

SEAFARERS



LOG

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

Car Carriers Join Maritime Security Program Fleet



Vessels Signal Additional Job Opportunities for SIU

Though similar in name, appearance and function, those were in fact two different SIU-contracted ships that entered American-flag registry in late January. American Roll-On/Roll-Off Carrier's (ARC) *MV Liberty* and Liberty Global Logistics' *Liberty Passion* are part of the U.S. Maritime Security Program fleet. The *Liberty* and its flag are pictured at lower left and directly below, while the photo at the top left shows the *Liberty Passion*. Page 3. (Dedicated LOG readers may recall that last month's front page also featured a ship named *Liberty*. That one is a new Jones Act tanker.)



Seafarers Deliver In 'Deep Freeze'

SIU crews once again upheld their decades-long tradition of delivering vital supplies to McMurdo Station in Antarctica during the most recent iteration of Operation Deep Freeze. Two SIU-crued ships were involved: the *Ocean Giant* and the *Maersk Peary*. SIU and AMO members aboard the *Peary* are pictured in the photo at right. Page 24.



(McMurdo sign photo by U.S. Air Force Tech. Sgt. Jesse Huneycutt)



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President's Report

Speaking Up for Our Industry

While the shared job of promoting the American maritime industry isn't confined to Capitol Hill, longtime Seafarers know that the nation's capital is still a vital location for grassroots activities. That is definitely the case for our union as the new Congress has gotten under way, and not just because (as of this writing) we're preparing to participate in the annual maritime "Sail-In."

Already, we have been promoting key maritime laws and programs as well as the rights of mariners. Before Congress had even been in session a full month, working with allies from throughout the industry, we'd delivered important messages to legislators and to the new administration concerning shore leave, the Jones Act, the Food for Peace program, the U.S. Export-Import Bank, and the U.S. Maritime Security Program (MSP), among other subjects.



Michael Sacco

If any of this seems repetitive to you, the rank-and-file Seafarer, that's actually part of the point. There's always going to be some turnover in the House and Senate, and the longest anyone can serve in the White House is eight years. New administrations also mean new personnel at the federal agencies that affect the industry. That means we've got

a never-ending responsibility to make sure people know why our nation absolutely needs a strong, viable U.S. Merchant Marine.

Whether we're working on our own, or with other maritime unions, or together with vessel operators and shipbuilders and others through coalitions like the American Maritime Partnership (AMP) and USA Maritime, it's easy to get fired up about promoting U.S. crews and U.S.-flag shipping. Our industry has a centuries-long history of critical service to the country. We've always had bipartisan support and the backing of military leaders because, I believe, it's apparent we play a significant role in maintaining national, economic and homeland security.

But part of getting our message out there involves simply getting in the door first. That's where rank-and-file support is so important. If there's one thing you can believe about elected politicians, it's that they listen to their constituents. It's impossible for them to go along with the wishes of every single voter, but they and their staffs pay attention to what the voters are saying. I'm reminded of a recent article by a retired, long-serving U.S. congressman who went into detail about the ongoing importance of face-to-face meetings (whether in the home districts or in Washington, D.C.), traditional mail, email and phone calls. It all matters, and that's why we ask for your grassroots support from time to time on key maritime and labor issues.

Campaigns also cost money, and our union's voluntary political action fund (SPAD) remains a vital cog in our grassroots wheel. As I've said before, donating money doesn't guarantee we'll get what we want, but you'd better believe it boosts our chances of at least getting a meeting and having a chance to speak up for your jobs.

By the way, in these illustrations, I don't mean to ignore other levels of government. We are active at the state and local levels, too, and in some cases direct contact from constituents may be even more useful at those levels.

After last Election Day, I think it's fair to say there was more uncertainty than usual about what it all meant for the American maritime industry. It is still very, very early, but the first signs seem to indicate pro-maritime positions from the new administration. As many of you know, I'm particularly heartened by the confirmation of Elaine Chao as Secretary of Transportation. I also was pleased to hear President Trump voice support for the Ex-Im Bank, which helps maintain American-flag ships.

No matter how it all unfolds, we're not waiting around, spectating. We are working with freshmen legislators as well as old friends, and with anyone else who can help maintain and grow the U.S. Merchant Marine. Whether we're supporting our troops as the fourth arm of defense, or helping keep commerce moving by transporting commercial cargoes, we're doing what we've always done and what we'll always do: delivering the goods.

SIU Salutes Secretary Chao's Confirmation

Secretary of Transportation Elaine Chao was confirmed by an overwhelming Senate majority on Jan. 31, after voicing her strong support of the U.S.-flag maritime industry. Chao is a longtime advocate for the Jones Act and the U.S. Merchant Marine, and during her service as Secretary of Labor during the George W. Bush administration, she made multiple visits to the SIU-affiliated Paul Hall Center for Maritime Training and Education, meeting with mariners and touring the facilities in Piney Point, Maryland.

Upon hearing that Chao had been confirmed, SIU President Michael Sacco said, "I enthusiastically congratulate Secretary Chao on her confirmation as the new United States Secretary of Transportation. Having worked together for many years, I am grateful to call her not only a tremendous leader but also a true friend. Secretary Chao is a stalwart defender of American-flag shipping and U.S. mariners, and I believe our entire industry is excited to know she is at the helm of DOT."

During her confirmation hearing in early January, Chao stated, "The Jones Act is a very important program that secures national security. We have seen two wars now in the last 25 years... If we did not have the merchant marine assets to assist the gray hulls (U.S. Navy ships) on these campaigns, our country would not have been able to supply our troops, bring the necessary equipment. All of that is not done on the gray bottoms, but rather the merchant marine bottoms."

She added, "The national security of the merchant marine fleet is part of the way that we are able to be effective overseas and protect this country. So, I am a great proponent of the U.S.-flag Merchant Marine fleet."

"We need Secretary Chao as someone who has the experience and has common sense and would be in the position to offer level-headed, good experience-based advice to the government going forward," Sen. Bill Nelson (D-Florida), the top Democrat on the Senate Commerce Committee, said on the floor.

During the confirmation hearing, Sen. Roger Wicker (R-Mississippi) described the Jones Act as "a vitally important part of our maritime industry."

After her confirmation, Wicker said, "Secretary Chao has a proven record of leadership, and I am confident she will use her vast experience to help rebuild our nation's infrastructure. Her commitment to public service and dedication to implementing the president's plan promise to usher in an era of renewed efforts for improving America's transportation network."

Sen. Tom Carper (D-Delaware) said he was "pleased that, unlike many of the individuals that President Trump has nominated to the highest posts in government, Secretary Chao takes this position with a



Transportation Secretary Elaine Chao

background in transportation issues and previous experience running a federal agency."

Commerce Chairman Sen. John Thune (R-South Dakota) echoed those thoughts when he said, "It would be hard to come up with a more qualified nominee."

"Your leadership and your experience will serve us well as the Secretary of Transportation, overseeing what we anticipate will be historic investment in our nation's roads, bridges, airports and above all in our future," Vice President Mike Pence said to Chao during her swearing-in.

In an email, Chao told the employees of the DOT, "As I begin my first day as U.S. Secretary of Transportation, I want to thank all of you – the department's career professionals – for making the transition to new leadership a smooth one, and for welcoming us to the Department. As many of you may know, this will be my third time serving in the U.S. Department of Transportation. I look forward to working with you once again to ensure that the safety and efficiency of our country's transportation systems are second to none."

Houston City Council Reappoints Corgey

SIU VP to Continue Service on Port Commission

SIU Vice President Gulf Coast Dean Corgey in late January was reappointed to the Port Commission of the Port of Houston Authority by the Houston City Council. He was originally appointed by the council in January 2013.

Port commissioners serve two-year terms without pay. Corgey serves on the Pension and Benefits Committee of the Port Commission.

Corgey has more than 40 years of maritime ex-

perience, including working as a merchant mariner, elected union official, regulatory advisory board member and maritime industry advocate. He has been an SIU vice president since 1990.

Additionally, Corgey is a trustee for the Seafarers Pension Plan, Seafarers Health and Benefits Plan, Joint Employment Fund, Training/Safety Fund and Transportation Institute. He serves as a vice president of the Texas AFL-CIO; as secretary-treasurer of the West Gulf Ports Council of the AFL-CIO Maritime Trades Department; and on the executive board of the Harris County AFL-CIO. He is a member of the National Defense Transportation Association, American Maritime Partnership and the Navy League of the United States. He is a past member of the U.S. Department of Homeland Security's Area Maritime Security Committee for the Port of Houston/Galveston and served as chairman of the City of Houston Ethics Committee. He served on the U.S. Coast Guard Towing Safety Advisory Committee and the board of the Houston Maritime Association.

A graduate of Houston's Milby High School, Corgey attended Southwest Texas State University. He graduated from the apprentice program at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, and later earned a chief engineer's license.

In a news release announcing Corgey's reappointment, the city council noted, "For more than 100 years, the Port of Houston Authority has owned and operated the public wharves and terminals of Port Houston – the nation's largest port for foreign waterborne tonnage and an essential economic engine for the Houston region, the state of Texas, and the nation. It supports the creation of nearly 1.175 million jobs in Texas and 2.7 million jobs nationwide, and economic activity totaling almost \$265 billion in Texas – 16 percent of Texas' total gross domestic product – and more than \$617 billion in economic impact across the nation."



Dean Corgey
SIU VP Gulf Coast Region

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



Both the *Liberty* (photo above) and *Liberty Passion* (photo at right) strengthen America's sealift capability.

SIU Welcomes Two Modern MSP Vessels into Fleet

Car Carriers *Liberty*, *Liberty Passion* Hoist Stars and Stripes

Casual followers of maritime news could be forgiven for any confusion in late January when two similarly named vessels that will be enrolled in the U.S. Maritime Security Program (MSP) began sailing under the American flag within a few days of each other.

For Seafarers, the bottom line on both developments is new job opportunities aboard American Roll-On/Roll-Off Carrier's (ARC) *MV Liberty* and aboard Liberty Global Logistics' *Liberty Passion*.

On Jan. 31, ARC announced the addition of the *Liberty* as its eighth RO/RO vessel. A formal naming ceremony will be conducted in the port of Charleston, South Carolina, in June. The former *MV Topeka* was renamed and reflagged under the Stars

and Stripes in Bremerhaven, Germany, with the U.S. Coast Guard overseeing the procedure. Tote Services operates the ship for ARC.

The vessel owner described this new addition as "among the most capable and militarily useful vessels in the U.S.-flag commercial fleet, able to carry tracked vehicles, helicopters, trucks and other military and high and heavy project cargoes." The *Liberty* is 656 feet long and has a beam of about 106 feet. It was built in Japan in 2006.

Meanwhile, the Liberty Maritime-operated *Liberty Passion* flagged into U.S. registry Jan. 26 in Bahrain. A brief ceremony took place, with representatives from the U.S. Army's Military Surface Deployment

and Distribution Command, the U.S. Navy's 5th Fleet and others in attendance. Another ceremony is tentatively scheduled to happen in late February in Beaumont, Texas.

