same understanding, which is why the bipartisan letter is so timely and important.

Maritime Matriarch Bentley Dies at 92

Though short in physical stature, few if any people had a larger or longer-lasting presence than Helen Delich Bentley when it came to promoting the American maritime industry and in particular the Port of Baltimore.

Bentley died Aug. 6 at age 92, at her home in Timonium, Maryland. She had been diagnosed with brain cancer.

"There will never be another one like her," stated SIU President Michael Sacco. "She was a fighter for what she believed in – and she believed in our industry and the men and women who work in it. No one could top her dedication and devotion to the U.S.-flag Merchant Marine. All of us will miss her tremendously."

Bentley was born in Nevada in 1923 to Serbian-American parents. After graduating from the University of Missouri's School of Journalism in 1944, she was hired by the *Baltimore Sun* newspaper to cover the maritime beat. She started writing a column, "Around the Waterfront," which was syndicated in a number of other papers. That column eventually evolved to include a TV program, "The Port That Built a City," in 1950.

She spent 24 years as a maritime reporter and editor before being appointed by President Nixon to serve as the Chairman of the Federal Maritime Commission (FMC) in 1969. She was the first female chairman of the FMC, which she led for six years before returning to the *Baltimore Sun*. After nine years, she ran for office and was elected as a Republican to represent the Second



Bentley is pictured with the late SIU President Paul Hall in this undated snapshot.

District of Maryland. From 1985 to 1995, she was a strong ally of maritime in Congress, aggressively pursuing mariners' rights and labor issues on Capitol Hill.

Former Representative Duncan L. Hunter, who held office from 1981-2009 and is the father of current Representative Duncan D. Hunter, once said Bentley "made her presence felt in every room she ever entered."

Sen. Barbara A. Mikulski, dean of Maryland's congressional delegation, was a longtime friend of Bentley.

"She fought for jobs and she fought for the little people and

she always put people and their opportunity to earn a living over petty partisan politics," said Mikulski. "Helen was a fighter and she believed in constituent service and she took on bureaucracy and foreign governments to get jobs in our community."

After an unsuccessful bid for governor, Bentley founded a business consulting firm which advised and lobbied for clients on behalf of international trade, U.S. shipping and U.S. manufacturing. Through her tireless advocacy for the Port of Baltimore,

Continued on Page 7

SIU Vessel Hosts MSC Change of Command

Mewbourne Succeeds Shannon at Vital U.S. Maritime Agency

The *USNS Lewis B. Puller*, crewed by members of the SIU Government Services Division, was scheduled to host the change-of-command ceremony for the U.S. Military Sealift Command (MSC) on Aug. 25 in Norfolk, Virginia (too late for inclusion in this edition).

Rear Adm. Dee Mewbourne is succeeding Rear Adm. T.K. Shannon as MSC's commanding officer. Mewbourne most recently has served as the Navy's director of maritime operations, U.S. Fleet Forces Command. Shannon is retiring after a long career capped off by three years at MSC's helm.

Mewbourne grew up in Ormond Beach, Florida, and gradu-

ated in 1982 from the United States Naval Academy. He was designated a naval flight officer in December 1983 and later earned a master's degree in business administration from Colorado State University. He is an honor graduate of the United States Naval Test Pilot School and completed the Navy's Nuclear Power Program, Air Command and Staff College (ACSC), Joint Forces Staff College and numerous executive educational courses.

Mewbourne's command assignments include Electronic Attack Squadron (VAQ) 139 aboard the *USS Abraham Lincoln*, *USS Nashville*, *USS Dwight D. Eisenhower*, *USS Enterprise*, *USS Harry S. Truman*, Naval Service Training Command (NSTC), Carrier Strike Group 3 and Carrier Strike Group 11.

He has completed numerous sea-based flying assignments and also served as the executive officer of the *USS George Washington*. Mewbourne has been a flight instructor, military assistant for the secretary and deputy secretary of the Defense Department, and chief of staff for Navy Cyber Forces.

Additionally, Mewbourne has deployed supporting Operations El Dorado Canyon, Provide Comfort, Deny Flight, Southern Watch, Iraqi Freedom, New Dawn, Enduring Freedom, and



Rear Adm. Dee Mewbourne

the 2006 Lebanon War. He has accumulated over 3,600 total flight hours in over 50 various aircraft and over 1,000 arrested landings on 14 carrier decks. Mewbourne's awards and decorations include the Defense Superior Service Medal, Legion of Merit (six awards), Meritorious Service Medal (five awards), Air Medal with Combat V, Strike/Flight Air Medal (two awards), and various other personal and unit awards and campaign medals. While at the Naval Academy, he received the Carl Vinson Leadership Award.



Rear Adm. T.K. Shannon

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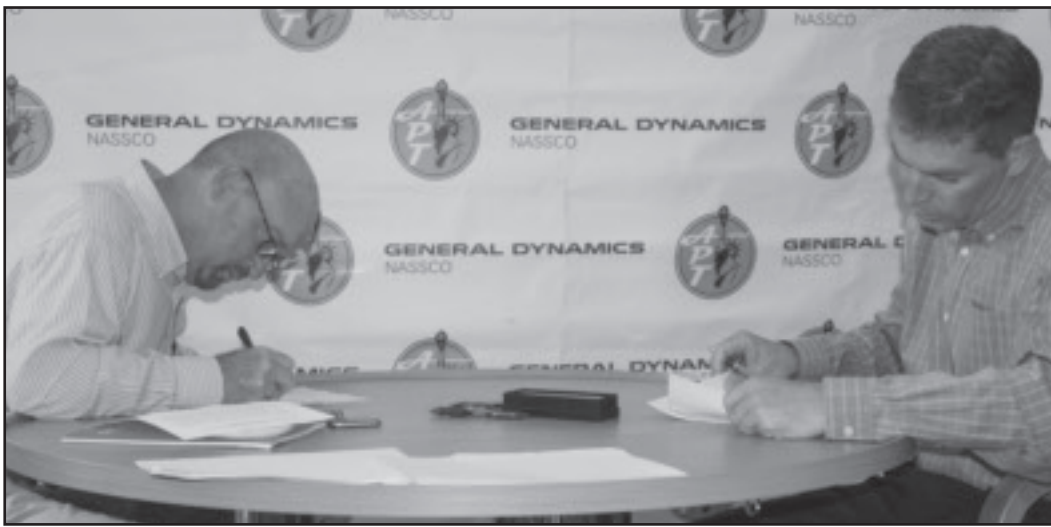
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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.



Dave Farrell, project manager for American Petroleum Tankers (left in photo above), and Matt Luxton, general counsel for General Dynamics NASSCO, make the delivery of the *Garden State* official. In the photo at right, three Medal of Honor recipients, including the ship's namesake (center), are pictured at the keel-laying ceremony for the *USNS Williams*: Col. Robert Modrzejewski, USMC (Ret); CWO-04 Hershel "Woody" Williams, USMC (Ret); and Senior Chief Special Warfare Operator (SEAL) Edward Byers, Jr. (Photos courtesy General Dynamics NASSCO)



NASSCO News Means New Jobs for Seafarers

Union Shipyard Delivers Tanker, Prepares to Host Christenings

The General Dynamics NASSCO shipyard has been bustling with activity, and most of the news emanating from the San Diego facility affects SIU members.

At press time, the union yard was set to host a christening ceremony for the ECO



Slated for christening in mid-September, the Jones Act tanker *Bay State* will be crewed by SIU members. (Photo courtesy General Dynamics NASSCO)

tanker *Constitution*, which was built for American Petroleum Tankers (APT), parent company of SIU-contracted Seabulk Tankers. That event was slated for August 27.

Also on the calendar is the Sept. 17 christening of the *Bay State*, which is part of the same class as the *Constitution*. The *Bay State* is the fourth of five LNG-conversion-ready Jones Act tankers being built for APT.

The third ship in the ECO class, the *Garden State*, was delivered in late July. Each of the 50,000 dwt tankers has a 330,000-barrel cargo capacity and is 610 feet long.

Those aren't the only recent bulletins from NASSCO. On Aug. 2, the yard hosted a keel-laying ceremony for the future *USNS Hershel "Woody" Williams*, the fourth ship of the Montford Point class. Known as an expeditionary sea base, the ship is being named for the last surviving Medal of Honor recipient from the Battle of Iwo Jima. The former chief warrant officer attended the ceremony.

Finally, earlier this summer NASSCO announced that it has been awarded a U.S. Navy contract for the design and construction of the next generation of fleet oilers, signaling job opportunities for members

of the SIU Government Services Division. The contract calls for the construction of six ships (the John Lewis class).

The flurry of stories from NASSCO (whose president, Fred Harris, sailed as a union mariner) was noteworthy but not necessarily unusual. The *Garden State* milestone, for example, marked the seventh vessel delivery in a little more than one year.

"In the past year, NASSCO shipbuilders have delivered seven ships – or the equivalent to 100,000 tons' worth of steel," said Kevin Graney, vice president and general manager for General Dynamics NASSCO. "Among the seven vessels delivered, three have been lead ships: the world's first containership powered by liquefied natural gas, the U.S. Navy's first expeditionary sea base and the nation's most fuel efficient product tanker. We are proud of the diverse design and build portfolio we have delivered during the course of this year."

All of those vessels carry or will carry SIU crews, including the Tote-operated *Isla Bella* and *Perla Del Caribe*. Those LNG-powered containerships (each 764 feet long) sail in the Jones Act trade between Jacksonville, Florida, and Puerto Rico.

During the ceremony for the *Williams*, the vessel's namesake – a retired Marine – addressed the crowd. He and his two daughters welded their initials onto the keel of the ship.

Many dignitaries and fellow Medal of Honor recipients attended the ceremony, including retired Marine Corps Col. Robert Modrzejewski, a Medal of Honor recipient recognized for his conspicuous gallantry during the Vietnam War; Senior Chief Special Warfare Operator (SEAL) Edward Byers, Jr., a Medal of Honor recipient recognized for his efforts during a hostage rescue in Afghanistan; and Brigadier Gen. William M. Journey, Commanding General, Marine Corps Recruit Depot, San Diego.

"The story of Hershel 'Woody' Williams is remarkable. It's a story of valiant devotion, extraordinary courage and American heroism," said Graney. "We have the distinct honor of constructing a ship that will reflect the strength and fearlessness of its namesake and will provide global, advanced capabilities for future generations of Marines and sailors to come."

The 784-foot-long ship will serve as a flexible platform to support a variety of missions, including air mine countermeasures, counter-piracy operations, maritime security and humanitarian missions. It will provide for accommodations for up to 250 personnel and will feature a 52,000-square-foot flight deck, fuel and equipment storage, and will also support MH-53 and MH-60 helicopters with an option to support MV-22 tilt-rotor aircraft. The ship is expected to be completed in the first quarter of 2018.

New Jones Act Tanker Christened in Philly Shipyard

The SIU-contracted Jones Act fleet made a noteworthy addition Aug. 16 when the union-built tanker *West Virginia* was christened at Philly Shipyard. SIU crew members and officials (Executive Vice President Augie Tellez, Vice President Atlantic Coast Joseph Soresi and Port Agent Joe Basalice) attended the ceremony.

Like its sister ships *Louisiana*, *Ohio* and *Texas*, the *West Virginia* can be converted for propulsion by liquefied natural gas (LNG).

Anne Swearingen, wife of John Swearingen, senior vice president, Marathon Petroleum Corporation, performed the time-honored tradition of christening the vessel by breaking a ceremonial bottle of champagne across the *West Virginia's* hull. Marathon Petroleum will utilize the tanker under a long-term charter.

"Today represents a banner day for our company, Marathon Petroleum and Philly Shipyard as we welcome the *West Virginia* to our tanker fleet," said Tom Crowley, chairman and CEO of Crowley Maritime. "The christening of this vessel, along with its sister ships, represents the best of the U.S. maritime industry – from the men and women who built her to the men and women who will operate her with great safety, integrity and high performance."