Built this year in Korea, the *Liberty Passion* also is 656 feet in length, with a beam of almost 106 feet.

In a communication announcing the new ship, a company official said Liberty "looks forward to ... providing commercial and military lift capacity in support of U.S. international commerce, national security, humane and emergency relief operations."

Established as an initial 10-year program in 1996, the MSP has been extended several times, most recently to the year 2025 (through the National Defense Authorization Act of 2013). The program maintains up to 60 privately owned, U.S.-

flagged, American-crewed commercial ships that are available to the Defense Department as needed. It has always enjoyed bipartisan backing, and is considered a significantly affordable bargain for the government.

Through directly related agreements, the U.S. also gains access to portions of a global, intermodal transportation network.

The U.S. Department of Transportation (DOT) has pointed out that MSP ship crews "are a major source for the DOD surge fleet." The DOT also described the program as "a vital element of our military's strategic sealift and global response capability. Without the MSP fleet, the United States would have assured access to very few U.S.-flag commercial vessels to support Department of Defense operations."

Coalition Urges New Administration's Support of Food for Peace Program

A prominent coalition of American-flag carriers and maritime unions is urging the new administration to support a program that's vital to U.S.-flag shipping, in addition to offering many other benefits.

In late January, the head of USA Maritime (to which the SIU is affiliated) wrote to President Trump about the Food for Peace program (and two related ones). In particular, coalition Chairman James L. Henry encouraged him to oppose the ill-advised efforts to convert the program to a cash giveaway.

The chairman began his message with some background. "The United States has been a leader in alleviating hunger around the world for more than 60 years," Henry wrote. "Through a variety of programs under the Department of Agriculture (USDA) and the U.S. Agency for International Development (USAID), Americans have been helping to feed billions of hungry people around the world through our in-kind food donation programs, including Food for Peace (P.L. 480), Food for Progress, and Food for Education.... We are writing to you today to ask for your support for these programs, which are unique among foreign aid programs and therefore deserve special consideration."

He continued, "The Eisenhower Administration signed into law the Food for Peace Program, landmark legislation designed with two core functions in mind. Americans would generously provide food to hungry people across the world as a diplomatic tool, creating good will and helping to prevent potential conflicts before they could start. In addition, the law required that the food be grown in the United States by American farmers, and shipped on American ships with American crews, thereby leveraging the quality and reliability of U.S.-grown commodities and sustaining the national defense sealift capacity provided by the U.S.-flag maritime industry. The United States Merchant Marine has been a proud partner with our colleagues

in the agricultural community to keep this program going strong for more than six decades....

"Unlike other foreign aid programs," the USA Maritime letter noted, "Food for Peace has always had broad, bipartisan support because it yields a domestic economic benefit by promoting American jobs while also serving to help others abroad. For decades the program has been working well as it was originally intended despite relentless attacks on the agricultural and maritime communities. The previous administration seemed determined to 'reform' the program by shifting it from an in-kind based program that provides a domestic benefit, and turning it instead into an overseas cash giveaway program with minimal oversight or accountability. Continuation of such policies would be disastrous for American jobs and American workers."

Changing the program to a monetary giveaway would "kill American jobs and waste taxpayer money," Henry said. "We ask you to ensure that the use of American-grown in-kind commodity contributions remains fundamental to these programs and that the use of U.S.-Flag ships and American mariners will be prioritized by your Administration."

The letter also described the maritime industry as fundamental to American economic, national, and homeland security.

The letter concluded that the aforementioned programs collectively "are critical to the continued success of the United States Merchant Marine, and they promote domestic agriculture while serving as a diplomatic tool to express the generosity of the American people. The programs have worked, and will continue to work, so long as the federal government does not try to 'reform' them in such a way that undermines their original intent."



Family members of *El Faro* crew gather during the last day of the hearing.

Final *El Faro* Hearings Conclude

The third and final Coast Guard Marine Board of Investigation hearing into the loss of the SIU-crewed cargo ship *El Faro* took place over two weeks beginning Feb. 6 in Jacksonville, Florida.

On each day, the board heard testimony from more than a dozen witnesses, who spoke about various aspects of the state of the vessel and the crew's actions. While many of the facts had been discussed at length during previous hearings, new testimonies were provided in light of the mid-December release of the *El Faro*'s voyage data recorder (VDR) transcripts by the National Transportation Safety Board (NTSB).

Among those speaking before the board were shipping company executives and employees, Coast Guard personnel, and current and former mariners.

Naval architect Jeff Stettler with the U.S. Coast Guard Marine Safety Center provided his analysis of the "plausible sequence" of the ship sinking: ship compartment No. 3 flooding; another compartment begins flooding through vent openings; the ship losing stability and partially capsizing with part of the deck awash; containers breaking loose from the deck; continued flooding through the vent openings; ship

sinking; and ship returning upright because of fixed ballast.

Mark Gay, a former chief engineer aboard the *El Faro*, testified at length about the details of the vessel's main engine lubrication system. Gay said that the *El Faro*'s crew would have done everything possible to get her turbines running, even when water began flooding into the engine room. "You have a lot of good people doing whatever needed to be done to get this thing going and get out of harm's way," he said.

Former *El Faro* Third Mate Alejandro Berrios took the stand to testify about the ship's operating practices and safety culture. While long hours were not uncommon, Berrios said that the *El Faro*'s captain, Michael Davidson, would offer to stand watches if any of the mates were feeling fatigued – even if they were meeting their required hours of rest. This was a common theme, with every witness that was asked defending the ability and dedication of the *El Faro*'s crew.

During the second week of the hearings, the fate of the *El Faro*'s sister ship, the *El Yunque*, was clarified by Tote Mari-

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Members of the respective negotiating teams are pictured from left to right: SIU Delegates Shane Brulte and Terry King, Port Agent Chris Westbrook, Bisso VP Michael Vitt, Chief Operating Officer Matthew Holzhalb and Bisso President William McDonald.



From left: Delegate Shane Brulte, Engineer Kenneth Jones, Deckhand Jesse Vincent, Delegate Terry King

Bisso Boatmen Approve 3-Year Contract

Rank-and-file Seafarers employed at E.N. Bisso & Son, Inc. have approved a three-year contract that boosts wages and maintains benefits.

The pact covers approximately 70 SIU boatmen who sail as wheelmen, deckhands and engineers. Members overwhelmingly ratified the contract during voting that took place last year from Nov. 17 to Nov. 25. Negotiations happened earlier that month, Nov. 16-17 in Kenner, Louisiana.

The company operates a dozen or so boats in the New Orleans area, normally engaged in ship-docking. Crew sizes vary between four and five people, depending on the type of tug.

Negotiating on behalf of the SIU were Port Agent Chris Westbrook, Wheelman/Deckhand Delegate **Terry King** and Engineer Delegate **Shane Brulte**. They secured an agreement that features annual wage increases, maintains Core Plus medical benefits (the top coverage available through the Seafarers Health and Benefits Plan), and adds another paid holiday.

Westbrook stated, "The delegates did a great job, both in putting together a proposal and in the ratification. Throughout the entire fleet, we have a top-notch group of guys who have demonstrated the ability to stick together and make gains."

The port agent added, "We have a good working relationship with the company. We don't agree on everything but both sides handle those situations in a business-like manner and find common ground. This particular contract helps give the company additional stability moving forward. I think that's been the case with our recent contracts there – you're starting to get some longer-term employees and there's not much turnover."

An SIU member since the 1990s, Brulte said, "The negotiations went well and I think the contract was pretty well accepted by everybody. I haven't heard a single complaint – everything has been positive. Our economic package was pretty decent and we were able to maintain Core Plus.

"I'd like to thank Chris for all the help

that he's given us and all the work that he's done for us," Brulte added.

While Brulte previously had served on a bargaining committee many years ago, the experience was new for King, who joined the union following a long stint in the oil patch.

"The negotiations went faster than I thought they would, and they went well," King noted. "It seems like everyone was pretty well pleased with what we got out of the contract. It was a good experience from my end – I enjoyed going through the process and learning how it works, and Chris

did a great job."

Editor's note: Bisso President William H. "Bill" McDonald unexpectedly passed away Jan. 12 at his home in Mandeville, Louisiana. The union extends its sincere condolences to Mr. McDonald's family, friends and employees.



Pictured from left to right are Engineer Charles Wilkinson, Wheelman Jesse Strahan, Delegate Shane Brulte, Port Agent Chris Westbrook, Engineer Matt Palmer, Delegate Terry King, Deckhand Greg Ceasar and Deckhand Charlie Holmes.

U.S. Maritime Administration Announces Release Of New Advisory System

Editor's note: The U.S. Maritime Administration recently issued the following notice. As mentioned in the announcement, additional information may be obtained by emailing MARADSecurity@dot.gov, which is also the address for signing up for the new alert system. The portal itself is located at:

<https://www.marad.dot.gov/environment-and-safety/office-of-security/msci/>

2017-001-Launch of U.S. Maritime Advisory System-Global

1. This message announces the launch of the new

U.S. Maritime Advisory System, which represents the most significant update since 1939 to the U.S. government process for issuing maritime security alerts and advisories. The new system establishes a single federal process to expeditiously provide maritime threat information to maritime industry stakeholders including vessels at sea. In response to valuable feedback from stakeholders, the Maritime Advisory System was developed to streamline, consolidate, and replace maritime threat information previously disseminated in three separate government agency instruments: Special Warnings, MARAD Advisories, and global maritime security related Marine Safety Information Bulletins.

2. The U.S. Maritime Advisory System includes two types of notifications: A U.S. Maritime Alert and a U.S. Maritime Advisory. Maritime Alerts quickly provide basic threat information to the maritime industry. When amplifying information is available, a more detailed U.S. Maritime Advisory may be issued on a threat and

could include recommendations and identify available resources. U.S. Maritime Alerts and U.S. Maritime Advisories will be broadcast by the National Geospatial-Intelligence Agency, emailed to maritime industry stakeholders, and posted to the Maritime Security Communications with Industry (MSCI) web portal, at www.marad.dot.gov/MSCI.

3. The U.S. Maritime Advisory System is a whole-of-government notification mechanism. The Departments of State, Defense, Justice, Transportation, and Homeland Security, and the intelligence community, supported the development of this new system in coordination with representatives from the U.S. maritime industry through the Alerts, Warnings and Notifications Working Group.

4. Questions regarding the U.S. Maritime Advisory System may be emailed to MARADSecurity@dot.gov. Additional contact information is available on the MSCI web portal.

USNS Yuma Completes Acceptance Trials

New jobs for members of the SIU Government Services Division are on the way, following the successful completion of acceptance trials by the *USNS Yuma*.

An expeditionary fast transport vessel (EPF), the *Yuma* wrapped up two days of underway evaluation Jan. 26 in the Gulf of Mexico. The ship then returned to the Austal USA shipyard in Mobile, Alabama, "after demonstrating the readiness of its equipment and system operations for the Navy's Board of Inspection and Survey," the Navy re-

ported. "By conducting numerous tests, both dockside and underway, surveyors were able to evaluate and determine the ship met all criteria required for final acceptance."

The *Yuma* is part of a class of ships initially identified as joint high-speed vessels, abbreviated as JHSV. The Navy later renamed them expeditionary fast transport vessels, and expanded the order to 12 ships from the original 10. The vessels delivered ahead of the *Yuma* are the *USNS Spearhead*, *USNS Choctaw County*, *USNS Millinocket*, *USNS Fall River*, *USNS Trenton*, *USNS Brunswick* and *USNS Carson City* (all built at Austal).

"The EPF program continues to be a successful model of serial ship production," said Capt. Henry Stevens, Strategic and Theater Sealift program manager, Program Executive Office (PEO), Ships. "The class continues to grow and advance the U.S. Navy, expanding U.S. presence across the maritime theater. I look forward to seeing EPF 8 deliver this year and the continued success of the program."

PEO Ships is one of the Defense Department's largest acquisition organizations.

According to the Navy, expeditionary fast transports "are versatile, noncombatant vessels designed to operate in shallow-



The *USNS Yuma* is pictured (above and in photo at left) during its launch last September at the shipyard. (Photos courtesy Austal USA)



draft ports and waterways. They provide increased operational flexibility for a wide range of activities including maneuver and sustainment, relief operations in small or damaged ports, flexible logistics support, or as the key enabler for rapid transport. They are capable of interfacing with roll-on/roll-off discharge facilities, as well as on-loading/off-loading vehicles such as a fully combat-

loaded Abrams main battle tank. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. *Yuma* will have airline-style seating for 312 embarked forces with fixed berthing for 104."

Each of the EPFs is 338 feet long and has a beam of 98.5 feet. Using water-jet propulsion, each ship can sail at 35-40 knots.

BLS Issues Annual Report On U.S. Union Membership

The latest report from the U.S. Bureau of Labor Statistics (BLS) concerning union membership in the United States showed a drop of 0.4 percent in 2016 compared to the previous year. That adds up to a loss of around 240,000 workers.

Overall, unions had more than 14.5 million members in 2016, and union contracts also covered another 1.7 million non-members, the Press Associates Union News Service reported. The BLS report showed that 10.7 percent of all U.S. workers were union members.

AFL-CIO President Richard Trumka readily acknowledged that the labor movement faces significant challenges, but he also urged people not to interpret the report as signaling insurmountable problems.

Trumka said the labor movement "cannot be defined by government statistics. The truth is, collective action in America is stronger than ever. We've seen the source of our power in defeating the TPP (Trans-Pacific Partnership), even when most people told us we couldn't. We've seen it in successfully raising wages at the state and local levels against great political odds. And we'll use it to begin to change the tide for all working people. Because a strong labor movement raises wages for all working families and improves our entire economy. For decades, study after study has proven that all wages in America have a direct tie to union density. And accord-

ing to today's report, workers in a union made \$202 more per week. That's money in people's pocket. That's a government statistic we can get behind."

Trumka added, "Even though collective action remains strong, we recognize that the labor movement has challenges. The biggest challenges have been put in place by corporations and their hired politicians who have been at the throats of workers for years. The ugly truth is, because of these attacks, we live in a country where working people are constantly denied our right - our constitutional right - to join a union in the first place. With the way the deck is currently stacked, it's a miracle that brave workers continue to find new ways to organize and that today's numbers aren't even worse. But we also recognize our own challenges. We must be a better movement for a changing workforce. We must adapt our structures to fit the needs of today's workers. We must not be afraid to challenge ourselves to better serve working families. And we know we will succeed because we are committed to doing just that, inspired by the spirit we see in working people every day from coast to coast, in industries far and wide."

As in years past, the BLS determined that unionists were concentrated in the Northeast, the Great Lakes and the Pacific Coast states, with more than half of all union members living in just seven states: California, 2.551 million (15.9 percent union), up 65,000; New York, 1.942 million (23.6 percent), down 96,000; Illinois, 812,000 (14.5 percent), down 35,000; Pennsylvania, 685,000 (12.1 percent), down 62,000; Michigan 606,000 (14.4 percent), down 15,000; New Jersey 644,000 (16.1 percent), up 68,000; and Ohio, 617,000 (12.4 percent), up 11,000.

New Jersey and Ohio passed Michigan, which now has a so-called right-to-work law. New York was the only state where more than one-fifth of workers were unionized. Its union share dropped from 26 percent in 2015. The other state more than one-fifth union then, Hawaii, slid to 19.9 percent. Union numbers stayed the same, but Hawaii's workforce grew.

South Carolina was the least unionized state for the second year in a row, at 1.6 percent. In general, Southern states had low union densities "thanks to histories of rabid official anti-unionism, employers' efforts to pit the races against each other, and right-to-work laws," Press Associated noted.

Despite the declines, unions still represented more private-sector workers (7.4 million) than public-sector workers (7.1 million), the BLS reported. But the public sector had higher percentages of unionization, with education and library services leading the way (34.6 percent) followed by protective services, such as fire fighters and emergency medical technicians (34.5 percent).

As usual, union members had huge weekly earnings edges over their non-union colleagues. The median weekly wage for all unionists was \$1,004, compared to \$802 for unrepresented workers. Union women and minority groups fared particularly well: The male-female wage gap shrank to nine cents per dollar between union men and women, with union women garnering median weekly pay of \$955.

Unionized Latinos, Latinas and African-American men all had higher median weekly wages than the entire non-unionist median. Even workers in the lowest-paid sector, bars and restaurants, showed the edge, with a \$567 weekly median, to \$490 for non-unionists.

El Faro Hearings End

Continued from Page 3

tive Puerto Rico's Director of Operations Lee Peterson. The vessel was scrapped in 2016, and according to Peterson, it was purely a "commercial decision."

"My understanding is that it was ... based on the conversion of the Orca Class vessels," Peterson stated. "Originally the Orca Class was going to be converted to run on natural gas, [but] the manufacturer of the engines came back and said that we could not do that. Replacement of the engines required us to go to a foreign shipyard, which was a lengthy process. We needed a ship to fill in. Subsequently, the manufacturer ... said that we could convert the engines that we had in place, so that negated our need to use the *El Yunque* on the Alaska service."

Concurrent with the hearings, Tote Maritime completed the installation of the second phase of their *El Faro* memorial park at Dames Point in Jacksonville. The memorial walk has been completed, with a bollard added for each member of the crew, along with a personalized message from their families and loved ones. The park and memorial lighthouse were formally dedicated on the one-year anniversary of the sinking last October.

After an exhaustive two weeks of testimonies, the final round of hearings came to a close. "I believe we have gathered the factual evidence necessary to proceed with our analysis," said Marine Board of Investigation Chairman Capt. Jason Neubauer. "I'd like to take this opportunity to sincerely thank the parties of interest, government agencies, maritime organizations, company representatives, merchant mariners, and individual witnesses who dedicated their time and resources to this monumental endeavor. On behalf of the entire board, I would like to express our deepest condolences to the friends, shipmates, and families of the mariners who were lost at sea during this accident. It's also important for investigators to observe the emotional toll, as it strengthens our resolve, daily.... Your feedback and suggestions have aided the overall investigation, and your commitment to preventing a similar tragedy in the future is noble and appreciated."

Throughout these hearings, SIU Assistant Vice President Archie Ware and the families of the mariners have been a constant presence. From the families bringing photos of the crew to display prominently, to designating 33 empty chairs as reserved for the final day of the hearing, the investigation never lost sight of those affected by the tragedy.

"I want to make sure that no one is forgotten, especially my brother is not forgotten," said Glen Jackson, brother of AB **Jack Jackson**. "They were beloved crew members: sisters, brothers, sons, daughters. It's not just a statistic."

Final reports from the agencies involved in the investigation will be released, but at press time there was no indication of when those documents will be available.



Family members designated 33 chairs to remain empty during the last day of the hearing, in memory of the crew.



AFL-CIO President Richard Trumka



The USNS Lewis B. Puller is a sister ship to the vessel whose construction recently began in San Diego. (U.S. Navy Photograph by Mass Communication Specialist Third Class Matthew Young)



The ceremony's honoree, Jackie Ruiz, gives her sign of approval after inspecting the first cut of steel for the ESB 5 as her son watches in the background. Jackie is the wife of Bryan Ruiz, NASSCO's Director of Planning, and is also a former NASSCO employee. (Photo courtesy General Dynamics NASSCO)

New Tonnage Under Construction at NASSCO

A union shipyard on the West Coast recently began construction on a military support vessel that will be crewed by Seafarers.

General Dynamics NASSCO in San Diego on Jan. 25 formally began building the fifth vessel in the Navy's Expeditionary Transfer Dock (ESD)/Expeditionary Sea Base (ESB) program. The ship, currently named ESB 5, signals new jobs for members of the SIU Government Services Division.

Seafarers already sail aboard the first three vessels in the program: the USNS Montford Point, USNS John Glenn and USNS Lewis B. Puller. Last August, construction began on the fourth vessel, the USNS Hershel "Woody" Williams.

Designed to provide advanced flexibility and capability for sea-to-shore missions, the newest ESB "will include a 52,000 square-foot flight deck, fuel and equipment storage, repair spaces, magazines, mission planning spaces and accom-

modations for up to 250 personnel," NASSCO reported. "Serving as a pier at sea, the 784-foot-long ship is also designed to support MH-53 and MH-60 helicopters and MV-22 tilt rotor aircraft."

The first two ships, formerly classified as mobile landing platforms (MLPs), were designed and constructed by NASSCO to support vehicle staging and transfers, and the movement of smaller landing-craft air-cushion (LCAC) vessels. In 2012, the Puller was added to the

contract and reconfigured as an ESB to support a wide range of military operations.

NASSCO is the largest shipyard on the West Coast of the United States conducting design, construction and repair of vessels. In the past decade, NASSCO delivered more than 30 ocean-going ships to government and commercial customers, including the world's first LNG-powered containerships and several other lead ships.

National Right-to-Work (for Less) Bill Introduced Separate Anti-Worker Measure Would Repeal Davis-Bacon Act

At least two noteworthy anti-worker bills already have been introduced in the current session of Congress – one calling for a national so-called right-to-work (RTW) law, and the other aimed at repealing the Davis-Bacon Act.

While the introduction of those bills has become a yearly event on Capitol Hill, the threat of enactment is much higher now. The Republican Party platform endorsed both measures, and President Trump is on record (as recently as early February) as a backer of RTW.

As one pro-worker journalist put it, "The practical impact of RTW is to make every worker a free rider, able to use the union's services without paying for them – and to smash unions by financially crippling them so much that they can't defend workers in the first place.... The 66-year-old Davis-Bacon Act prevents cut-rate contractors from low-balling workers' wages on federally funded projects."

AFL-CIO Building Trades Department President Sean McGarvey labeled Davis-Bacon repeal (introduced in the Senate) "the Pay Cut for America's Workers Act."

Reacting to the so-called RTW bill (introduced in the House), AFL-CIO Presi-

dent Richard Trumka said, "Right to work is a lie dressed up in a feel-good slogan. It doesn't give workers freedom – instead, it weakens our right to join together and bargain for better wages and working conditions. Its end goal is to destroy unions. Numbers don't lie. Workers in states with right-to-work laws have wages that are 12 percent lower. That's because unions raise wages for all workers, not just our members."