The new tankers are based on a proven Hyundai Mipo Dockyards (HMD) design that incorporates numerous fuel efficiency features, flexible cargo capability and the latest regulatory requirements. At 600 feet long, the *West Virginia* is 50,000 deadweight tons

(dwt) and capable of carrying 330,000 barrels of product. The tanker can transport crude oil or refined petroleum products, as well as various chemical cargoes.

When the ship was delivered the week before the christening, Crowley's Rob Grune,

senior vice president and general manager, petroleum services, stated, "The delivery of the *West Virginia* represents our total commitment at Crowley to providing the best performance for our customers with efficiency and innovative solutions. The completion of *West Virginia* and its sister ships demonstrates our belief in the Jones Act trade, and our commitment to supporting our economy through U.S. shipbuilding and crewing. We congratulate Philly Shipyard for reaching this milestone, as well as the dedicated, hard-working men and women who build and crew these ships."

Said Philly Shipyard's President and CEO Steinar Nerbovik, "Today's delivery marks the successful completion of a four-tanker series for Crowley. We have appreciated a strong partnership with Crowley, stemming from the previous two Crowley tankers delivered in both 2012 and 2013, and today are proud to add these four safe and quality vessels to its growing fleet. On behalf of the men and women at the shipyard, we send our well wishes to the dedicated crew that will operate the *West Virginia*."

The ship's first SIU crew included Recertified Bosun Hanapiah Ismail, ABs Gil Aca-pulco, Mapalana Gamage, Juberto Perez,



Crew members along with company and shipyard officials gather on stage during the pier-side ceremony.

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Investigators Recover Recorder from Cargo Ship *El Faro*

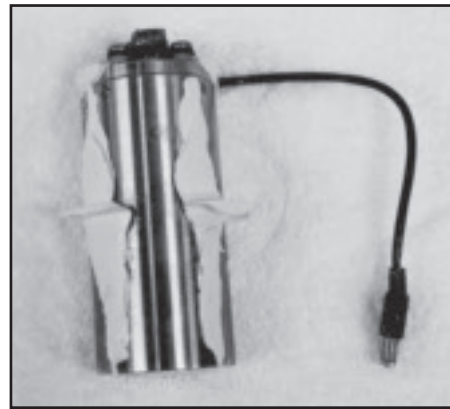
The voyage data recorder (VDR) from the *El Faro*, the U.S.-flagged cargo ship that sank during Hurricane Joaquin in Oct. 2015 and claimed the lives of 33 mariners, including 17 SIU members, was successfully recovered from the ocean floor Aug. 8. The recovery of the capsule – facilitated by the *USNS Apache*, which is crewed by members of the SIU Government Services Division – ends a 10-month-long effort to retrieve the device, which was designed to record navigational data and communications between crew members on the ship's bridge.

While the plan for what happens next is clear, the timetable is indefinite.

According to the National Transportation Safety Board (NTSB), examination of the data that may be contained on the recorder began Aug. 15 at the agency's lab in Washington, D.C.

In a news release, the agency explained, "The examination, called an audition, will happen in two rounds. The initial round only includes the NTSB Office of Marine Safety acting director, the NTSB research and engineering director, the NTSB's investigator in charge, and the U.S. Coast Guard's chief of investigations and casualty analysis. This audition is of the raw audio without any clean up or filtering and helps to determine the future scope of work."

"From the first audition, the NTSB research and engineering team will produce a general characterization of the data that details



Within this protective inner capsule is the memory chip that stores data from the voyage recorder.



National Transportation Safety Board personnel (photo at left) monitor video from the remotely operated vehicle CURV-21 during the recovery of *El Faro*'s voyage data recorder capsule. In the photo above, an NTSB engineer removes material from the inner capsule assembly. (NTSB Courtesy Photos by James Anderson)

the number of hours, quality of data, quality of audio, presence of GPS, radar, and any other data captured," the statement continued.

The NTSB's next step will be to convene the VDR investigative group. The agency reported that this group may consist of representatives from the NTSB, Coast Guard, American Bureau of Shipping and Tote Services (operator of the *El Faro*). These parties are requested to participate as subject matter experts because they can provide expertise in analyzing the VDR information and creating a transcript.

"The recovery of the recorder has the potential to give our investigators greater insight into the incredible challenges that the *El Faro* crew faced," said NTSB Chairman Christopher A. Hart, "but it's just one component of a very complex investigation. There is still a great deal of work to be done in order to understand how the many factors converged that led to the sinking and the tragic loss of 33 lives. I want to thank the dedicated professionals in the many organizations — especially the U.S. Navy, the Coast Guard, Woods Hole Oceanographic Institute, the National Science Foundation and the University of Rhode Island — who worked with NTSB investigators and

support staff over three missions in 10 months to make this successful recovery possible."

Upon recovery, the VDR was placed in fresh water to help prevent corrosion of the electronic components. Coast Guard and NTSB personnel decided to disassemble and visually examine the VDR while at sea to gain a better understanding of the condition of the memory unit and to identify what steps would be needed to recover the data. All of the components were transported to the nation's capital on Aug. 12.

The *Apache*, a fleet ocean tug, departed Virginia Beach, Virginia, on Aug. 5 with personnel from the NTSB, Coast Guard, Navy and Phoenix International aboard. After arriving at the accident location, technicians maneuvered CURV-21, a deep ocean remotely operated underwater vehicle, down about 15,000 feet to the sea floor where the wreckage of *El Faro* rests. Specialized tools were used to remove the VDR capsule from the wrecked mast to which it was attached.

It is not yet known how long it may take to review the data and audio information that may be captured on *El Faro*'s VDR. While the minimum design requirement for VDRs of

this type is for 12 hours of recording, it may contain additional information — the review of which is a thorough and time consuming undertaking, according to the NTSB.

No further missions to the accident site are planned unless warranted as the investigation continues.

The VDR group will work together to create a transcript of any audio recovered from the VDR. The transcript will be used to inform the future activities related to the *El Faro* investigation, and any part of the transcript that is considered relevant to the investigation will be released in the public docket. There is no current timeline for the release of the public docket.

The NTSB has said that, by law, they cannot publicly release the audio recordings at any time. According to U.S. Code Title 49 § 1154, "[The NTSB] may not disclose publicly any part of a surface vehicle voice or video recorder recording...."

Some of the families of those who lost their lives are pushing to hear their last words, and are asking for anyone who agrees with them to write letters to their senators, petitioning for the release of the bridge audio.

Crowley LNG Agreement Means Increased Cargo For SIU-Crewed Vessels

An SIU-contracted company continues to make its mark in the domestic as well as international maritime trades.

Crowley Maritime Corporation's liquefied natural gas (LNG) services group has been awarded a multi-year contract to supply containerized LNG from the U.S. mainland to Puerto Rico. Molinos de Puerto Rico, the Caribbean arm of Ardent Mills LLC, will be on the receiving end of the fuel. It is the territory's leading supplier of flour as well as wheat, corn and rice-based food ingredients.

According to press release issued Aug. 4 by Crowley, the contract, which was executed through its subsidiary Carib Energy (USA) LLC, includes both the supply and transportation of LNG. The pact will help Molinos expand environmental sustainability efforts and better manage any weather-related power challenges that can affect the island of Puerto Rico.

The transportation of LNG from liquefaction facilities on the mainland to Molinos' plant will be managed by Crowley's domestic logistics team, which will coordinate the over-the-road transport of 40-foot ISO containers, authorized by the U.S. Department of Transportation to carry approximately 10,000 gallons of LNG, to the company's Jacksonville, Florida, shipping terminal.

Once in Jacksonville, the containers will be loaded onto SIU-crewed, Crowley-owned vessels departing for Puerto Rico. Upon arrival on the island, Crowley's Puerto Rico-

based logistics team will deliver the LNG to the customer's facility. There, the LNG will be re-gasified and used for power consumption.

LNG is a safe, environmentally-friendly fuel that is simply natural gas in a liquid state. Natural gas is the cleanest burning fossil fuel and is being used throughout the world to reduce carbon dioxide emissions. Compared to coal and other fuel oils, natural gas produces far fewer carbon dioxide and sulfur emissions. It is also widely abundant and cost effective.

"Carib Energy is extremely pleased to be a vital supplier and logistics provider of LNG to Crowley's longtime liner services customer, Molinos de Puerto Rico," said Greg Buffington, Crowley vice president. "Our teams have been working side by side with Molinos, the Caribbean arm of Ardent Mills, assisting with the engineering to utilize the natural gas and also the logistics necessary to accommodate LNG delivery to the Molinos plant. We want to thank Ardent Mills and Molinos for having confidence in Crowley and Carib Energy to allow us to play a pivotal role in supplying a cost-efficient, safe, reliable and environmentally friendly natural gas fuel source for their operations."

Jon Stuewe, Molinos de Puerto Rico president, stated: "We appreciate the nearly two years of thoughtful care and planning that have gone into this effort. We also appreciate the additional capabilities and assured ingredient supply made possible by this important alternate fuel source. We are committed to

operating across our supply chain with innovative ideas that also deliver a more positive environmental impact."

Crowley's Carib Energy was the first company to receive a small scale, 25-year, LNG export license from the U.S. Department of Energy for LNG transportation from the U.S. into Free Trade Agreement (FTA) countries. Shortly thereafter, a Crowley LNG services group was formed to begin offering supply, transportation and distribution of LNG services via 10,000-gallon ISO tanks. Additionally, the company was granted the first small-scale license for supply, transportation and distribution of LNG into Non-Free Trade Agreement (NTFA) countries in the Caribbean, Central and South America.

Molinos de Puerto Rico joins several other customers receiving containerized LNG sup-

ply in Puerto Rico, where a virtual natural gas pipeline has been established by Crowley from the U.S. Crowley is already supplying LNG to Coca-Cola Puerto Rico Bottlers in Cayey and Club Caribe in Cidra, both wholly owned subsidiaries of CC1 Companies, and to a major pharmaceutical company on the island. Additional industrial companies on the island are considering making the switch to LNG.

Crowley has served the Puerto Rico market from the 75-acre Isla Grande terminal since 1954, longer than any other Jones Act carrier in the trade. The company, with over 250 Puerto Rico employees, is also the number one ocean carrier between the island commonwealth and the U.S. mainland with more weekly sailings and more cargo carried annually than any other shipping line.



As part of Crowley's new contract, forty-foot ISO containers like the one shown above (authorized by the U.S. Department of Transportation) will transport 10,000 gallons of LNG from various U.S. mainland liquefaction facilities to the company's shipping terminal in Jacksonville, Fla. (Photo Courtesy of Crowley Maritime Corp)

Union Provides International Shipholding Corporation Update

Seafarers-contracted International Shipholding Corporation (ISHC) and some of its subsidiaries have filed for Chapter 11 bankruptcy in New York. As noted in a recent letter from the union to SIU members aboard ISHC's vessels operated by Waterman, Central Gulf and Sulphur Carriers, respectively, "We are in close contact with the company every day and will take every reasonable step to help them move forward with a successful restructuring that maintains SIU jobs."

The letter from SIU Vice President Contracts George Tricker also reads in part, "While there is nothing desirable about any form of bankruptcy, a Chapter 11 procedure very clearly means the company is trying to make a go of it, and we know from U.S. maritime history that such reorganizations have worked. It may initially sound strange under the circumstances, but for now it is business as usual aboard the ships... On that note, it is critical that you remain aboard the company's vessels and continue to handle your respective jobs with ongoing professionalism. I am cautiously optimistic about the company's future, but their ability to reorganize and move forward depends in large part on reliable shipboard manpower."

In a letter to its customers, ISHC

noted, "The company's Chapter 11 filing does not mean that our company is going out of business. Rather, this filing is a critical step on our company's path towards an orderly financial restructuring with our lenders and shareholders. Throughout the Chapter 11 process, our company will continue conducting normal business operations. On behalf of all of our employees operating today in the United States and abroad, we also want to take this opportunity to thank you for staying the course and believing in our company."

ISHC also posted a news release in which Erik L. Johnsen, president and CEO, commented, "Today, we took a critical step toward right-sizing the company's balance sheet. While the company is facing challenges with its debt and capital structure, we believe our core business segments are performing satisfactorily. During the Chapter 11 process we look forward to continuing to provide our customers the same high quality, reliable shipping services they've come to consistently expect from us."

There are several related links on the company's home page: <http://www.int-ship.com/>

Information also is linked in an Aug. 5 news post on the SIU website, and updates will be posted as warranted.

SIU Mourns Recent Death Of Congressman LaTourette

The SIU joined with all of American maritime labor in mourning the passing of retired Congressman Steve LaTourette, 62, who lost his battle with pancreatic cancer on Aug. 3.

The 18-year representative from northeastern Ohio was a solid supporter of the Jones Act, Maritime Security Program and cargo preference. He was a leading voice within the House Appropriations Committee on behalf of maritime labor.

First elected in 1994, the Republican was respected by members from both political parties because of his ability to work with others for the causes in which he believed.

During his tenure, he served as co-chair of the Republican Labor Caucus and later as chair of the Republican Main Street Partnership. LaTourette was one of the strongest supporters for working families in his party. During the financial crisis of 2008-09, he supported legislation extending unemployment benefits. He also fought for health and social services issues.

The *Cleveland Plain Dealer* quoted LaTourette when he announced his retirement from Congress in 2012:



Steve LaTourette

"For a long time now, words like compromise have been considered to be dirty words. I've always believed ... that the art of being a legislator is finding common ground."

The membership and officials of the SIU will miss LaTourette's leadership and concern for all working men and women.

Rank-and-File Members Comprise Group

Credentials Committee Reviews Nomination Petitions for Election

The credentials committee, composed of six rank-and-file SIU members, has reviewed all nominating petitions of Seafarers seeking office in the 2016 district-wide elections in the union's Atlantic, Gulf, Lakes and Inland Waters components.

After meeting last month and studying the nomination applications to ensure each candidate had complied with the criteria spelled out in the SIU's constitution, the credentials committee issued its report, which will be presented to the membership for its approval at the September meetings.

Twenty-six candidates for 25 ballot positions qualified to run in the election, which takes place Nov. 1 through Dec. 31, the committee reported.

Members of the committee were elected during the August membership meeting conducted at headquarters-port of Piney Point on Aug. 8, 2016. Voted to the committee by their fellow Seafarers were **Scott Smith, Tim Pillsworth, Adrian Jones, Darryl Jackson, Steven Hoskins** and **Jayne Peterson**. Peterson was selected by the committee to serve as chairperson.

During the meeting on Aug. 8, Seafarers had to present their union books in order to be nominated to the committee. After the voting took place, results immediately were made known.

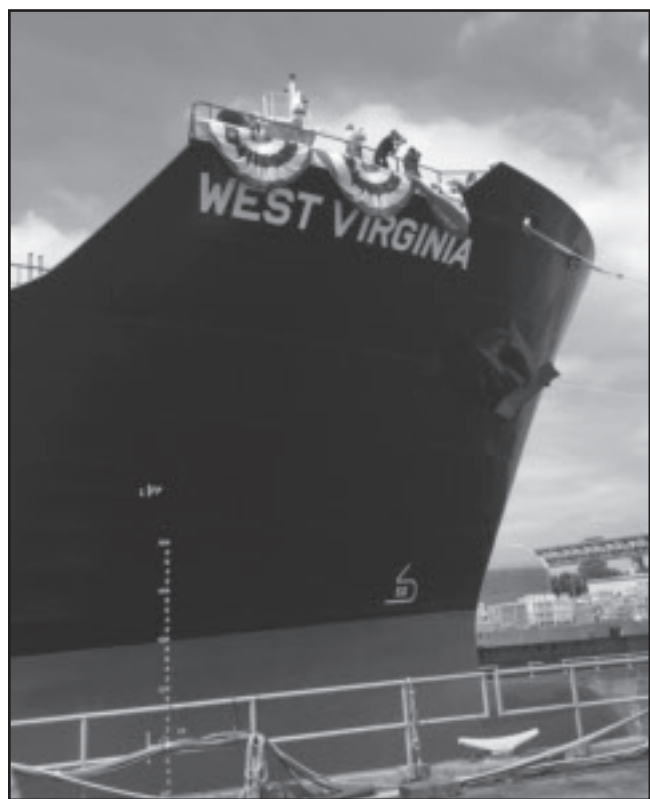
The union constitution establishes guidelines for the credentials committee in Article XIII, Section 2. According to those rules, the committee must be elected at the port where headquarters is located (Piney Point).

The credentials committee must consist of six full-book members, including two members from each of the three shipboard departments: deck, engine and steward.

Additionally, no elected official or candidate for union office is permitted to serve on the committee.

Members seeking the position of president, executive vice president, secretary-treasurer, vice president, assistant vice president or one of 10 port agent posts had to submit nominating papers between July 15 and Aug. 15.

See page 6 for the entire report



The SIU-crewed *West Virginia*, built in a union yard, can be converted for LNG propulsion.

SIU Membership Welcomes Crowley Vessel West Virginia

Continued from Page 3

Robert Surette and Wilson Trayvilla, QEP Scott Fuller, Oiler Kyle Miller, OMU Terrance Jackson, Recertified Steward Milton Younnett, Cook/Baker Shantay Joquin and SA Marvin Davis.

The Jones Act has helped boost America's economic, national and homeland security since it was enacted in 1920 as part of the Merchant Marine Act. The nation's freight cabotage law requires that cargo moving between domestic ports is carried on vessels that are crewed, flagged, built and owned American.

According to a detailed study by PricewaterhouseCoopers, the Jones Act helps maintain nearly 500,000 American jobs while contributing billions of dollars each year to the economy. With that in mind, perhaps it is not surprising that the law always has enjoyed strong bipartisan support and the backing of every administration.

Moreover, high-ranking U.S. military officials in recent years have been outspoken proponents of the Jones Act. The law helps maintain a pool of well-trained, reliable, U.S. citizen mariners and also is vital to sustaining the nation's shipbuilding capability.



Six rank-and-file union members (photo above) last month reviewed all nominating petitions of Seafarers seeking office in the 2016 district-wide elections. Seated from left are Darryl Jackson, Adrian Jones, Tim Pillsworth and Scott Smith. Standing are Steven Hoskins (left) and Jayne Peterson.

Credentials Approved for Candidates to 25 Union Offices

REPORT OF CREDENTIALS COMMITTEE ON CANDIDATES FOR 2016 ELECTION OF OFFICERS FOR TERM 2017-2020 SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA- ATLANTIC, GULF, LAKES AND INLAND WATERS

We, the undersigned members of the Credentials Committee, were duly elected at the August Membership meeting held in Headquarters-Port of Piney Point on August 8, 2016. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters for the years 2017-2020, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. The applicable constitutional provisions are as follows:

ARTICLE XII

Qualifications for Officers, Assistant Vice-Presidents, Port Agents, and Other Elective Jobs

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Assistant Vice-President, or Port Agent provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund, to which Fund this Union is a party or from a company under contract with this Union; unless such individual commenced receiving a pension benefit from any such fund by virtue of having reached the age of 70½.

(f) He has not sailed in a licensed capacity aboard an American flag merchant vessel or vessels within twenty four (24) consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of, elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book memberships in good standing.

ARTICLE XIII Election for Officers, Assistant Vice-Presidents, and Port Agents

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

I HEREBY CERTIFY that during the past thirteen (13) years I have not been convicted of, or served any part of a prison term resulting from a conviction for robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit such crimes. In addition, I certify that I support the Constitution of the United States of America, its institutions and form of government.

Dated -----

Signature of Member -----

Book No. -----

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of

the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

In order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

Section 9. The term "member in good standing" shall mean a member whose monetary obligations to the Union are not in arrears for thirty (30) days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term "member" shall mean a member in good standing.

Your Committee sought guidance from the Union's General Counsel and the Secretary-Treasurer as to whether this section would apply to a member who is unable to pay dues because of employment aboard an American flag merchant vessel as stated in Article III, Section 3(e). Your Committee was advised that, in keeping with past practice and constitutional interpretation, the same thirty (30) day grace period should be applied in these situations. Accordingly, when a member who is working on foreign articles leaves the vessel, the dues for the applicable quarter must be paid within thirty (30) days from the date of discharge in order to maintain good standing.

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seetime". This section reads as follows:

Section 13. The term "seetime" shall include employment upon any navigable waters, days of employment in a contracted employer unit represented by the Union or time spent in the employ of the Union or one of the Union's direct affiliates as an elected or appointed representative.

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels." This portion of the Constitution reads as follows:

Section 14. The term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels" shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union.

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all members who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with Piney Point, be arranged on the ballot geographically, as has been done in the past. After each member's name and book number is his/her qualification or disqualification, followed by the reason for that decision.

PRESIDENT

Michael J. Sacco, S-01288
Qualified Credentials in order

EXECUTIVE VICE PRESIDENT

Augustin Tellez, T-00764
Qualified Credentials in order

SECRETARY-TREASURER

David W. Heindel, H-01443
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

George Tricker, T-00919
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Joseph T. Soresi, S-02658
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Dean E. Corgey, C-05727
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF THE WEST COAST

Nicholas J. Marrone, M-02308
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE

OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS

Thomas Orzechowski, Jr, O-00601
Qualified Credentials in order

VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES

Kermett T. Mangram, M-02394
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Linnell Coleman, C-05727
Disqualified - was not in continuous good standing for (3) years prior to time of nomination.

Archie Ware, W-01169
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Nicholas A. Celona, C-01578
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Ambrose L. Cucinotta, C-01795
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST

Bryan Powell, P-01987
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS

Michael Russo, R-05772
Qualified Credentials in order

ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES

Chester Wheeler, W-25058
Qualified Credentials in order

PINEY POINT PORT AGENT

Patrick Vandegrift, V-00488
Qualified Credentials in order

NEW JERSEY PORT AGENT

Mark von Siegel, V-00612
Qualified Credentials in order

PHILADELPHIA PORT AGENT

Joseph Baselice, B-02795
Qualified Credentials in order

BALTIMORE PORT AGENT

Georg Kenny, K-01041
Qualified Credentials in order

MOBILE PORT AGENT

Jimmy White, W-01600
Qualified Credentials in order

NEW ORLEANS PORT AGENT

Chris Westbrook, W-05787
Qualified Credentials in order

HOUSTON PORT AGENT

Kris Hopkins, H-01658
Qualified Credentials in order

OAKLAND PORT AGENT

Nicholas Marrone II, M-03537
Qualified Credentials in order

ST. LOUIS PORT AGENT

Chad Partridge, P-02057
Qualified Credentials in order

Lisa Sottile, S-02957
Qualified Credentials in order

DETROIT-ALGONAC PORT AGENT

Todd Brdak, B-02684
Qualified Credentials in order

As you will note in the foregoing sections of the Committee's Report, the provisions of the SIU Constitution governing election procedures made it mandatory that one of the nominees be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members the necessity of following all requirements and procedures which are established by our Constitution to govern eligibility to candidacy to Union office. However, at this time, the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from the decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Jayne Peterson, of the Credentials Committee, remained at the

Continued on Page 8

Maritime Stalwart Succumbs to Brain Cancer

Continued from Page 2

she helped to make the port number one in the nation for automobile imports and breakbulk cargo, as well as one of the few East Coast ports that is “Neopanamax-ready.”

In 2006, the Port of Baltimore was officially renamed the “Helen Delich Bentley Port of Baltimore” by then-Governor Robert Ehrlich. During a speech made at Bentley’s 90th birthday celebration, Ehrlich was quoted as describing the 500 members of the crowd as, “a roomful of

people who both love her and fear her – but not in that order.”

“Congresswoman Bentley worked with tenacity, energy, and passion on behalf of her constituents, making her a rare breed in politics and a role model to public servants across Maryland,” Governor Larry Hogan said. “She was a trailblazer for women in media and government, a longtime champion for manufacturing, maritime issues, and the Port of Baltimore which proudly bears her name as an everlasting tribute to her achievements.”