Trumka also pointed to a recent Pew survey showing that 60 percent of Americans support unions.

"Americans clearly see the value of coming together with their co-workers to tackle inequality," Trumka observed. "Right to work isn't the will of the people; it's legislation pushed on working people by out-of-touch corporations that want to ship jobs overseas, cut health and safety protections, and pay lower wages. This is an attempt by corporate CEOs to further tip the scale even more in their favor, at working people's expense."

He concluded, "Working people were loud and clear in this past election. We want an economy that works for all, not just corporations. We know we need to re-

write the rules of the economy so that policies like bad trade deals and right to work aren't the new norm. President Trump has said he supports unions and the people who are our members. He has stood up to corporate Republicans on trade. We call on him to do the same on right to work, and to stand up for every worker's right to join a union."

The national RTW bill is co-sponsored by Rep. Steve King (R-Iowa) and Rep. Joe Wilson (R-South Carolina). The Davis-Bacon legislation was introduced by Sen. Jeff Flake (R-Arizona).

McGarvey said Flake "is completely oblivious to the political undercurrents relating to blue-collar economic anxiety that propelled Donald Trump into the White House ... and possesses a warped sense of empathy when he believes wages of \$17.37 and \$15.49 an hour – current Davis-Bacon prevailing highway construction wages for a backhoe operator and a laborer in Arizona – are simply too high for taxpayer-funded construction projects. At those wage rates, these workers would earn, respectively, roughly \$35,000 and \$31,000 annually. Not exactly a king's ransom."

Deceptive Right-to-Work Laws Hurt Everyone

Editor's note: This information was provided by the AFL-CIO.

By many measures, quality of life is worse in states with right-to-work laws. Wages are lower, people are less likely to have health insurance and the necessary resources for a quality education, poverty levels are higher as are workplace fatality rates.

States with Right-to-Work Laws Have Lower Wages and Incomes

On average, workers in states with right-to-work laws make \$6,109 a year (12.1%) less annually than workers in other states (\$44,401, compared with \$50,511).

Median household income in states with these laws is \$8,174 (13.9%) less than in other states (\$50,712 vs. \$58,886).

29.6 percent of jobs in right-to-work states were in low-wage occupations, compared with 22.8% of jobs in other states.

States with Right-to-Work Laws Have Lower Rates of Health Insurance Coverage

People under the age of 65 in states with right-to-work laws are more likely to be uninsured (13.0%, compared with 9.4% in free-bargaining states).

Only 47% of private-sector employers in states with these laws offer insurance coverage to their employees, compared with 52.2% in other states. That difference is even more pronounced among employers with fewer than 50 workers: only 30.1% offer health insurance compared with 38.1% of small employers in other states.

Workers in right-to-work states also pay a larger share of their health insurance premiums, on average, than those in free-bargaining states (28.5% of the premium compared with 25.4% in free-bargaining states).

States with Right-to-Work Laws Have Higher Poverty and Infant Mortality Rates

Poverty rates are higher in states with right-to-work laws (15.3% overall and 21.4% for children), compared with poverty rates of 12.8% overall and 18.0% for children in states without these laws.

The infant mortality rate is 12.4% higher in states with right to work laws.

States with Right-to-Work Laws Invest Less in Education

States with right-to-work laws spend 32.5% less per pupil on elementary and secondary education than other states.

States with Right-to-Work Laws Have Higher Workplace Fatality Rates

The rate of workplace deaths is 49% higher in states with right-to-work laws, according to data from the Bureau of Labor Statistics.

Letter to the Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to webmaster@seafarers.org.

Snug Harbor Info

The Sailors' Snug Harbor (SSH) is one of the oldest secular charities in the country, assisting mariners since the early 1800s. We know there are many eligible mariners who are unaware of our possible financial assistance and we also know that there are many who meet all of the eligibility requirements, including financial need. Some additional information about SSH follows, and more information is available on our website:

www.thesailorssnugharbor.org

If you are already familiar with SSH, please note we have added inland mariners to our eligibility criteria.

SSH no longer owns or operates a retirement facility for mariners in Sea

Level, North Carolina, Staten Island, New York, or anywhere else. Today, we assist mariners in their home communities where they are more likely to be near family and friends.

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.

Please help us reach out to those retired mariners who may be in need of assistance. Thank you for your assistance.

Rae Linefsky
Executive Director
New York, New York

Publicizing Career Opportunities



On Feb. 13, during a recruiting trip to the Instituto de Banca's Culinary Arts school in San Juan, Puerto Rico, SIU Port Agent Amancio Crespo met with culinary students and instructors to teach them about the benefits of sailing in the steward department. Along with Recertified Bosun **Rafael Franco** and Steward **Jatniel Aguilera Santiago**, Crespo extolled the virtues of a career as an SIU mariner to the students. The Instituto De Banca of Puerto Rico has 16 regional schools with more than 1,600 students. (Photos by Administrative Assistant Maria Gomez)



Spotlight on Mariner Health

Progression of Coronary Artery Disease

Remember that coronary artery disease (CAD) results from the narrowing or blockage of the coronary arteries. This is a direct result due to the build-up of plaque (cholesterol deposits) in those arteries.

Coronary artery disease is the most common type of heart disease in the United States. The first sign of CAD is usually ischemia, which can potentially lead to shortness of breath, weakness, chest pain, or a heart attack. CAD can also weaken the heart muscle and the heart's pumping ability.

Cardiac ischemia is caused by a decrease in the flow of oxygen-rich blood needed by the coronary arteries to supply the heart wall/muscle. This ischemia can cause a heart attack with or without chest pain or other symptoms.

The diagnosis of CAD is done by what symptoms you present. The doctor will do lab testing to see how the lipid/cholesterol panel is doing. You may also have an EKG, echocardiogram, chest X-ray, and an exercise stress test.

If you develop chest pain, heartburn, shortness of breath, sudden weakness, sweating, jaw or neck pain, or a feeling of doom, call for professional help and get to the ER for evaluation of these symptoms as soon as possible. You need to know if you are having indigestion, ischemia, a heart at-

tack, or something else.

Remember that risk factors for CAD include high blood pressure, smoking, diabetes, lack of exercise, obesity, high blood cholesterol, improper dietary habits, and excessive alcohol intake.

Once a diagnosis is determined by your medical professional, the doctor will want to manage your options to decrease the effects of having coronary artery disease.

You will need to start lifestyle changes with a diet that is high in fiber, fruits and vegetables, and low in saturated fats. You will possibly be placed on medications (cholesterol medications, beta-blockers, nitroglycerine, calcium antagonists, aspirin, and others). The doctor will also want you to keep your blood pressure at a normal level, exercise daily, and stop smoking.

Some people may need to have surgical procedures done to restore blood flow to the coronary arteries by way of a coronary angioplasty or stent placement if a blockage is noted. Some may even have to have a bypass grafting (CABG).

Remember that 90 percent of cardiovascular disease may be preventable if risk factors are avoided. You and your health care team may be able to help reduce your risk of developing heart-related complications, and live a long and healthy life.

Healthful Recipe

Braised Paprika Chicken Thighs

Servings: 12

- 6 pounds chicken thigh without skin, boneless cut in halves
- 1 teaspoon kosher salt
- 1 teaspoon black pepper, ground
- 6 tablespoons olive oil
- 2 tablespoons smart balance
- 2 teaspoons, garlic, minced fine
- 4 cups onion, finely chopped
- 3 cups roasted red pepper, finely chopped
- 2 teaspoons rosemary, finely chopped
- 2 tablespoons fresh parsley, chopped
- 1 cup tomato sauce
- 4 tablespoons paprika, sweet
- 2 teaspoons crushed red pepper flakes
- 2 teaspoons marjoram
- 2 cups low sodium chicken broth
- 1 cup reduced fat sour cream
- Cornstarch, mix with cold water
- Cold water

1. Pat chicken pieces dry with paper towels and season with ½ teaspoon salt and pepper.

2. Heat oil and butter in large heavy casserole or Dutch oven over medium heat. Add onions and sprinkle

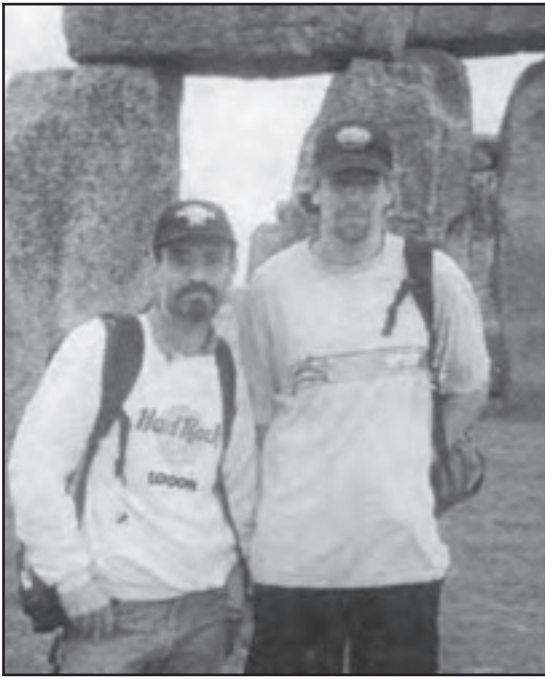
with sugar. Cook, stirring frequently, until the onions are very soft and light brown, 10 to 15 minutes.

3. Stir in bell peppers, tomato paste, paprika and crushed red pepper. Add the chicken and stir it gently into the onion mixture. Sprinkle with marjoram and add broth. Cover the pot with a tight-fitting lid and simmer over medium low heat until the chicken is very tender, about 50 minutes.

4. When the chicken is done, remove it to a plate. Stir the sour cream into the sauce; return to a simmer and cook, stirring, until the sauce coats the spoon. Reduce heat to low, return the chicken to the sauce and reheat, about 1 minute. Serve garnished with parsley, dill and/or chives, if desired.

Per Serving (excluding unknown items): 271 Calories; 13g Fat (41.8 percent calories from fat); 29g Protein; 11g Carbohydrate; 2g Dietary Fiber; 109mg Cholesterol; 486mg Sodium. Exchanges: 0 Grain (Starch); 4 Lean Meat; 1 ½ Vegetable; 1 ½ Fat; 0 Other Carbohydrates.

(Recipe courtesy of Paul Hall Center for Maritime Training and Education)



AB Edén Latta (right) and OMU John Steeber pose near Stonehenge in a file photo from November 1999.



In a file photo from 2013, QE4 Jared Latta (left) received his A-seniority book from then SIU Port Agent Tracey Mayhew at the hall in Anchorage, Alaska.



Apprentice Mackenzie Latta is pictured during Phase III of the apprentice program at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

Latta Family Tradition Makes SIU, Alaska Proud

SIU union brothers and sisters sometimes describe themselves as family, but some Seafarers are related by blood in addition to fraternity. Such is the case with the Latta family, second and third generation mariners from Alaska, who praise the SIU for helping them discover a passion for seafaring.