As a testament to her lasting impact on

the industry, it seems that every prominent figure in maritime has a story to tell involving Bentley. *The Washington Post* recalled a classic Bentley incident during a congressional hearing when an admiral told her that parts the Navy needed were cheaper in South Korea. She responded, “Well, Admiral, they make admirals cheaper in Korea, too, and maybe we should buy some.”

Current FMC Chairman Mario Cordeiro said, “Helen Bentley was a pioneer in many different fields and industries, but she will forever be remembered for her work on maritime matters. From the newsroom to the Baltimore waterfront, from the halls of Congress to the chair of the Federal Maritime Commission, she distinguished herself in each and every endeavor she undertook. It is a testament to the fortitude and tenacity that she was known for that she remained an active, forceful, and articulate advocate on shipping and port issues to the very end of her life. It was a privilege to have had the opportunity to know her and I join the many who are saddened by her departure.”

Bentley was instrumental in establishing Baltimore’s Maritime Industries Academy, one of the first high schools in the nation to promote a maritime curriculum. She also helped ensure the preservation of the *SS John W. Brown*, one of only two operating Liberty ships in the nation.

“Helen played an absolutely vital role in our obtaining the *Brown*,” said former Project Liberty Ship Chairman Capt. Brian H. Hope, a retired Chesapeake Bay pilot. “The Coast Guard commandant told us we needed to get a bill through Congress that exempted the *Brown* from modern ship passenger regulations.... The *Brown* arrived in Baltimore in 1998, and the first person up the gangway was Helen Delich Bentley.”



Shown at the 2011 AOTOS dinner in New York, Bentley was known for tenacity and getting results.

A recipient of numerous honorary degrees, Bentley has also christened countless vessels and was the annual emcee of the Admiral of the Ocean Sea awards dinner.

Her husband, William Roy Bentley, passed away in 2003. The couple had no children.



Bentley, at the time serving as the top official of the Federal Maritime Commission, addresses the SIUNA convention in 1971.



Spotlight On Mariner Health

Become Familiar With the Symptoms of High Blood Pressure

There are many people who say they can tell when their blood pressure is up. This may be true in the later stages of the disease, but what about at the beginning?

The truth is that hypertension is mostly a silent problem. Many do not know they have it until they go to their doctor for a check-up or just have their blood pressure evaluated at a local health fair.

Some are very surprised to find out that it is up and usually say that they feel just fine. This becomes a problem. The blood pressure goes unnoticed for many years and that is when the damage to the circulatory system occurs.

Untreated hypertension can lead to many problems for an individual. If blood pressure continually stays above the normal values, it can result in the following: stroke; heart attack, angina or both; kidney failure; peripheral arterial disease; eye/retinal problems and more.

Individuals may take many steps to reduce, eliminate or prevent high blood pressure. Medical experts recommend reaching and maintaining a healthy weight; eating healthful meals that are low in salt and sugars as well as trans fats/saturated fats; and limiting alcohol intake. It’s also helpful to be physically active for at least 30 minutes per day, at least three or four times a week. Last but not least, take medications as directed by your doctor, monitor your blood pressure and work on keeping it at a constant, lower level as determined by you and your doctor.

Treatments for high blood pressure will be discussed in an upcoming edition.

Healthful Recipe

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

Shrimp & Pineapple Thai Curry

Servings: 25
 10 pounds shrimp, peeled and deveined
 4 tablespoons coconut oil
 6 cups fresh pineapple chunks
 16 fluid ounces coconut milk
 1 1/4 quarts skim milk
 4 cups yellow onion, diced
 2 cups red bell pepper, diced
 8 cloves garlic, minced fine
 5 tablespoons fresh ginger, grated
 6 tablespoons curry powder, ground
 5 teaspoons honey
 2 teaspoons cayenne pepper
 sea salt, dash
 1 cup fresh cilantro, chopped
 cornstarch
 cold water

In a 12” heavy skillet heat one-half of the coconut oil on medium high heat for 2 minutes. Add the shrimp and cook until just pink. Set aside and drain the remaining liquid out of the skillet. Add 1 tablespoon of the remaining coconut oil and add the onions cooking on medium. Cook for about 2 minutes and add the garlic and the red pepper.

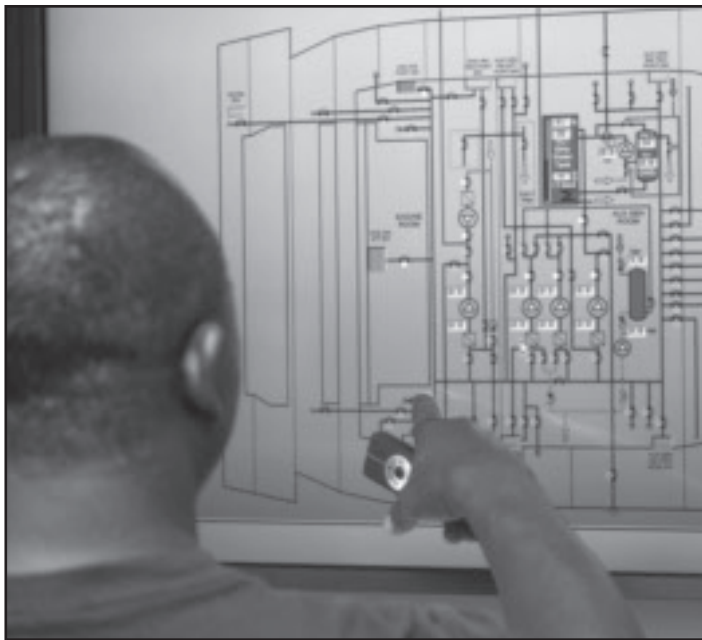
Cook for 2 minutes more until the peppers start to soften but not mushy. Drain and set aside. Add the remaining coconut oil and curry powder to the skillet



cooking for a minute until the paste becomes fragrant. Add the coconut milk (it may have separated in the can so be sure to get the thick stuff out) ginger, fish sauce and stir with a whisk, being sure to break up the paste and combining the ingredients well. Simmer until the mixture starts to thicken.

Add the honey to get a slight sweet taste. Then add the cayenne pepper to perfect the heat. After the sauce has reduced by 1/3 add the shrimp, peppers and onions back to the skillet and heat through (about 1-2 minutes). Then add one-half the cilantro, stir. Thicken with a cornstarch slurry as needed. Serve in a bowl or over Jasmine rice. Garnish with the remaining cilantro salt to taste.

Per Serving (excluding unknown items): 316 Calories; 10g Fat (29.8% calories from fat); 40g Protein; 15g Carbohydrate; 2g Dietary Fiber; 277mg Cholesterol; 300mg Sodium. Exchanges: 0 Grain (Starch); 5 Lean Meat; 1/2 Vegetable; 1/2 Fruit; 0 Non-Fat Milk; 1 1/2 Fat; 0 Other Carbohydrates.



Engine Assessment Program Launched in Piney Point

The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) has started conducting a new engine assessment program for engineering officers employed by Seafarers-contracted Crowley Maritime.

In conjunction with subject matter experts and an engineering instructional team at the PHC, the school created a two-day curriculum which "evaluates the ability of engineering officers with respect to International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) requirements and company core values," noted Susan Fagan, simulator coordinator and an instructor at the facility in Piney Point, Maryland. "After months of planning and running pilot courses with volunteers actively sailing in the industry, with credentials ranging from designated duty engineer to chief engineer, we have been able to create effective assessment criteria which will allow us to determine a candidate's ability to successfully perform routine duties pertinent to the STCW-Officer In Charge of an Engineering Watch (OICEW)

rating; respond in emergency situations specified in the STCW-OICEW rating; and work comfortably in an automated engine room."

Consistent with the school's 49-year history, the class is an example of how the PHC is able to produce company-specific curriculums. This assessment program is open to all existing and potential Crowley Maritime engineering officers and is scheduled by the company.

Fagan added that the program utilizes the school's state-of-the-art, full-mission engine room simulator and is the first of its kind in the U.S.

Prospective students should possess an endorsement for designated duty engineer (DDE) or higher.

In its announcement about the new curriculum, Crowley noted, "The program teaches students how to use the simulator, and catalogs and critiques mariner responses to conditions that would be difficult or impractical to duplicate at sea. Results are used to track fleet-wide skills and performance, and better focus training into areas needing improvement."



Crowley mariners and school instructors are pictured (photo directly above and the two others at the top of this page) during the initial offerings of the new engine assessment program in Piney Point, Maryland.

Committee Releases Report on Candidates

Continued from Page 6

entrance of the Headquarters building of the Union until midnight of Monday, August 15, 2016, to receive any credentials that might have been delivered by hand after the closing of business hours by the Union.

The Committee points out that in the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May *SEAFARERS LOG* the exact offices and jobs for which nominations were to be made was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make one disqualification, and the following are the details relative to that disqualification:

1. Linnell Coleman, C-05727 – candidate for Assistant Vice President of Contracts & Contract Enforcement.

Your Committee noted the receipt of a letter dated July 22, 2016, addressed to the Secretary-Treasurer/Credentials Committee in which Brother Coleman requested his name be placed on the ballot for election to the position of Assistant Vice President of Contracts.

Union records indicate that Brother Coleman paid his dues for the Fourth Quarter of 2013 on November 18, 2013, whereas they should have been paid no later than November 1, 2013; First Quarter of 2014 dues were paid on September 11, 2014, whereas they should have been paid no later than April 1, 2014; Second Quarter of 2014 dues were paid on September 11, 2014, whereas they should have been paid no later than May 1, 2014; Third Quarter of 2014 dues were paid on September 11, 2014, whereas they should have been paid no later than August 1, 2014; Fourth Quarter of 2014 dues were paid on January 23, 2015, whereas they should have been paid no later than November 1, 2014; Second Quarter of 2015 dues were paid on June 2, 2015; whereas they should have been paid no later than May 1, 2015; Third Quarter of 2015 dues were paid on March 10, 2016, whereas they should have been paid no later than August 1, 2015; Fourth Quarter of 2015 dues were paid on March 10, 2016, whereas they should have been paid no later than November 1, 2015; First Quarter of 2016 dues were paid on March 10, 2016; whereas they should have been paid no later

than February 1, 2016; Second Quarter of 2016 dues were paid on July 12, 2016, whereas they should have been paid no later than May 1, 2016.

Based upon the provisions of Article XII, Section 1 (b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9 previously carried herein, the committee disqualified Brother Coleman for the job of Assistant Vice President of Contracts & Contract Enforcement solely as a result of not being in continuous good standing during the relevant time period.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the committee informed Brother Coleman of his disqualification and set forth the reason for such disqualification by certified overnight mail sent on August 16, 2016 to the address stated in his letter of nomination. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Coleman would have available the procedure to be followed in appeal from the disqualification decision of the Committee. Your committee was notified that Brother Coleman was currently onboard the *Alliance Norfolk*. The committee tried to reach Brother Coleman by phone with a phone number that he provided on his nomination letter. He was unavailable, so Secretary-Treasurer Heindel and the committee left him a message.

All credentials received as of August 15, 2016 have been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

Dated: August 16, 2016

Jayne Peterson, P-2122
Chairman

Steve Hoskins, H-1691
Darryl Jackson, J-774
Adrian Jones, J-848
Timothy Pillsworth, P-1872
Scott Smith, S-6153

Union Constitution Gives Procedure For Obtaining 2016 Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2016 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU Office of the Secretary-Treasurer, 5201 Auth Way, Camp Springs, MD 20746.

2. Include in the request the correct address where the absentee ballot should be mailed.

3. Send the request for an absentee ballot by registered or certified mail.

4. The registered or certified mail envelope must be postmarked no

later than midnight, Nov. 15, 2016 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2016.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2016.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2016 and received by the bank depository no later than Jan. 5, 2017.

SIU Crews Help Execute 'Skin to Skin' Maneuver

SIU members recently put their skills on display when they helped to flawlessly perform a technical maneuver at sea.

The crews of the *USNS Dahl* and the *USNS Montford Point* executed a "skin to skin" (S2S) operation in July in the Pacific, in order to demonstrate the unique seabasing capabilities of civilian-crewed Military Sealift Command (MSC) vessels.

The *USNS Montford Point* is operated by Ocean Shipholdings, while the *USNS Dahl* is operated by Patriot Contract Services.

In a S2S operation, the ships navigate alongside and are moored together. During the maneuver, the *Montford Point* acted as a floating pier, while the *Dahl* simulated the offloading of vehicles and equipment. While in this case no equipment was transferred, during a real operation, vehicles and other cargoes are moved between the vessels via the *Montford Point's* ramp.

The two vessels repeated the operation twice more in subsequent days, to show how routinely the ships can complete a S2S maneuver.

According to MSC, the *Montford Point* is categorized as an expeditionary floating pier-at-sea. The ship is part of Maritime Prepositioning Ships Squadron (MPSRON) 3, and is assigned to the Marine Corps. Among other services, the *Montford Point* can provide a pier-at-sea to move and transfer cargo from large, medium-speed, roll-on/roll-off (RO/RO) ships onto landing craft air cushion (LCAC) vessels that can dock with the *Montford Point*.

When the *Montford Point* is on a mission, the ship submerges to about 40 feet while underway to the area of operations. Once on



Mariners gather (photo above) near the vessels, with the vehicle transfer ramp in the background. In the photo at right below, the *Montford Point* (right) and *Dahl* connect for the exercise. In the remaining photo, two Navy captains observe from the *USNS Dahl* as the *USNS Montford Point* approaches in the Pacific.

station it submerges to about 50 feet, so that the LCACs can maneuver onto the mission deck to pick up cargo.

A Navy officer recently lauded the *Montford Point's* "unique capability" within the U.S. 7th Fleet area of responsibility. The

flexibility of the *Montford Point* also allows the vessel to be useful for humanitarian disaster response as well as warfighter support.

According to the Navy, the main advantage of the pier-at-sea concept is the mobility

of the two ships. That maneuverability allows the floating pier to remain mobile, thus making them a less-opportunistic target for enemy combatants. The makeshift pier can operate 25 miles off shore and still provide support for the military services.



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

NFL Kickoff Has Strong Union Connection

As many union members celebrate the start of another NFL season, some may not be aware that they are also cheering for their union brothers taking the field. Despite the high-profile occupations of its members, the National Football League Players Association (NFLPA) is an AFL-CIO affiliate union just like the SIU and dozens of others.

The NFLPA was formed in 1956, and represents both former and current NFL players. Since its inception, the union has fought against the league's owners over many issues that ring true for all union members, including clean, safe uniforms and equipment; a minimum wage; health insurance; and even direct deposit.

"The locker room is a workplace, the football field is a workplace," said the NFLPA's Public Policy Counsel Joe Briggs, explaining the many similarities between the NFLPA and other unions.

"Each of the 32 teams has a player representative, or shop steward," he added during a July 19 gathering at AFL-CIO headquarters in Washington, D.C.

According to a video produced by the NFLPA, "Winning in this sport takes more than toughness on the field – it takes a union." And the history of the NFL supports that claim, as the sport Americans know and love would look vastly different if not for the influence of the NFLPA. A league minimum wage, free agency, and even the ability for fans to purchase a player's jersey all came to fruition through contract negotiations between the league and the NFLPA.

In modern times, the NFLPA has fought for member benefits that are commonplace for much smaller shops.

"In 2011, only 10 teams paid players via direct deposit. The rest of the league could hand players checks for hundreds

of thousands of dollars every Sunday," remarked Briggs, who added the union won that initiative.

While workplace safety is critical for every union member, the NFLPA has always had to fight an uphill battle against the league to have their concerns recognized and heard, Briggs said. As part of the very first negotiations, the NFLPA's first president, John Mackey, had three demands.

"In the first round of bargaining, the guys wanted three things: clean uniforms, a \$5,000 minimum wage, and injury insurance. All three requests were denied by the league," said Briggs.

Eventually the league and the union would work together to make the game safer – and more profitable – for members and owners alike. Sixty years later, the game has seen many improvements to player safety, due in large part to the

NFLPA fighting tirelessly for their members.

As part of the NFLPA's most recent contract renegotiation in 2011, an agreement was reached with the league to remove "two-a-day" practices, and limit the number of full-pad practices to 14 times a season. These changes were in response to the growing concerns of the players in relation to the risk of chronic traumatic encephalopathy (CTE) cause by concussions.

The NFL may have a league average salary that leaves many union members green with envy, but the football players who take the field on Sundays are nevertheless union-made. Their workplace struggles mirror many who fight for workers' rights every day, and their success stands as a shining example of what can be accomplished thanks to collective bargaining.

NMC Posts Update Relating to Mariner Credential Exams

The U.S. Coast Guard's National Maritime Center (NMC) in late July announced that in order to comply with updated laws, the agency "will cease public disclosure of examination questions and other information related to exams."

Specifically, the NMC noted that the Coast Guard Authorization Act of 2015 "requires several actions regarding merchant mariner credentialing.... The Coast Guard is actively engaged in these actions and will publish additional information as it becomes available."

In place of the exam questions, the NMC has posted an outline of merchant mariner examination topics along with sample questions.

Moreover, the agency reported that it "intends to remove the current back of examination questions and illustrations from the National Maritime Center website on or about Sept. 1, 2016" (after this issue of the *LOG* went to press).

Questions or feedback regarding the sample examinations may be made by email at IASKNMC@uscg.mil or by calling 1-888-IASKNMC (1-888-427-5662), or by using the agency's online chat or ticketing system. The latter resources are linked in a July 28 post in the News section of the SIU website and are available on the NMC website: www.uscg.mil/nmc

SHBP Notice to Seafarers

Plan Offers New Tobacco Cessation Benefits

The advantages of quitting smoking are well known, but quitting is difficult. If you are thinking of quitting, the Seafarers Health and Benefits Plan (SHBP) has a new benefit to help you. The Plan now offers tobacco cessation benefits, in partnership with CIGNA, to assist you in your effort to stop smoking or using tobacco. This program is available to all eligible members, their spouses, and their children over age 18.

The program includes nicotine replacement, as well as coaching services, and other online tools and resources. Anyone

who enrolls in the program will receive an eight-week supply of nicotine patches or 12 weeks of nicotine gum. To enroll, contact CIGNA/CareAllies at 1-866-417-7848.

Tobacco is the leading cause of preventable disease and death in the U.S. The benefits of quitting smoking include reduced risk of cancer, lung disease, stroke, heart disease, eye disease and osteoporosis. Smoking not only harms the smoker, but exposure to secondhand smoke increases health risk to non-smokers as well. Each year, thousands of young chil-

dren and babies become ill because they live in the home of a smoker. More information about the risks of tobacco and the benefits of quitting are available at www.smokefree.gov.

If you or a member of your family are trying to stop smoking or using tobacco, we encourage you to take advantage of this new benefit. The SHBP sent information regarding this benefit to all participants in a letter dated July 15. If you did not receive the letter, or have any questions about this benefit, please contact the Plan at 1-800-252-4674.

Sailors' Snug Harbor Still Assisting Retired Mariners

A charity with more than 200 years of experience in serving retired mariners is still committed to that goal, and now aims to help even more men and women by using a fresh approach.

The Trustees of the Sailors' Snug Harbor (SSH) was incorporated in 1806 as the result of a bequest made by Captain Robert Richard Randall, a wealthy New York merchant. It was Captain Randall's desire to have his estate utilized to assist "aged, decrepit and worn-out seamen...."

While in the past SSH operated retirement facilities for mariners in Sea Level, North Carolina, and Staten Island, New York, today they assist mariners in their home communities where they are more likely to be near family and friends.

The SSH is one of the oldest secular charities in the country, whose mission is to financially aid retired career mariners with a proven need of assistance. More than 16,500 mariners have been assisted since its inception.

While the SSH helps many mariners every day, even more eligible mariners may be unaware of the possible financial assistance available. Previously exclusive to deep sea mariners, SSH has recently added inland mariners to their eligibility criteria.

In order to qualify for financial assistance from SSH, a retired mariner must be able to demonstrate they have a need for financial assistance and meet the following requirements:

- 2,555 days of deep sea time, at least five years on U.S.-flagged ships or

14 years working on inland waters

- 65 years of age or older or on disability (some exceptions may be made)

- Proven need for financial assistance

- An individual with at least \$50,000 in assets will not be eligible (primary residence excluded)

- All public benefits available to a mariner must be accessed (if eligible) before any subsidy from SSH is approved – for example, VA benefits, Medicaid, food stamps etc.

Each interested mariner must complete an application that requires detailed information about present living arrangements, financial history, and more. The application can be found online at www.thesailorssnugharbor.org or by calling SSH at 1-888-257-5456.

Seakay Spirit Sails in Houston



Seafarer John Cox submitted this photo of the Keystone-operated vessel transiting the Houston Ship Channel in early August.

At Sea and Ashore with the SIU

EARNEST UPDATE FROM

USNS WHEELER – Vessel master Capt. Glenn Macario submitted this description and accompanying photo from the Tote Services vessel: “Recently the crew of the *USNS VADM K.R. Wheeler* took a break from dodging blame, shirking responsibility, and embellishing their accomplishments. In a show of solidarity, ship’s pride (and to escape work for 20 minutes), all available hands assembled at the newly-painted gangway with the ship’s new gangway banner, wearing their new “*Wheeler Crew*” T-shirts and shooting the “*Wheeler crew*” (WC) gang symbol. On the gangway from left to right: AB Jay “are we done yet” Aki; 3/M John “I will not miss this in retirement” Robbins; Captain Glenn “you guys only like me when I do payroll” Macario; Chief Engineer Frank “step aside captain” Celino; Bosun Jerry “I had nothing to do with this” Gonzaga; 2/M Chris “can I go home now?” Kali; QMED D.J. “I don’t know these guys” Signal. On the ground from left to right: C/M Mark “yes I am taking the credit for this” Kerr; AB Walter “good, they can’t see my face” Lichota; 3 A/E Chris “this is not so bad” Gilman; 3 A/E Royce “they can still see me” Dudley; First Engineer Shannon “what is that bright thing in the sky?” Wilson; 3 A/E Roy “I’d rather be in the Philippines” Coleman; 3/M Joe “five and a wake up” Newhouse; 2 A/E Chris “Mongo” Rich; 3/M Tommaso “I signed up for THIS?” Giannetti; Wiper Jarvis “my first ship and I’m scarred for life” Carter; AB James “this sure beats needle gunning” Wynegar. Not pictured are AB Kevin “drone man” Hanmont (sleeping/off watch), Chief Steward Ramon Tolosa and Cook Rommel Reston (in the galley preparing/burning lunch). Proof once again that *Wheeler* is one big happy (though slightly dysfunctional) family.”



WELCOME ASHORE IN HOUSTON – Two recertified bosuns – each with 40 years in the SIU – recently wrapped up their respective seagoing careers. Harold Sebring is at right in the photo above at left, with Patrolman Joe Zavala, while Billy Hill is at left in the photo at right, with Patrolman J.B. Niday. Both Seafarers picked up their first pension checks at the Houston hall.

ABOARD APL BELGIUM – Chief Steward Thomas Johnson (right) submitted this photo of SIU steward department members on the *APL Belgium*, on Independence Day. From left: Chief Cook Benjamin Feria, ACU David Simon and Chief Steward Johnson.



ABOARD YORKTOWN EXPRESS – Recertified Bosun Patrick Ray is pictured on the *Intrepid* Personnel and Provisioning ship this summer.



WELCOME ASHORE IN JACKSONVILLE – QMED/Electrician Rene Rosario (left) receives his first pension check at the union hall, from Patrolman Joseph Koncul. Rosario’s career spanned 40 years.



ABOARD PERLA DEL CARIBE – Chief Cook Ingrid Ortiz-Rosario helps keep fellow mariners well-fed aboard the Tote Services-operated vessel.



FULL BOOK ABOARD FERRY – Seafarer Paul Spieser (right), a captain with NY Waterway, recently picked up his full union book. Presenting it is Patrolman Ray Henderson.