"I was sort of aimless here in Alaska, with no real direction in life," said AB Edén Latta, himself the son of a mariner. "The SIU gave me direction. It was a great experience, and it got me working out on the water, which I love."

Edén joined the union as an apprentice in 1998, attending classes at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education. He was one of the first apprentices to join the union during the Alaska local hire initiative, which is currently in its second century.

His father, Rocky Latta, was a mariner, and described helping his son enter the apprentice program in a 1998 letter to U.S. Rep. Don Young (R-Alaska).

"[The apprentice program] has been a real success story for my son," Rocky said in the letter. He continued, "He has finally found something he really enjoys doing. He is confident, motivated and really feels great about himself."

Edén was followed in his career path by his brother **Jared Latta** in 2003. Jared is currently working on the *Pride of America* in Hawaii as a QMED.

"I don't ship out anymore, but it's a part of my life that I value pretty highly," Edén said. "I love talking about those times."

And when it came time for his daughter to start her career, Edén didn't hesitate to recommend an apprenticeship

for his daughter, Phase IV Apprentice **Mackenzie Latta**.

Edén said, "My daughter was the same as me, sort of aimless, and I suggested she attend and enter the apprentice program. And I'm so proud of her. She's really giving 110 percent and loves what she's doing."

Mackenzie echoed her father's sentiments: "My father always thought I would be good at this. I love travelling, working with my hands, and I really wanted to learn a trade." She decided to train and work in the engine department, and enjoyed her first at-sea work experience on board the *Pride of America*.

"The people at the school are great. They really want to help you succeed, and it's a great program, especially if you come from Alaska looking for a job," she continued, speaking about the

challenge of finding a well-paying job in her home state. "Alaska is a pretty expensive state, so the paycheck is a big incentive."

Many Alaskans have benefitted from the Paul Hall Center's apprentice program since the beginning of the Alaska local hire initiative. With a tough local job market, a career as a mariner represents a chance to see the world, learn valuable vocational skills and become financially secure. The Alaskan local hire effort has led to well over 600 Alaskans being trained and placed in U.S.-flag maritime employment – with a special emphasis on youth, Natives, displaced fishing industry workers, and veterans.

Edén spoke fondly of his time at the school, and noted that while the courses may be challenging, "The rewards are more than worth it."

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 conformance 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



Pictured from left to right at the port commission gathering are Capt. Douglas Scott, AB Trinidad Gonzales, Capt. William Curry, Mate John Rockwell, G&H President Steve Huffman, Port of Houston Authority Chair Janiece Longoria, SIU VP Dean Corgey, Engineer Pearson Smith, Chief Engineer Trey Reiman and Wiper Michael Linzenmeyer. (Photo by Port of Houston Authority)

G&H Crews Receive Honors for Heroic Efforts

SIU tug crews from G&H Towing recently were honored during separate events in Houston for their heroic actions successfully fighting a shipboard fire last September.

The Port Commission of the Port of Houston Authority on Jan. 31 recognized the Seafarers along with others who helped battle the blaze. Then, the U.S. Coast Guard on Feb. 10 presented the agency's Meritorious Public Service Award to SIU members and additional "outstanding members of the maritime community" during a safety meeting.

"Our guys stepped up, didn't hesitate and didn't back down," recalled SIU Vice President Gulf Coast Dean Corgey, who also serves on the port commission. "They put their lives on the line."

The incident began around midnight Sept. 6 when the runaway-flag tanker *Aframax River* caught fire in the Houston Ship Channel. According to the Coast Guard, the blaze started when the 810-foot-long ship's hull was punctured and sparked the vessel's fuel reserves. Working with two members of the Houston Pilots (represented by the MM&P and including former SIU member Mike McGee), several G&H tugs on scene moved the tanker to a safer position. The tug crews then put out the fire, "preventing what could have been a major disaster for the Houston Ship Channel," the Coast Guard noted. Port of Houston firefighters arrived within an hour and also contributed to the successful outcome.

McGee was in command of the vessel when the emergency happened. He deftly dropped both anchors to prevent colliding with another tanker that was loading product.

G&H Capt. **Douglas Scott**, one of the Seafarers who helped with the operation, stated, "All our union people stepped up. A lot of people should be proud of them. There were a lot of people involved, and everybody did a great job."

Corgey and Scott both were quick to credit G&H for outfitting its fleet with state-of-the-art firefighting systems and equipment, and providing the training for their crews to efficiently operate it.

Scott, who has sailed with G&H for more than 20 years, added, "We had eight boats involved, and while we were just one part of it, everybody stepped up and did their thing. We all train for it all the time, but I don't know if anybody could be prepared for something of this magnitude. It ended well – nobody got hurt and thank God, nobody lost their life."

A one-mile section of the channel closed overnight, but reopened the next day.

"The port assets all worked in unison as a team and put the fire out, got the mess cleaned up, and got commerce moving again," Corgey said. "The whole thing is just a big win."

Engineer **Pearson Smith**, who also was involved, said he was "surprised at how calm everybody was. I was impressed with how it was all handled. We were on the *Oceanus*, close to the bow of the ship on the port side. They asked us to go in and assist the ship – keep it away from the shore."

Scott and Capt. **William Curry** attended the Coast Guard ceremony, while the port event included Corgey, Scott, Curry, Smith, AB **Trinidad Gonzalez**, Mate **John Rockwell**, Chief Engineer **Trey Reiman** and Wiper **Michael**



Capt. Peter Martin (left), commander, Sector Houston Galveston, and Rear Adm. David Callahan (right), commander, 8th Coast Guard District, present the Coast Guard Meritorious Service Award to SIU members Douglas Scott (second from left) and William Curry. (Photo by Houston Pilots)

Linzenmeyer.

The G&H vessels involved in the incident included the *Gasparilla*, *Jess Newton*, *Thor*, *David B*, *Oceanus*, *Evelena* and *Zyana K*.

Reiman recalled that the fire "grew expo-

nentially. I've been on the water for 24 years and have seen some fires, but nothing like this. It was just so huge, and we were right on top of it.... Everybody just stepped up, did their job and got it put out."

Canadian Government Settles With SIU of Canada for Issuing Improper Foreign Work Permits

In what is being described as a "major victory for the SIU of Canada and its members," the union on Feb. 15 announced a settlement with the Government of Canada regarding a series of lawsuits filed during 2015 and 2016 claiming Canadian mariners were denied their legal opportunity to work on vessels sailing within its domestic waters.

The union filed 42 suits during 2015 claiming the government was issuing work permits for foreign mariners aboard hundreds of foreign-flag vessels engaged in shipping in Canadian waters, which was in violation of the Temporary Foreign Worker Program

(TFWP). Under Canadian law, domestic mariners are supposed to take over crew duties when a foreign-flag, foreign-crewed ship plies that nation's waterways, unless no qualified mariners are available. In that case, the foreign mariners granted the work permits are to be paid according to Canadian wage standards.

In its investigation of the issuance of these work permits, the SIU of Canada uncovered foreign mariners being paid "as little as \$2.41 per hour while working in Canada, when they should have been paid the Canadian prevailing wage," according

to a news release from the union.

The SIU of Canada filed an additional 13 suits with similar allegations during 2016, before the government admitted in July it had improperly issued work permits to foreign crew members of a Marshall Islands-flagged tanker. The Canadian Federal Court granted the union's judicial review applications and set aside 11 work permits issued to that ship's crew.

"After 18 months of litigation, I am very happy to see the government finally agree to what we sought all along – enforcement and a review of the rules with the full participation of the SIU of Canada," proclaimed SIU of Canada President Jim Given. "We are confident that the terms of the settlement will lead to hundreds of jobs for Canadian seafarers who are qualified and available to crew marine vessels of all sizes and types."

The settlement terms include:

- Conduct a full review of the Employment and Social Development Canada's TFWP policies and procedures as they relate

to the employment of Temporary Foreign Workers aboard foreign-flag vessels engaged in Canadian domestic shipping. Employment and Social Development Canada will consult with the SIU of Canada regarding the format of stakeholder discussions and the union will have a seat at the table;

- Immediately issue an interim practice directive to Employment and Social Development Canada officers to enforce requirements under TFWP requiring employers looking to hire foreign workers to crew vessels to first advertise the positions to Canadian seafarers, and to also require documentation from employers seeking an exemption from minimum advertising requirements; and

- Carefully consider and commence investigations into the union's allegations that seafarers admitted to work in Canada as Temporary Foreign Workers are not being paid the proper Canadian prevailing wage and, in some cases, are being paid below the Canadian minimum wage.



WELCOME ASHORE IN FLORIDA – Chief Mate David Lane (left) picks up his first pension check at the hall in Fort Lauderdale, Florida. Congratulating him is Port Agent Kris Hopkins



WELCOME ASHORE IN HOUSTON – Two longtime members recently called it a career and picked up their first respective retirement checks at the Houston hall. Pictured at right in photo at the immediate left is Recertified Bosun Paul Wade, who joined the union in 1980. With him is Asst. VP Mike Russo. Chief Pumpman Wilmer McCants is at right in the photo above, with Patrolman Joe Zavala. McCants became a Seafarer in 1974.

At Sea and Ashore With the SIU



A-BOOKS IN JERSEY – Picking up their respective A-seniority books at the hall in Jersey City, New Jersey, are (photo above, at left) Chief Cook Marcelo Alicea (right, with Patrolman Ray Henderson) and (photo directly above) QMED Juan Rochez (left, with Port Agent Mark von Siegel).



MEMBERSHIP MEETING – Following the January membership meeting in Jacksonville, Florida, Patrolman Joseph Koncul (center) is pictured with Bosun Junior Augustin (left) and AB Donald Desir (right), who recently upgraded in Piney Point, Maryland.



ABOARD THE SSG CARTER – These snapshots were taken in mid-January in Concord, California. Pictured from left to right in the group photo are Port Agent Nick Marrone II, Bosun Adolf Floresca, OS Toby Blunt, AB Stanislaw Rusiecki, AB Alex Bermudez, OMU Benjamin Anderson, OS Rizaldy Ano and AB Erik Bradley. The ship is operated by Sealift.



At Sea and Ashore With the SIU



NEW TONNAGE IN TEXAS – One of the newest additions to the SIU crewed fleet, the Jones Act tanker *Constitution*, is pictured early this year in Corpus Christi, Texas. Operated by Seabulk Tankers, the vessel is 610 feet long.



ITF PRESIDENT VISITS PRIDE OF AMERICA – The SIU crewed cruise ship *Pride of America* earlier this year welcomed International Transport Workers' Federation President/Maritime Union of Australia National Secretary Paddy Crumlin for a vessel tour in Hawaii. He's at right in both photos – with Bosun Maximo Aguiran (photo at left), and on the pier with SIU Port Agent Hazel Galbiso (left) and SIU Engine Storekeeper Tanya Awong.

ABOARD CROWLEY TUG – Pictured aboard the *Monitor* earlier this year in Jacksonville, Florida, are (from left) SIU Asst. VP Archie Ware, Capt. Luis Sosa, AB Juan Chevalier, Chief Mate Joseph Spicciani, Chief Engineer Yosluyvy Baro, AB John Vaughan and Second Mate Thomas Edenfield.