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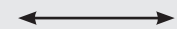
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Seafarers International Union Directory

Michael Sacco, *President*
Augustin Tellez, *Executive Vice President*
David Heindel, *Secretary-Treasurer*
George Tricker, *Vice President Contracts*
Tom Orzechowski,
Vice President Lakes and Inland Waters
Dean Corgey, *Vice President Gulf Coast*
Nicholas J. Marrone, *Vice President West Coast*
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by SIU members at the union hall in Honolulu, Hawaii. Please note that information about absentee voting is available online at www.vote411.org, www.fvap.gov and through other sources.

Question: Do you plan to vote in November and why?



Mark Canada
QMED

Yes. I believe it is my right and my responsibility because of my background and the struggles of my forefathers. I have voted in every election.



Julius Udan
AB

Yes, if I am not at sea, because I want to help Democrats.



Jaime Austria
Chief Cook

I would like to if I am not out at sea. I want to see a change in the government.



Erni Lizada
Chief Cook

Yes, if I am here. I want a better future for everybody.



Paul Newman
DEU

Yes, because my vote counts.



Getolio Medallo
QMED

Yes, we need a change and I like Hillary.

Pic From The Past



Originally published in an August 1946 issue of the *LOG*, this snapshot features SIU members gathering in Philadelphia for a special meeting which included a review of a newly signed contract between the union and the Mississippi and Waterman Steamship Companies. Reaction to the contract was extremely favorable, as noted in the accompanying article, which read in part: "The signing of the terrific contract with the Waterman and the Mississippi Steamship Companies was the occasion for a large special meeting. All of the men present, and there were quite a few, wanted to take the deck to talk about the glorious victory we won over the operators. There is no doubt about it: this is the best contract ever won by any union of merchant seamen. In this, as in all other matter that concern men who go to sea for a living, the SIU leads the field."

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

MICHAEL ALGHAFEILI

Brother Michael Alghafeili, 68, joined the SIU in 2002. His first trip was aboard the *Atlantic Guardian*. Brother Alghafeili sailed in the deck department. He upgraded in 2007 and 2015 at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Brother Alghafeili last worked on the *Cape Washington*. He was born in Minneapolis and now calls Baltimore home.



MOHAMED ALJAHMI

Brother Mohamed Aljahmi, 65, became a union member in 2003. He initially worked on the *Abby G*. Brother Aljahmi sailed in the steward department. Brother Aljahmi's most recent voyage was aboard the *Maersk Montana*. He makes his home in Brooklyn, New York.

JOHN COLEMAN

Brother John Coleman, 66, started sailing with the union in 1967. His first trip was aboard the *Neva West*. Brother Coleman enhanced his skills on two occasions at the Piney Point school. The engine department member last shipped on the *Cape Hudson*. Brother Coleman lives in Berkeley, California.



GERALD COOPER

Brother Gerald Cooper, 65, joined the SIU ranks in 1971. He originally sailed on the *Fairland*. Brother Cooper shipped in the engine department. He upgraded twice at the Seafarers-affiliated school in southern Maryland. Brother Cooper's most recent ship was the *USNS Bellatrix*. He is a resident of Schenectady, New York.



DENNIS GAFFNEY

Brother Dennis Gaffney, 66, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was a deck department member. Brother Gaffney upgraded in 2000 and 2001 at the Piney Point school. He last worked on the *Overseas Nikiski*. Brother Gaffney lives in Anacortes, Washington.



EUGENE GRANTHAM

Brother Eugene Grantham, 61, began sailing with the union in 1971. He was first employed on the *Longview Victory*. Brother Grantham enhanced his skills often at the Paul Hall Cen-



DOUGLAS GREINER

Brother Douglas Greiner, 65, joined the union in 1967. His first ship was the *Sea Del*; his most recent, the *Horizon Discovery*. Brother Greiner worked in both the steward and engine departments. He upgraded on numerous occasions at the Piney Point school. Brother Greiner resides in Pleasant Valley, New York.



AMANTE GUMIRAN

Brother Amante Gumiran, 66, signed on with the Seafarers in 1990. His first trip was on the *Independence*. In 2006, Brother Gumiran took advantage of educational opportunities available at the maritime training center in Piney Point, Maryland. He was born in the Philippines and sailed in the deck department. Brother Gumiran last sailed aboard the *Endurance*. He lives in Livermore, California.



GEORGE LUBIALULI

Brother George Lubialuli, 66, became an SIU member in 2001. He sailed in the deck department, most recently aboard the *Great Land*. Brother Lubialuli was born in Kenya but calls SeaTac, Washington, home.



EDWIN MANZANO

Brother Edwin Manzano, 65, began shipping with the SIU in 1996. He initially worked on the *OMI Star*. Brother Manzano, who sailed in the deck department, enhanced his skills in 2000 at the Piney Point school. His most recent voyage was aboard the *Overseas Chinook*. Brother Manzano calls Houston home.



ERRICK NOBLES

Brother Errick Nobles, 66, joined the Seafarers in 1977. He first sailed aboard the *Mary*, as a member of the steward department. Brother Nobles upgraded frequently at the union-affiliated school in Piney Point. He last shipped in the deck department on the *Overseas Tampa*. Brother Nobles is a resident of Mobile, Alabama.



JOHN O'CONNELL

Brother John O'Connell, 59, signed

on with the SIU in 1982. His first trip was on the *LNG Arias*. Brother O'Connell attended classes often at the Paul Hall Center. He worked in the deck department, most recently aboard the *Pacific Collector*. Brother O'Connell resides in Hyde Park, Massachusetts.

KENNETH PELL

Brother Kenneth Pell, 63, started sailing with the Seafarers in 1969. He originally sailed aboard the *Commander*. A member of the engine department, Brother Pell last shipped on the *USNS Petersburg*. He was born in New Orleans and now makes his home in Atkinson, North Carolina.



WILLIAM PERRY

Brother William Perry, 57, joined the union in 1980. He initially worked aboard the *Overseas Natalie*. Brother Perry enhanced his skills on numerous occasions at the Piney Point school. He was born in Norfolk, Virginia, and sailed in the steward department. Brother Perry's most recent ship was the *Maersk Ohio*. He continues to call Norfolk home.

BRIAN POST

Brother Brian Post, 66, became a Seafarer in 1991. His first trip was on the *USNS Chauvenet*. Brother Post worked in the deck department. His last vessel was the *1st Lt. Baldomero Lopez*. Brother Post lives in Fresno, California.



JAMES RADER

Brother James Rader, 65, first donned the SIU colors in 1973. He originally sailed on the *Gateway CT*. Brother Rader enhanced his skills frequently at the Piney Point school. He was a member of the deck department and last shipped aboard the *Cape Horn*. Brother Rader is a resident of Morgan Hill, California.

RAYNALDO RAMIREZ

Brother Raynaldo Ramirez, 66, signed on with SIU during the SIU/NMU merger in 2001. He was a member of the deck department. Brother Ramirez's most recent voyage was aboard the *Charleston*. He resides in Houston.

JULIO ROMAN

Brother Julio Roman, 73, began shipping with the Marine Cooks & Stewards in 1979. His initial trip was on the *President Pierce*. Brother Roman upgraded often at the Paul



Hall Center. He last sailed aboard the *Cape Jacob*. The steward department member calls Tacoma, Washington, home.

LINDA ROTTER

Sister Linda Rotter, 67, became a union member in 1989. She was initially employed on the *Independence*. Sister Rotter worked in the steward department and enhanced her skills frequently at the Piney Point school. Her last trip was on the *Charger*. Sister Rotter lives in Hilo, Hawaii.

ROBERTO SOLANO

Brother Roberto Solano, 65, joined the Seafarers in 2000. He originally shipped aboard the *Independence*. Brother Solano was a member of the steward department. He most recently worked on the *Maersk Wisconsin*. Brother Solano calls Bronx, New York, home.



LONZELL SYKES

Brother Lonzell Sykes, 66, started his SIU career in 1988. He first worked aboard a Bay Tankers vessel. Brother Sykes sailed in the steward department. In 1990, he attended classes at the Paul Hall Center. Brother Sykes last shipped aboard *Cape Judy*. He is a resident of Chesapeake, Virginia.



CHARLES TURNER

Brother Charles Turner, 68, first donned the SIU colors in 1999. He initially worked on the *USNS Petersburg*; his final ship was the *Horizon Pacific*. The deck department member upgraded in 2001 at the union-affiliated school. Brother Turner makes his home in Incline Village, Nevada.



WENDELL WILMOTH

Brother Wendell Wilmoth, 66, began his SIU career in 2001 when the NMU merged into the Seafarers International Union. Brother Wilmoth was a deck department member. His most recent ship was the *Overseas Chinook*. Brother Wilmoth enhanced his seafaring abilities twice at the Piney Point school. He lives in Plantation, Florida.



INLAND

JAMES ATKINSON

Brother James Atkinson, 62, started shipping with the union in 1997. He originally worked with Virginia Pilot Corporation. Brother Atkinson sailed in the deck department. His

final trip was with the Association of Maryland Pilots. Brother Atkinson settled in Virginia Beach, Virginia.



JAMES KELLY

Brother James Kelly, 63, began his seafaring career in 1974. He initially worked with Steuart Transportation Company. Brother Kelly sailed as a member of the deck department. On two occasions, he took advantage of educational opportunities available at the union-affiliated school in Maryland. Brother Kelly's most recent trip was with Penn Maritime Inc. He has retired to Chesapeake, Virginia.



WAYNE SKAGGS

Brother Wayne Skaggs, 62, started shipping with the union in 1996. He mainly sailed aboard vessels operated by Higman Barge Lines. Brother Skaggs worked in the deck department. He makes his home in Many, Louisiana.



GREAT LAKES

MICHAEL BUDNIK

Brother Michael Budnik, 65, signed on with the SIU in 1970. He was first employed on the *Lewis G. Harriman*. Brother Budnik was a member of engine department. He last shipped aboard the *American Republic*. Brother Budnik resides in Sioux Falls, South Dakota.



JAMES STETTER

Brother James Stetter, 72, started sailing with the union in 2001. He originally sailed on the *Indiana Harbor*. Brother Stetter was born in Detroit. A deck department member, Brother Stetter last shipped aboard the *St. Clair*. He lives in Calumet, Michigan.



JAMES TANK

Brother James Tank, 63, became an SIU member in 1999. He was employed with Crowley Towing & Transportation of Wilmington for the duration of his career. Brother Tank, a deck department member, attended classes often at the Paul Hall Center. He is a resident of San Diego.



Final Departures



DEEP SEA

BENITO CASTILLO

Brother Benito Castillo, 59, died May 10. He became a union member in 2005. Brother Castillo initially worked on the *Horizon Fairbanks*. He was born in Honduras and shipped as a member of the deck department. Brother Castillo's final ship was the *TYCO Decisive*. He made his home in Orlando, Florida.

VINCENT EDER

Brother Vincent Eder, 92, passed away January 17. He joined the Marine Cooks & Stewards in 1961, originally sailing on the *Santa Maria*. Brother Eder was born in the Philippines and shipped in the steward department. He last sailed aboard the *President McKinley*. Brother Eder called San Francisco home.

RODOLFO JACKSON

Pensioner Rodolfo Jackson, 73, died March 27. Born in Honduras, he started shipping with the Seafarers in 2007. Brother Jackson initially worked on the *Pride of Aloha*; his final ship was the *Courage*. He sailed in the deck department. Brother Jackson became a pensioner in 2015 and lived in Cutler Bay, Florida.



DANIEL KRESCONKO

Pensioner Daniel Kresconko, 73, passed away May 23. He signed on with the union in 1991. Brother Kresconko's first ship was the *Diamond State*; his last was the *1st Lt. Jack Lummus*. He sailed in the engine department. Brother Kresconko began collecting his pension in 2008. He was born in Buffalo, New York, and most recently resided in South Daytona, Florida.



MOHAMED MUNASSER

Pensioner Mohamed Munasser, 63, died May 23. He joined the SIU in 1991. Brother Munasser was born in Yemen. He originally sailed on the *Gopher State*. Brother Munasser concluded his seafaring career aboard the *APL Thailand*. A member of the steward department, he started collecting his retirement compensation in 2014. Brother Munasser settled in Oakland, California.



JOSEPH PUGLISI

Pensioner Joseph Puglisi, 84,

passed away June 19. He began sailing with the union in 1952. Brother Puglisi first sailed with Pan Shipping Corporation. He worked in the deck department. Brother Puglisi's final vessel was the *Voyager*. He retired in 1987 and made his home in Staten Island, New York.



JOE MARTIN

Pensioner Joe Martin, 81, died April 14. Brother Martin started sailing with the SIU in 1962. He was originally employed aboard the *Overseas Ulla*. Brother Martin sailed in the deck department. He last shipped on the *Del Norte*. Brother Martin went on pension in 1984 and was a resident of Gulfport, Mississippi.

WILLIAM MILLS

Pensioner William Mills, 76, passed away May 14. He became a union member in 1967. Brother Mills' first trip was with Delta Steamship Lines. He sailed in the steward department, most recently aboard the *Samuel L. Cobb*. Brother Mills called West Sacramento, California, home.

SHIGERU MORITANI

Pensioner Shigeru Moritani, 95, died April 22. He began his SIU career in 1961. Brother Moritani was an engine department member. His most recent ship was the *Mariner*. Brother Moritani started collecting his pension in 1987 and made his home in Kingston, Washington.

MILOSZ RACIBORSKI

Brother Milosz Raciborski, 59, passed away January 3. He signed on with the Seafarers in 1991. Brother Raciborski initially worked on the *USNS Kane*. He was born in Poland and shipped as a deck department member. Brother Raciborski's final trip was aboard the *Shughart*. He lived in Poland.

BRIAN REDOUE

Brother Brian Redoute, 58, died June 19. He was a native of Detroit. A member of the deck department, he first sailed on the *Banner*. Brother Redoute last worked aboard the *2nd Lt. John Paul Bobo*. He was a resident of Dunnellon, Florida.



EDWARD REDOUE

Brother Edward Redoute, 85, passed away. He joined the union in Detroit. Brother Redoute shipped in the deck department. He was born in Mt. Clemens,

Michigan. Among other vessels, Brother Redoute sailed aboard the *Paul H Carnahan*. He settled in Harrison Township, Michigan.



JAMES ROBINSON

Pensioner James Robinson, 88, died April 30. He became an SIU member in 1961. Brother Robinson initially worked aboard the *Capri*. He was born in South Carolina, and sailed in the steward department. Brother Robinson's final ship was the *Paul Buck*. He became a pensioner in 1992 and resided in Greenville, South Carolina.



CLYDE SMITH

Pensioner Clyde Smith, 90, passed away April 30. Brother Smith started his seafaring career in 1951. His first ship was operated by CSX Lines. Brother Smith sailed in the deck department. He last sailed on the *Overseas Harriette*. Brother Smith began receiving his pension in 2006 and was a resident of Dallas.



ALEXANDER STAMATELAKY

Pensioner Alexander Stamatelaky, 81, died April 15. Brother Stamatelaky started shipping with the SIU in 1996. He was originally employed aboard the *USNS Silas Bent*. Brother Stamatelaky last sailed on the *Liberty Star* as a member of the steward department. He went on pension in 2005 and lived in Hammond, Louisiana.



RAYMOND ULATOWSKI

Pensioner Raymond Ulatowski, 91, passed away April 22. He donned the SIU colors in 1948. Brother Ulatowski first sailed on the *Lafayette*. He was an engine department member. Brother Ulatowski's final ship was the *Integrity*. He began receiving his pension in 1990 and called New Britain, Connecticut, home.

in 2003, Brother Enna was employed with Crescent Towing of New Orleans. He made his home in Metairie, Louisiana.



LOUIS FLADE

Pensioner Louis Flade, 86, passed away April 11. He started shipping with the union in 1961. Brother Flade originally worked on an PF Martin Company vessel. He was born in Pennsylvania and sailed in the deck department. Brother Flade's final vessel was operated by Turecamo Maritime. He began receiving his pension in 1993 and resided in Walterboro, South Carolina.



CHARLES TESSARO

Brother Charles Tessaro, 63, died March 7. The Canadian-born mariner became an SIU member in 2013. He was employed with Crowley Towing & Transportation of Jacksonville for the duration of his career. Brother Tessaro was a deck department member. He lived in Ontario.

GREAT LAKES

MARTIN CHAMBERS

Pensioner Martin Chambers, 82, passed away April 2. Brother Chambers began sailing with the SIU in 1962. He primarily worked with Great Lakes Towing Company. Brother Chambers became a pensioner in 1995 and called Rocky River, Ohio, home.



CLEYON DART

Pensioner Cleyon Dart, 75, died May 10. He signed on with the union in 1967. Brother Dart originally worked with Roen Steamship Company. The engine department member was last employed with Michigan Interstate Railway. Brother Dart retired in 2005 and made his home in Sturgeon Bay, Wisconsin.



NATIONAL MARITIME UNION

HECTOR BENITEZ

Pensioner Hector Benitez, 96, passed away May 22. Brother Benitez was born in San Juan, Puerto Rico. He went on pension in 1970 and called Coolbaugh Township, Pennsylvania, home.

IRVING BERG

Pensioner Irving Berg, 97, died May 4. Born in Poland, Brother Berg started receiving his pension in 1972. He resided in Smyrna, Georgia.

HORACE PREVOST

Pensioner Horace Prevost, 79, passed away May 1. He was a native of Franklin, Louisiana. Brother Prevost began collecting his pension in 1998. He lived in Port Arthur, Texas.

RICHARD ROBINSON

Pensioner Richard Robinson, 85, died May 5. Brother Robinson was born in Clarks Fork, Montana. He went on pension in 1973 and made his home in Green Valley, Arizona.

JOHN SERRIDGE

Pensioner John Serridge, 85, passed away May 29. Born in Ireland, Brother Serridge started receiving his pension in 1986. He was a resident of Groveland, Florida.

CHARLES ST. THOMAS

Pensioner Charles St. Thomas, 87, died April 7. Brother St. Thomas was born in Louisiana. He retired in 1972 and resided in San Francisco.

ROBERT TROY

Pensioner Robert Troy, 72, passed away May 3. The Texas native became a pensioner in 2008. Brother Troy called Port Arthur, Texas, home. He worked as a patrolman following the merger of the NMU into the SIU in 2001.



RAMON URBINA

Pensioner Ramon Urbina, 90, died May 11. Brother Urbina was born in Honduras. He started collecting his pension in 1983 and was a resident of Baton Rouge, Louisiana.

Name	Age	DOD
Betancourt, Angel	86	April 20
Buckley, Eileen	94	May 7
Cruz, Andres	86	April 15
Ebanks, Edwards	94	April 14
Gachette, Alphonso	90	April 11
Geer, Robert	90	April 7
Kulikowski, Cheslaw	86	Mar 12
Leslie, Alberto	87	April 1
Martinez, Carlos	93	Feb 29
Schooff, John	85	April 18
Todd, Roy	78	Feb 24



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.

OCEAN FREEDOM (Crowley) June 16 – Chairman **Thomas Temple**, Secretary **Christopher J. Mosely**, Deck Delegate **Nathaniel Bales**, Engine Delegate **Fidel Pascua**. Chairman announced payoff on June 23 in New Orleans. Secretary reminded crew of STCW requirements. Mariners were urged to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. No beefs or disputed OT reported. Members were encouraged to read the *Seafarers LOG* for up-to-date information pertaining to the maritime industry. Request was made for new blu-ray player for crew lounge. Next port: New Orleans.

ISLA BELLA (TOTE) June 5 – Chairman **Timothy B. Fogg**, Secretary **Richard K. Wood**, Educational Director **Ramon L. Borrero**, Deck Delegate **Tavell R. Love**, Engine Delegate **Jermaine L. Love**. Chairman reported that new chairs for state rooms are on their way and cable boxes for rooms is a work in progress. Secretary asked crew to keep laundry room and lounge neat. Educational director urged mariners to keep an eye on expiration dates of documents and take advantage of SIU portal for updating information. Members were also urged to enhance skills at the Piney Point school. No beefs or disputed OT reported. Suggestion was made to increase vacation days. Next ports: San Juan, Puerto Rico and Jacksonville, Florida.

MATSON KODIAK (Matson Navigation) June 5 – Chairman **Christopher Pompel**, Secretary **Norman Cox**, Educational Director **Christopher Earhart**, Deck Delegate **Wayne Green**, Engine Delegate **Trevor Cohn**, Steward Delegate **Joseph Laureta**. Bosun

Cape Mohican Crew Sharpens Skills



The SIU-crewed Ready Reserve Force vessel *Cape Mohican* performed a Williamson Turn while en route from Alameda, California, to Portland, Oregon, on Aug. 5. The maneuver was part of a man-overboard drill. AB Shawana Mills is pictured at the wheel (above) while the photo at right features AB Zaid Said (foreground) and Third Mate Steve Corachan, an SIU hawsepiper. The vessel is operated by Ocean Duchess, Inc. Thanks to Michael Thomas for the photos.



recommended mariners pay close attention to shipping documents, make sure all information is correct and up-to-date. If any they had any concerns, they were asked to show union representative to help ensure accuracy. Secretary reported that new sheets, pillows and blankets have been ordered. Educational director talked about new STCW training required in 2017. He advised all mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point,

Maryland. No disputed OT; beef reported in the engine department. Steward department was thanked for exceptional desserts and meals. It was noted that hiring halls have two job calls per day, at 1000 and 1400. Crew members sent congratulations and thanks to member of *LOG* staff for 25 years on the job. Next ports: Tacoma, Washington, Anchorage, Alaska and Kodiak, Alaska.

USNS MAJOR STEPHEN PLESS (Keystone Shipping) June 12 – Chairman **Duane R. Frosburg**,

Secretary **Ernest Dumont**, Educational Director **Mario J. Delacruz**, Deck Delegate **Lloyd Labeach**, Steward Delegate **Rashawn Arrington**. Chairman talked about desire to increase vacation days in upcoming contract negotiations. Crew members would like email access. Question was raised concerning ROS crews and reclaiming jobs. Educational director urged everyone to keep all documents up-to-date. No beefs or disputed OT reported by department delegates. Crew

reported a safe journey.

GREEN BAY (Central Gulf Lines) July 17 – Chairman **Pablo Borja**, Secretary **Joseph Welle**, Educational Director **Febian M. Jefferson**, Steward Delegate **Penny Pollard**. Chairman went over ship's itinerary and encouraged crew to donate to SPAD (Seafarers Political Activity Donation) for job security. Secretary discussed the Seafarers Health and Benefits Plan scholarship program and read the names of the 2016 recipients. Educational director urged members to enhance their skills at the Paul Hall Center to excel in their positions. He also advised them to keep documents current. No beefs or disputed OT reported. Those departing vessel were asked to clean state rooms for next mariners. Steward department was thanked for excellent food. Room inspection on July 18 was announced.

LIBERTY PROMISE (Liberty Maritime) July 10 – Chairman **David Denizac**, Secretary **Donna Hickman**, Deck Delegate **Victor Eligio**, Engine Delegate **Rodolfo Delacruz**. Bosun advised crew members to read president's report in *Seafarers LOG*. Educational director recommended training at the Piney Point school and applying for scholarships when available. No beefs or disputed OT reported. Seafarers would like internet service, refrigerators and electric fans for crew rooms. New gym equipment and cheaper phone cards were also requested. Next ports: Charleston, South Carolina, Jacksonville, Florida and Beaumont, Texas.

OVERSEAS NEW YORK (OSG) July 19 – Chairman **Jerry Sobieraj**, Secretary **Judi L. Chester**, Educational Director **Ashley Carmichael**, Steward Delegate **Jorge Ellis**. Bosun recommended mariners read the *Seafarers LOG* to stay current on issues facing maritime industry. Educational director urged fellow crew members to try to be healthy. With all the physical requirements, your health is important to your livelihood. Treasurer reported \$2,200 in ship's fund. No beefs or disputed OT reported. Members requested refrigerators for crew rooms and reliable Wi-Fi.