TAKING THE OATH IN TACOMA – Port Agent Joe Vincenzo (right) administers the membership oath to AB Colton Edmiston, AB Steve Davis and Chief Cook Matthew Conyac.

B-BOOK IN HAWAII ... AND PINEY – Pumpman Todd Lander received his B-seniority book last year at the SIU hall in Honolulu, Hawaii ... but we appear to have misplaced the photo that was taken at that time. This one is from earlier in 2017, at the union-affiliated school in Piney Point, Maryland.

FULL BOOK IN JAX – GUDE Johnny Matthews (left) takes the oath and receives his full book at the hall in Jacksonville, Florida. Patrolman Adam Bucalo is at right.



'SAILING' THE STREETS IN JOLIET – The SIU late last year participated in a holiday parade sponsored by the Joliet (Illinois) City Center Partnership. Some of the SIU contingent along with friends are pictured in the two photos above. There was no doubt which kind of parade float made the most sense for the Seafarers.

ABOARD MAERSK KINLOSS – Pictured from left to right are Recertified Steward Juan Vallejo and Chief Cook Richard Oliva.

Practical Training: A Piney Point Staple

School Boasts Long History Of Hands-On Coursework



Located in Piney Point, Maryland, the SIU-affiliated Paul Hall Center for Maritime Training and Education offers a wide range of classes, many of which include hands-on training.

Founded in 1967, the school features a renowned apprenticeship program, along with upgrading courses for experienced mariners in the deck, engine and steward departments. General maritime safety classes also are regularly conducted, including fire-fighting, damage control and more.

The photos on these two pages reflect a sampling of classes available at the school. More information is available in the Paul Hall Center section of the SIU website, www.seafarers.org





MORTGAGE

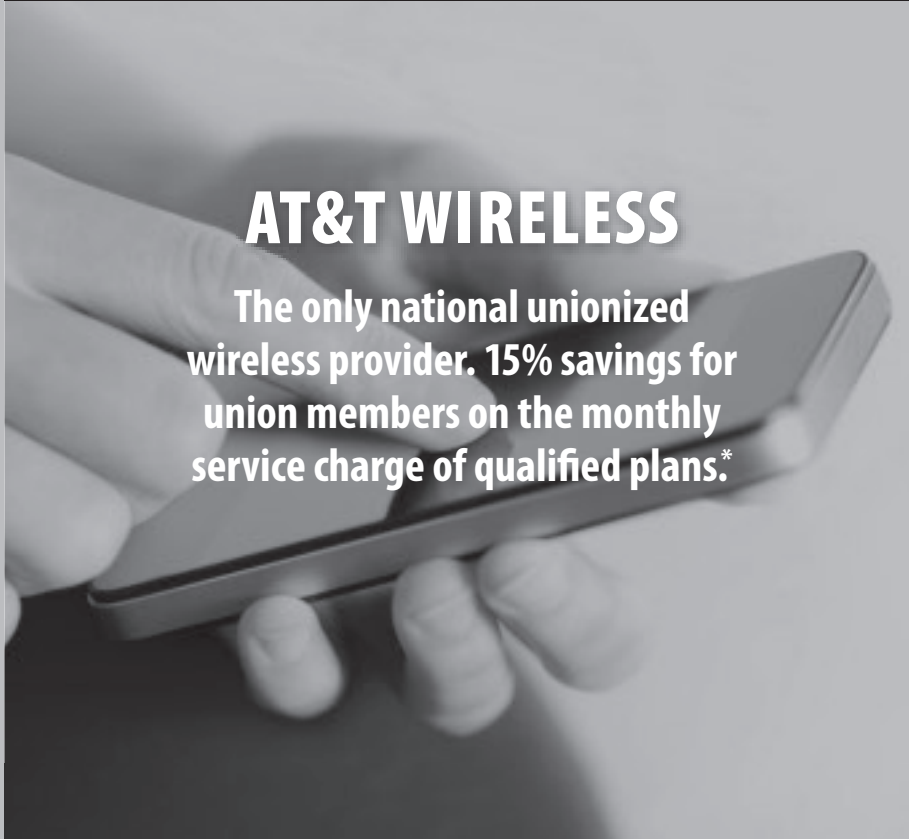
The Union Plus mortgage program makes buying or refinancing a home easy for you and your children.



CAR RENTAL

Up to 25% discount on car rental deals with Avis, Budget, Hertz, Dollar, Thrifty & Payless.

Four Ways to Save



AT&T WIRELESS

The only national unionized wireless provider. 15% savings for union members on the monthly service charge of qualified plans.*



CREDIT CARD

Several credit card choices,** all with competitive rates and U.S.-based customer service, designed to meet the needs of union members.

*Available only to current members of qualified AFL-CIO member unions, other authorized individuals associated with eligible unions and other sponsoring organizations with a qualifying agreement. Must provide acceptable proof of union membership such as a membership card from your local union, a pay stub showing dues deduction or the Union Plus Member Discount Card and subscribe to service under an individual account for which the member is personally liable. Offer contingent upon in-store verification of union member status. Discount subject to agreement between Union Privilege and AT&T and may be interrupted, changed or discontinued without notice. Discount applies only to recurring monthly service charge of qualified voice and data plans, not overages. Not available with unlimited voice plans. For Family Talk, applies only to primary line. For all Mobile Share plans, applies only to monthly plan charge of plans with 1GB or more, not to additional monthly device access charges. Additional restrictions apply. May take up to 2 bill cycles after eligibility confirmed and will not apply to prior charges. Applied after application of any available credit. May not be combined with other service discounts. Visit UnionPlus.org/ATT or contact AT&T at 866-499-8008 for details

**Certain restrictions, limitations, and qualifications apply to these grants. Additional information and eligibility criteria can be obtained at UnionPlus.org/Assistance. Credit approval required. Terms and conditions apply. The Union Plus Credit Cards are issued by Capital One, N.A., pursuant to a license from MasterCard International Incorporated. Capital One N.A. is not responsible for the contents of this message and/or any of the other third party products/services mentioned. The MasterCard Brand Mark is a registered trademark of MasterCard International Incorporated.

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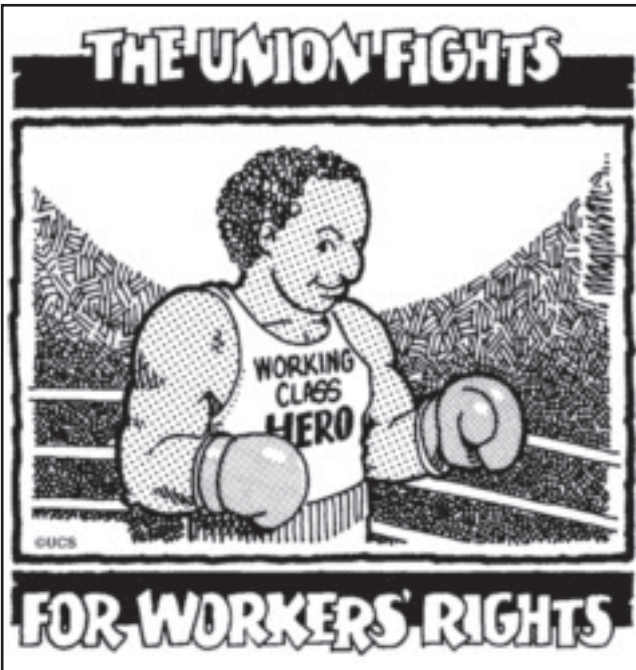


3/17

March & April Membership Meetings

Piney Point.....	Monday: March 6, April 3
Algonac.....	Friday: March 10, April 7
Baltimore.....	Thursday: March 9, April 6
Guam.....	Thursday: March 23, April 20
Honolulu.....	Friday: March 17, April 14
Houston.....	Monday: March 13, April 10
Jacksonville.....	Thursday: March 9, April 6
Joliet.....	Thursday: March 16, April 1
Mobile.....	Wednesday: March 15, April 12
New Orleans.....	Tuesday: March 14, April 11
Jersey City.....	Tuesday: March 7, April 4
Norfolk.....	Thursday: March 9, April 6
Oakland.....	Thursday: March 16, April 13
Philadelphia.....	Wednesday: March 8, April 5
Port Everglades.....	Thursday: March 16, April 13
San Juan.....	Thursday: March 9, April 6
St. Louis.....	Friday: March 17, April 1
Tacoma.....	Friday: March 24, April 21
Wilmington.....	Monday: March 20, April 17

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



**Help Us Protect Your Jobs
And The Jones Act**

Contribute To SPAD

(Seafarers Political Action Donation)

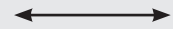
Dispatchers' Report for Deep Sea

Januar 16, 2017 - February 15, 2017

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	24	20	1	2	2	0	1	61	28	1
Anchorage	2	3	0	1	0	0	0	3	3	0
Baltimore	4	5	1	4	2	0	1	6	5	2
Fort Lauderdale	21	10	5	20	9	4	8	30	16	4
Guam	2	3	0	2	2	0	0	4	2	0
Harvey	13	2	0	12	0	0	9	21	4	4
Honolulu	16	7	0	6	3	0	0	27	13	0
Houston	53	14	9	46	7	6	23	89	14	10
Jacksonville	45	11	9	26	7	7	15	72	26	17
Jersey City	42	18	1	25	11	2	11	73	23	1
Joliet	4	2	1	2	0	2	1	7	6	1
Mobile	11	2	3	6	3	3	3	13	3	6
Norfolk	17	19	3	15	10	4	7	32	31	1
Oakland	24	4	1	11	4	0	3	30	7	1
Philadelphia	4	3	3	3	2	1	1	5	4	2
Piney Point	3	2	1	0	1	1	0	3	1	0
Puerto Rico	5	8	0	5	4	0	4	10	10	1
Tacoma	31	8	5	19	3	2	11	74	17	7
St. Louis	1	1	1	1	1	2	0	2	3	2
Wilmington	27	13	5	25	9	1	10	55	21	8
TOTALS	349	155	49	231	80	35	108	617	237	68
Engine Department										
Algonac	6	6	1	0	1	0	0	9	10	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	3	0	1	3	1	0	6	3	1
Fort Lauderdale	14	3	0	3	3	2	2	21	5	1
Guam	1	2	0	0	0	0	0	1	2	0
Harvey	4	1	1	1	3	0	2	4	1	2
Honolulu	7	4	0	3	3	0	2	19	7	0
Houston	17	7	2	14	2	1	5	31	12	2
Jacksonville	16	18	0	13	10	0	8	37	30	2
Jersey City	10	4	1	10	1	1	1	19	12	2
Joliet	5	2	0	2	1	0	0	5	2	0
Mobile	4	6	2	2	3	1	2	8	5	1
Norfolk	7	7	1	13	7	1	7	13	12	1
Oakland	10	4	0	8	1	2	1	16	7	0
Philadelphia	2	1	0	1	0	0	1	2	2	0
Piney Point	1	2	1	1	0	0	0	1	4	2
Puerto Rico	4	2	0	2	0	0	0	11	10	2
Tacoma	17	4	1	12	7	1	5	32	8	1
St. Louis	3	1	0	1	1	0	0	4	1	0
Wilmington	13	9	3	7	8	0	8	26	18	5
TOTALS	143	86	13	94	54	10	44	265	151	23
Steward Department										
Algonac	9	3	0	2	1	0	1	8	4	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	0	0	3	0	0	0	2	0	0
Fort Lauderdale	15	4	0	10	3	0	3	22	5	1
Guam	2	0	0	2	1	0	0	3	0	0
Harvey	9	1	0	5	0	0	5	9	2	0
Honolulu	9	0	0	5	1	0	2	15	1	1
Houston	28	4	0	17	4	0	8	41	6	1
Jacksonville	19	8	0	9	4	1	4	31	9	0
Jersey City	8	2	0	9	1	1	2	16	6	0
Joliet	3	1	0	0	0	0	0	4	2	0
Mobile	4	1	1	3	4	1	1	5	0	1
Norfolk	14	11	2	4	5	1	3	23	22	1
Oakland	24	5	1	19	5	1	6	29	5	2
Philadelphia	4	0	0	3	1	0	1	6	1	1
Piney Point	3	1	1	2	3	0	3	5	2	0
Puerto Rico	1	2	3	0	2	2	0	4	11	1
Tacoma	14	1	2	12	2	1	8	24	3	1
St. Louis	4	0	0	0	0	0	0	6	0	0
Wilmington	13	7	2	16	6	1	10	29	9	4
TOTALS	185	51	12	121	43	9	57	282	88	14
Entry Department										
Algonac	4	19	3	1	2	1	0	6	30	5
Anchorage	0	0	2	0	0	1	0	0	2	6
Baltimore	1	0	1	0	1	1	1	1	2	3
Fort Lauderdale	1	2	7	0	0	4	0	1	4	11
Guam	0	2	0	0	1	0	0	0	2	0
Harvey	1	2	1	0	0	0	0	3	2	5
Honolulu	0	1	6	0	3	3	0	0	5	10
Houston	1	10	2	3	6	4	2	9	12	7
Jacksonville	2	16	27	2	9	14	1	5	24	50
Jersey City	3	13	5	1	14	3	2	7	28	6
Joliet	0	4	1	0	0	0	0	0	7	1
Mobile	0	3	3	0	1	0	0	1	1	4
Norfolk	0	13	17	0	10	10	1	1	21	28
Oakland	2	13	6	0	6	2	0	3	19	12
Philadelphia	0	1	0	0	2	0	1	1	3	0
Piney Point	0	4	1	0	2	0	0	0	2	0
Puerto Rico	0	1	0	0	0	0	0	1	1	5
Tacoma	1	12	10	2	5	6	3	11	21	22
St. Louis	0	1	0	0	1	0	0	0	1	1
Wilmington	1	11	6	2	12	8	1	5	16	42
TOTALS	17	128	98	11	75	57	12	55	203	218
GRAND TOTAL:	694	420	172	457	252	111	221	1,219	679	323

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

625 N. York 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.

Question: Why did you join the U.S. Merchant Marine?



Dylan Sapp
OMU

I joined because I love to travel the world. As a merchant mariner, I get to visit exclusive parts of the world and enter ports that tourists are not allowed to go to. I appreciate the opportunities the apprentice program has given me and the upgrading courses that will allow me to move up in the industry.



Raul Napoles
Chief Steward

For a better life, better living and better conditions for my family.



Richard Grubbs
AB

I joined so I could see the world. I came out of the Navy and liked the lifestyle. I wanted to continue it in civilian life.



Joseph Evans
OS

A friend of mine was with the SIU for over 20 years. He told me about the U.S. Merchant Marine and the SIU. I knew immediately I wanted to join because of my military background and its high standards.



Felicisimo Baloran
SA

I was a sailor in the Philippines, and came to the U.S. in 1988. After I was working construction, my cousin asked why I didn't go back to ships. He got me on the *SS Independence* and into the union. This has been an improvement in my life and for my family.



Shana Zeidenberg
SA

I joined because I want to travel as long as I can. My dad was a sailor.

Pic From The Past



AB Steve Azookari paints the bow of the *Richard J. Reiss* in 1979 during Great Lakes fit-out.

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

RODOLFO AMORA

Brother Rodolfo Amora, 65, became a union member in 2000. He initially sailed aboard the *USNS Red Cloud*. Brother Amora worked in the steward department, most recently on the *USNS Lcpl Roy M Wheat*. He calls Spring Valley, California, home.



GEORGE BRADLEY

Brother George Bradley, 65, joined the SIU in 1968. His first trip was aboard the *Seatrain New Jersey*. Brother Bradley sailed in the deck department. He upgraded on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Brother Bradley last worked on the *Entertainer*. He resides in the Oakland, California.

ROBERT BROOKS

Brother Robert Brooks, 68, started sailing with the Seafarers in 2001.

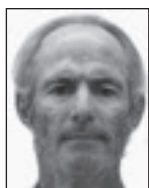


He originally worked aboard the *Robert E Lee*. Brother Brooks enhanced his skills often at the Piney Point school. The steward department member

last shipped on the *Ocean Grand*. Brother Brooks lives in New Orleans.

JEFFREY CHAPPELOW

Brother Jeffrey Chappelow, 65, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was a deck department member. Brother Chappelow last worked on the *Lightning*. He was born in Kansas City and settled in Ontario, Canada.



JAVAN CURRIE

Brother Javan Currie, 65, became an SIU member in 1971. He initially sailed aboard a CSX Lines vessel. Brother Currie was a member of the steward department. On two occasions, he took advantage of educational opportunities available at the maritime training center in Piney Point, Maryland. Brother Currie's most recent voyage was aboard the *Carolina*. He makes his home in Jacksonville, Florida.

CHRISTOPHER DEVONISH

Brother Christopher Devonish, 64, joined the SIU ranks in 1970. He originally sailed on the *Wacosta*. Brother Devonish shipped in the engine department and was a frequent upgrader at the Paul Hall Center. He last sailed aboard the *Maersk Missouri* and is a resident of Jacksonville, Florida.



CURTIS DUNLAP

Brother Curtis Dunlap, 51, began sailing with the union in 1990. He was first employed on the *USNS Belatrix*. Brother Dunlap enhanced his skills often at the SIU-affiliated school in Piney Point, Maryland. The deck department member most recently worked aboard the *Isla Bella*. Brother Dunlap makes his home in Jacksonville, Florida.



JOHN FOSTER

Brother John Foster, 60, joined the union in 1977. His first ship was the *Del Oro*; his most recent, the *Ohio*. A member of the steward department, Brother Foster frequently took advantage of educational opportunities available at the maritime training center southern Maryland. He resides in Mobile, Alabama.



PAUL GREPO

Brother Paul Grepo, 65, signed on with the Seafarers in 1972. His first trip was on a vessel operated by Waterman Steamship Corporation. Brother Grepo sailed in the deck department. In 1993, he upgraded at the Piney Point school. Brother Grepo last sailed aboard the *Trader*. He lives in La Mesa, California.



GEORGE GRIGOROVITCH

Brother George Grigorovitch, 69, began his SIU career in 2001 during the SIU/NMU merger. Brother Grigorovitch, who sailed in the engine department, enhanced his skills twice at the Piney Point school. He most recently shipped aboard the *Cape Ducato*. Brother Grigorovitch calls Albany, New York, home.

SHERMAN HARPER

Brother Sherman Harper, 69, joined the Seafarers in 1997 in Houston. He originally sailed on the *Allegiance*, as a member of the steward department. Brother Harper upgraded in 2001 at the union-affiliated school in Piney Point, Maryland. He last shipped aboard the *Green Cove*. Brother Harper is a resident of Chester, Pennsylvania.

SIDDIQ HUBAIR

Brother Siddiq Hubair, 65, signed on with the SIU in 1988. His first trip was on the *USNS Wilkes*. Brother Hubair attended classes in 1996 at the Paul Hall Center. He worked in both the deck and steward departments. Brother Hubair most recently sailed aboard the *Horizon Spirit*. He was born in



Yemen and now resides in Garden Grove, California.

GREGORY JOHNSON

Brother Gregory Johnson, 58, started sailing with the Seafarers in 1980. One of his first voyages was on the *Point Susan*. Brother Johnson shipped in the steward department and upgraded on numerous occasions at the maritime training center in Piney Point, Maryland. He last shipped on the *Benavidez*. Brother Johnson calls Jacksonville, Florida, home.



FITZGERALD JOSEPH

Brother Fitzgerald Joseph, 71, joined the union in 1994 in Houston. He initially worked aboard the *Global Mariner*. A member of the deck department, Brother Joseph enhanced his skills twice at the Piney Point school. His most recent ship was the *National Glory*. Brother Joseph makes his home in Trinidad.

WILLIAM KNORR

Brother William Knorr, 70, became a Seafarer in 1980. His first trip was on the *Merrimac*. Brother Knorr upgraded frequently at the Paul Hall Center and worked in the steward department. His last vessel was the *Resolve*. Brother Knorr lives in Valley Lee, Maryland.



ALI MOSAD

Brother Ali Mosad, 66, first donned the SIU colors in 1980. He originally sailed on the *Thompson Pass*. Brother Mosad attended classes on three occasions at the Piney Point school. He was a member of the deck department and last shipped aboard the *Alaskan Frontier*. Brother Mosad is a resident of Detroit.



ADIWOR OTUMFO

Brother Adiwor Otumfo, 71, began his SIU career in 2001 when the NMU merged into the Seafarers International Union. He was born in Ghana and sailed in the deck department. Brother Otumfo upgraded on three occasions at the Paul Hall Center. His final ship was the *Maersk Montana*. Brother Otumfo calls Port Arthur, Texas, home.



STEPHEN PARR

Brother Stephen Parr, 65, signed on with the SIU in 1972. He was initially employed on the *Yukon*. Brother Parr was a member of the deck department. He frequently took advantage of educational opportunities available at the

Seafarers-affiliated school in southern Maryland. Brother Parr's most recent voyage was aboard the *Spirit of Texas*. He resides in Carlisle, Illinois.



JOHN PENROSE

Brother John Penrose, 65, joined the SIU in 1975. He originally shipped with Rye Marine Corp. Brother Penrose was a member of the engine department. He attended classes on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Penrose last sailed aboard the *Freedom*. He lives in Plant City, Florida.



PATRICK PILLSWORTH

Brother Patrick Pillsworth, 65, started sailing with the Seafarers in 1972. He was initially employed with Hudson Waterways Corporation. Brother Pillsworth worked in the deck department. In 1975, he enhanced his skills at the Piney Point school. Brother Pillsworth most recently shipped on the *Warrior*. He is a resident of Kingston, New York.

PETER SEIFERT

Brother Peter Seifert, 67, became a Seafarer in 1997. The deck department member first sailed on the *USNS Bowditch*. Brother Seifert upgraded twice at the Paul Hall Center. He finished his career aboard the *Courage*. Brother Seifert makes his home in Shannock, Rhode Island.