Seafarers Partake in Independence Day Feast Aboard H. Lee White

Steward department personnel aboard American Steamship Company's *H. Lee White* made sure there was no shortage of appealing menu selections for the main meal on July 4. Offering full-service selections for a couple of hours followed by self-service options, the galley gang put out appetizers including pickled shrimp with lemon chive aioli, deviled eggs, and turkey dip; entrees such as St. Louis-style BBQ ribs, smoked beef brisket, char-grilled lamb chops, chicken shish kebab, hot dogs, hamburgers, and assorted sausages; a half-dozen side orders including candied yams and rice pilaf; and various desserts. Recertified Steward Bobby Darku is pictured at left in photo below with SA Nasser Ahmed. A few of their shipmates are shown in the photo at top right, while the remaining photo shows a few of the delicacies.



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	September 17	September 23
	October 1	October 7
	October 8	October 14
	October 15	October 21
	October 29	November 4
	November 26	December 2
	December 3	December 9
Leadership and Managerial Skills	September 17	September 23
	October 1	October 7
	October 22	October 28
	November 26	December 2
MEECE	September 24	September 30
	October 1	October 7
	October 15	October 21
Deck Department Upgrading Courses		
Able Seafarer Deck	October 8	November 4
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
ARPA	December 3	December 9
ECDIS	September 24 December 3	September 30 December 9
GMDSS	November 5	November 18
Lifeboat	September 24 October 22	October 7 November 4
Radar Observer	November 19	December 2
RFPNW	September 10	October 7
Engine Department Upgrading Courses		
BAPO	September 10	October 7
FOWT	October 8	November 4
Machinist	November 12	December 2
Marine Electrician	September 10	November 4

Title of Course	Start Date	Date of Completion
Marine Refer Tech	November 5	December 16
Pumpman	December 3	December 16
Welding	September 24 October 22 November 26	October 14 November 11 December 16
Steward Department Courses		
Advanced Galley Ops	October 8 December 3	November 4 December 30
Certified Chief Cook	Modules run every other week. The next class will start September 10.	
Chief Steward	September 24 November 5	November 4 December 16
Galley Ops	October 8	November 4
ServSafe	November 19	November 25
Safety Upgrading Courses		
Basic Training w/16hr FF	September 17 October 15	September 23 October 21
Basic Training Revalidation	September 23 October 21 December 9	September 23 October 21 December 9
Basic Training/Adv. FF Revalidation	September 10 October 1 November 12 December 10	September 16 October 7 November 18 December 16
Combined Basic/Advanced Firefighting	September 24 October 22 November 26	September 30 October 28 December 2
Government Vessels	September 17 October 8 October 22 November 12 December 3	September 23 October 14 October 28 November 18 December 9
Medical Care Provider	September 3 October 1 October 29 December 3	September 9 October 7 November 4 December 9
Tank Ship Familiarization - DL/LG	November 19	December 2
Tank Ship Familiarization - LG	September 24 October 22 December 3	September 30 October 28 December 9

UPGRADING APPLICATION

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

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

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

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

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

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

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

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #813 – The following apprentices (above, in alphabetical order) graduated from this course July 15: Francois Emmanuel Doucet III, Stacy Fuller, Madigan Gilligan, Jarrett Glover, KyJon Jones, Ashley Khuyen Nguyen, John Price, Kyle Savage, Robert Thomas, Greg Watts and Calvin Wilson.

ECDIS – Seven upgraders completed this course July 22. Graduating (above, in alphabetical order) were: Roberto Flores Monge, Dennis Gaskill Jr., William Hudnell, Riley Johnson Jr., Ben Johnson, Norman Skipper Jr., and Foster Watts Jr. Patrick Schoenberger, their instructor, is at the far left.

Government Vessels – The following Seafarers (photo at right, in alphabetical order) finished their requirements and graduated from this course July 22: Keondre Bell, Partick Brill, Michael Deren, Vincente Dunbar, James Gregory, Nieves Calixto Guerrero Mariano, Tsawang Gyurme, Aurora Santos Kirkwood, Kenneth Lockhart, Wilfredo Delgado Lopez, Brian Manion, Thomas Morgan, Reynaldo Castillo Nuqui, David Perry, Michael Ratigan, Darryl Roundtree, Richard Swirtz, Julius Thomas, Brandon Webb, Anthony Williams and Emmanuel Wilson. Class instructor Mark Cates is in the back row at the far right.



UA to FOWT – Fifteen upgraders completed the enhancement of their skills in this course July 15. Graduating (photo at left, in alphabetical order) were: Ryan Cameron, Calvin Davidson Jr., Erin Joshua Lauyan Evangelista, Jasen Flippin, Jarrett Ford, Michael Gessford, Brandon Hickman, Kalil Hughes, Asadullah Khan, Melody Mitchell, Xyla Jillain Toledo Bautista Nazareta, Michael Rivera, Alvin Surrency, Paul Watts and Scott Wyland. Their instructor, John Wiegman III, is at the far left. (Note: Not all are pictured.)

UA to Able Seaman (Deck) – The following individuals (photo at right, in alphabetical order) improved their skills when they graduated from this course July 15: Deontre Blount, Priscilla Brooks, Edward Chang, Tanisha Edwards, Nicholas Fugate, Krystal Glenn, Henry Green, Harriet Groenleer, Jack Hufford, Chelsey Jackson, James McGonigal, Dauron Mitchell, Shereka Morris, Christian Jafet Perez Gonzalez, Dymond Roberts and Jake Tierney. Class instructor Tom Truitt is kneeling in the front, center.



Paul Hall Center Classes



Celestial Navigation – Five Seafarers (above, in alphabetical order) graduated from this course July 29: Lindsey Austin, Johnny Dozier III, Ryan Landers, Noel Lau and Ryan McElroy. Brian Moore, their instructor, is at the far right.



Machinist – Nine upgraders completed their requirements in this course July 22. Graduating (above, in alphabetical order) were: Dennis Blake II, Allan Bombita, Corey Covington, Randall Craig, Van Dixon, Julio Gomez, Jeremy Jendrusiak, Xavier Normil and Lateef Ojumu Sanusi. Class instructor Keith Adamson is at the far left.



Fast Rescue Boat – The following Seafarers (above, in alphabetical order) graduated from this course July 22: Tanisha Edwards, Krystal Glenn, Henry Green, Jack Hufford, Chelsey Jackson, Dauron Mitchell, Shereka Morris and Dymond Roberts. Stan Beck, their instructor, is at the far right.



Small Arms – Four individuals completed their requirements in this course July 28. Graduating (above, in alphabetical order) were Bernard Baker, Leonard Johnson Jr., Karl Mayhew III and John Thomas. Instructors Robert Springer and Stan Beck are at the far left and far right respectively.



Cargo Handling – Seven upgraders completed the enhancement of their skills in this course July 29. Graduating (above, in alphabetical order) were: Roy Carey, Johathan Omar Chaparro Lorenzo, Adolf Lopez Floresca, Bud Sok Khuth, Clayton Lupton, Jarred Moylan and Julio Enrigue Perez.



Basic Motor Plant – Graduating from this course July 15 (above, in alphabetical order) were: Tom Dary, Wilfredo Delgado Lopez and Dennis Mira Pangan. John Wiegman III, their instructor, is at the far right.



Certified Chief Steward – Steward Department Seafarer Assiel Elias Roedan Santana (above) recently completed the enhancement of his skills in this course. He graduated July 15.



Basic Training (Firefighting) - Seafarer Artis Pilgrim (above, right) completed his requirements in this course and graduated July 8. Helping to celebrate his achievement is his instructor, John Thomas.



Basic Firefighting – Sixteen upgraders completed this course July 15. Graduating (above, in alphabetical order) were: Alexander Banky III, Nelson Tulio Bernardez, Mark Billiot, Jonathan Brown, James Gregory, Julio Guzman, John Huyett, Aurora Kirkwood, Nelson Arnaldo Montoya, Ronnie Rankin, Salahuddin Fadl Saleh, Albert Sison, Jacqueline Sivels, Sacarias Suazo, Anthony Sumlar and John Young. Their instructors, Mike Roberts and Leonard Johnson Jr., are at the far left and far right, respectively.

Paul Hall Center Classes



Basic Firefighting – Sixteen upgraders completed this course July 29. Graduating (above, in alphabetical order) were: Kenneth Abrahamson, Ritche Asumbrado Acuman, James Blicht Jr., William Dowzicky III, Vincente Dunbar, Nives Calixto Guerrero Mariano, Paul Inniss, Jerome Jordan, Juma Saleh Juma, Hussein Abdul Mohammed, Manuel Orlando Rodriguez, Ron Sagadraca, Stig Sasse Jr., Julius Thomas, Cortney Williams and Tecumseh Williams. Class instructor Mike Roberts is at the far right.



Water Survival – Two upgraders completed their requirements in this course July 15 at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Graduating were Seafarers Marvin Fabrizio (above, left) and Kenneth Lockhart.



Basic Training Revalidation – The following Seafarers (above, in alphabetical order) finished this course July 29: Tyesha Boyd, Dante Fernandez Cruz, Matthew Dalgetty, David Denizac, Kabir Garcia Santiago, Tesfaye Gebregziabher, Claude Letts, Karl Mayhew III, Shawana Mills, Jan Morawski, Shereka Morris, Jesse Natividad Jr., Michael Papaioannou, Jayne Peterson and John Zarroli Jr. Their instructor, Mike Roberts, is at the far right.



Certified Chief Cook – Four Seafarers, all of whom sail in the steward department, completed the enhancement of their skills in this course July 29. Graduating (above from the left) were Sharray Turner, Keith Small, Juan Ramon Iglesias and Jorcell Davis. John Dobson, their instructor, is at the far right.



Advanced Galley Ops – Two members of the steward department completed their requirements in this course July 16. Graduating (above, from left) were Rene Fernando Gil and Ashley Lee. Celebrating the duo's achievement with them is instructor Jesse Sunga.



Certified Chief Cook - Four steward department Seafarers late last year upgraded their skills in this course. Graduating (above, in alphabetical order) were: Theophil Igielski, Mary Maddox, Ferando Javier Marquez Ortiz and Wilson Peniston.



Advanced Galley Ops - The following steward department upgraders (above, in alphabetical order) recently improved their skills by completing this course: Adam Bucalo, Rio Ngitong Cuellar, Sulay Esmenia Martinez, Dennis Redding and Johnny Sawyer. Jesse Sunga, their instructor, is at the far left.



Chief Cook - A pair of steward department Seafarers graduated from this course late last year. They are Dalino Valencia (above, left) and Gilbert Allende.

SEAFARERS LOG



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Operated by Maersk Line, Limited, the vessel spent three days discharging cargo. In the photos at left and above, the tanker approaches Thule Air Force Base.

SIU Members Deliver in 'Pacer Goose'

The SIU-crewed tanker *Maersk Peary* recently completed the annual resupply mission to Thule Air Force Base in Greenland. Named Operation Pacer Goose 2016, the deployment required the *Peary* to spend three days discharging cargo at the base before departing on July 16.

A summary of the mission by the Seafarers-affiliated American Maritime Officers noted that the fuel supplied by the tanker is vital and "necessary for the operation of generators used for running the facilities and the operation of infrastructure critical to the U.S. Department of Defense. Airplanes servicing the facility also refuel at the base, and the supply delivered will sustain the base until the arrival of the summer months in 2017."

A Canadian icebreaker provided assistance during part of the voyage, which saw the *Peary* sail up the west coast of Greenland, well north of the Arctic Circle. Vessel master Capt. David Perron credited the entire "polar-trained crew" with deftly handling the mission's challenges: "All were enthusiastic and proud of a job well done."



SIU and AMO mariners gather for a group photo.



AB David Kennedy, AB Marie Acosta, QE4 Rene Hallasgo, Recertified Steward Tony Spain



A launch boat is pictured near the base.



GSTU Anas Mihakel



Pictured above (from left) are AB David Kennedy, AB Irving Rueda, and AB Rimando Cueto. Among those taking a look at the ice (photo at right) are QE4 Rene Hallasgo, QEP Virgilio Demegillo and Wiper Joshua Claffey.