GRANT SMITH

Brother Grant Smith, 65, donned the SIU colors in 2001 during the SIU/NMU merger. He worked in the engine department. Brother Smith resides in Des Moines, Iowa.

WILFORD SPRAGUE

Brother Wilford Sprague, 65, started sailing with the Seafarers in 2002. He was initially employed on the *Liberty Glory*. Brother Sprague worked in the deck department. His final trip was aboard the *North Star*. Brother Sprague is a resident of Mossy Rock, Washington.



ROGER WEEDEN

Brother Roger Weeden, 65, began shipping with the union in 1970. He first worked on the *Trans Ontario*. On two occasions, Brother Weeden took advantage of educational opportunities available at the



opportunities available at the Paul Hall Center. He last sailed aboard the *Voyager*. The deck department member now makes his home in Kingston, Washington.

RICKY WILLIAMS

Brother Ricky Williams, 65, signed on with union in 1989. He originally shipped on the *USNS Silas Bent*. The steward department member upgraded several times at the union-affiliated school. Brother Williams most recently worked aboard the *Manukai*. He calls High Point, North Carolina, home.

TYLER WOMACK

Brother Tyler Womack, 62, joined the union in 1979. His first trip was on the *Allegiance*. Brother Womack worked in the engine department. He attended classes frequently at the maritime training center in southern Maryland. Brother Womack was last employed aboard the *Samuel L. Cobb*. He resides in North Las Vegas, Nevada.



INLAND

FRANKLIN ATLANY

Brother Franklin Atlany, 63, first donned the SIU colors in 2006. He primarily worked aboard Gulf Caribe Maritime vessels. Brother Atlany was born in Durham, North Carolina, and sailed in the deck department. He is a resident of Rockport, Texas.

LEONCIO HERNANDEZ

Brother Leoncio Hernandez, 62, became a union member in 1985. The Puerto Rico-born mariner mainly sailed with Crowley Puerto Rico Services. Brother Hernandez was an engine department member. He continues to live in Puerto Rico.



TERRY PAKULA

Brother Terry Pakula, 62, signed on with the SIU in 1976. He worked with McAllister Towing of Baltimore for the duration of his career. Brother Pakula upgraded in 1977 at the Paul Hall Center. The engine department member makes his home in Pasadena, Maryland.



GREAT LAKES

MICHAEL LOCK

Brother Michael Lock, 62, started shipping with the SIU in 1976. He first worked with H&M Lake Transport Limited. Brother Lock is a Michigan native and sailed in the deck department. His final trip was on a Great Lakes Towing Company vessel. Brother Lock retired to Lambertville, Michigan.

Final Departures



DEEP SEA

MOHAMED ABDULLA

Pensioner Mohamed Abdulla, 66, died November 14. Born in Yemen, he joined the SIU in 1980. Brother Abdulla shipped as a member of the engine department. His first vessel was the *Patriot*; his last, the *Horizon Hunter*. Brother Abdulla retired in 2009 and made his home in Dearborn, Michigan.

WILLIAM CHRISTOPHER

Pensioner William Christopher, 72, passed away September 24. He became a union member in 2004. Brother Christopher's first trip was aboard the *Platte*. He finished his career working on the shore gang in Houston. Brother Christopher began collecting his pension in 2004. The engine department member called La Porte, Texas, home.



CARLOS DEL MONTE

Pensioner Carlos Del Monte, 92, died December 9. He started shipping with the Seafarers in 1969. Brother Del Monte initially worked on the *Trans Seneca*. He was born in Jamaica and sailed in the engine department. Brother Del Monte last shipped aboard the *Nuevo San Juan*. He became a pensioner in 1995 and lived in Queens Village, New York.

BOBBY FLETCHER

Pensioner Bobby Fletcher, 83, passed away November 15. Brother Fletcher signed on with the SIU in 1962, when he sailed with Gulf Canal Lines. He worked in the steward department and was a native of Alabama. Prior to Brother Fletcher's retirement in 1995, he sailed aboard the *OMI Hudson*. He was a resident of Houston.



JAMES GRINNELL

Pensioner James Grinnell, 81, died November 14. He began his seafaring career in 1960. Brother Grinnell's first ship was the *Feltmore*; his last was the *Integrity*. He sailed in the deck department. Brother Grinnell started receiving his pension in 1991. He resided in New Point, Virginia.



PAUL HUNT

Pensioner Paul Hunt, 90, passed away November 15. He began sailing with the SIU in 1962. Brother Hunt initially sailed with Penn

Marine Company. The New York native worked in the steward department. Brother Hunt's final vessel was the *Robert E. Lee*. He retired in 1991 and settled in River Ridge, Louisiana.



NEIL MATTHEY

Pensioner Neil Matthey, 87, died November 30. He joined the SIU in 1951. Brother Matthey was born in Oakland, California and originally sailed on the *Mankato Victory*. Brother Matthey concluded his seafaring career aboard the *Equality State*. A member of the deck department, he started collecting his retirement compensation in 1999. Brother Matthey called New Caney, Texas, home.



ANTONIO MERCADO

Pensioner Antonio Mercado, 70, passed away November 28. He became a union member in 1970 and first sailed with InterOcean American Shipping. Brother Mercado was born in Puerto Rico. He sailed in the deck department, most recently aboard the *Horizon Trader*. Brother Mercado became a pensioner in 2011 and continued to make his home in Puerto Rico.

DANIEL TAYLOR

Pensioner Daniel Taylor, 67, died December 4. He joined the SIU in 2001 during the SIU/NMU merger. Brother Taylor was born in Mobile, Alabama. He was a steward department member. Brother Taylor's final ship was the *Eagle*. He settled in La Porte, Texas.



INLAND

MITCHELL KILLIAN

Pensioner Mitchell Killian, 73, passed away November 3. Brother Killian started sailing with the union in 1980. He was initially employed with HVIDE Marine. Brother Killian was born in Orange, Texas, and sailed in the deck department. He last worked with Higman Barge Lines. Brother Killian went on pension in 2004 and continued to reside in Texas.



MYRON LUPTON

Pensioner Myron Lupton, 94, died November 21. He began his SIU

career in 1968, originally sailing with Michigan Tankers. Brother Lupton was a deck department member and a native of North Carolina. He most recently shipped on a McAllister Towing of Virginia vessel. He started collecting his pension in 1987 and called Norfolk, Virginia, home.

WILLIAM OGSTON

Pensioner William Ogston, 89, passed away November 26. He became a union member in 1962. Brother Ogston primarily sailed with Great Lakes Dredge & Dock. The Michigan-born mariner went on pension in 1990. Brother Ogston was a resident of Superior Township, Michigan.

CYRIL WILLIAMS

Pensioner Cyril Williams, 73, died November 12. He signed on with the union in 1982. Brother Williams worked mainly with Allied Transportation Company. He was born in Georgia and shipped in the deck department. Brother Williams became a pensioner in 2006 and lived in Trenton, South Carolina.



GREAT LAKES

LARRY SMITH

Pensioner Larry Smith, 68, passed away November 2. Brother Smith started shipping with the SIU in 1968. The deck department member was primarily employed with American Steamship Company. Brother Smith retired in 2005 and called Lowell, Indiana, home.



NATIONAL MARITIME UNION

DAVID AMADOR

Pensioner David Amador, 93, died November 27. Born in Guaynabo, Puerto Rico, Brother Amador started receiving his pension in 1985. He resided in Bayamon, Puerto Rico.



CHANG BAN

Pensioner Chang Ban, 98, passed away October 7. He was a native of China. Brother Ban began collecting his pension in 1970. He lived in New Jersey.

UDARDO BETANCOURT

Pensioner Udardo Betancourt, 92, died November 13. Brother Betancourt was born in Mayaguez, Puerto Rico. He went on pension

in 1972 and continued to make his home in Puerto Rico.

EARL BROWN

Pensioner Earl Brown, 88, passed away October 24. Born in Georgia, Brother Brown started receiving his pension in 1986. He was a resident of Woodstock, Georgia.

JAMES CASEY

Pensioner James Casey, 75, died October 14. Brother Casey was born in Louisiana. He retired in 1999 and resided in Newport News, Virginia.

CARL EK

Pensioner Carl Ek, 84, passed away October 25. The Orange, New Jersey, native became a pensioner in 1973. Brother Ek called Seattle home.

ANTHONY FLORES

Pensioner Anthony Flores, 81, died November 28. Brother Flores was born in Honduras. He started collecting his pension in 1990 and was a resident of Brooklyn, New York.

ZACARIAS GONCALVES

Pensioner Zacarias Goncalves, 87, passed away November 2. A native of Cabo Verde, he became a pensioner in 1994. Brother Goncalves made his home in Providence, Rhode Island.

WILLIS JAMESON

Pensioner Willis Jameson, 98, died November 5. He was born in South Carolina. Brother Jameson started collecting his retirement pay in 1986 and lived in Charleston, South Carolina.



DAMIAN LAUSELL

Pensioner Damian Lausell, 92, passed away November 10. Born in Puerto Rico, Brother Lausell began receiving his pension in 1973. He resided in Brooklyn, New York.

ISHMAEL MARTINEZ

Pensioner Ishmael Martinez, 91, died October 3. Brother Martinez was born in Puerto Rico. He went on pension in 1968. Brother Martinez called Anasco, Puerto Rico, home.

ERNEST MAZYCK

Pensioner Ernest Mazyck, 88, passed away November 25. Brother Mazyck was a native of South Carolina. He began collecting his retirement pay in 1995 and made his



home in Summerville, South Carolina.

ANTONE PERRY

Pensioner Antone Perry, 95, died December 7. Brother Perry became a pensioner in 1970. He called New Jersey home.



JULIAN RAMOS

Pensioner Julian Ramos, 88, passed away November 19. Born in Puerto Rico, Brother Ramos started receiving compensation for his retirement in 1967. He was a resident of Ocala, Florida.

PEDRO ROSADO

Pensioner Pedro Rosado, 98, died September 25. Brother Rosado was born in Adjuntas, Puerto Rico. He became a pensioner in 1966. Brother Rosado called Ponce, Puerto Rico, home.

WILLIAM SAVOIE

Pensioner William Savoie, 97, passed away November 1. Brother Savoie was born in Massachusetts. He went on pension in 1968 and lived in Baltimore.

HORACE SMITH

Pensioner Horace Smith, 88, died October 26. He was a native of Georgia. Brother Smith began collecting his pension in 1997. He settled in Abbeville, Alabama.

ROBERT STEWART

Pensioner Robert Stewart, 84, passed away October 12. Brother Stewart was born in Hammond, Indiana. He went on pension in 1998 and made his home in Crown Point, Indiana.

JOHN THURSTON

Pensioner John Thurston, 88, died November 4. Born in Ohio, Brother Thurston started receiving his pension in 1967. He was a resident of Chesapeake, Virginia.

ERNEST VAN DOOM

Pensioner Ernest Van Doom, 89, passed away November 7. Brother Van Doom was born in South America. He retired in 1986 and resided in Clinton, Maryland.

LUCIEN WESSELHOFT

Pensioner Lucien Wesselhoft, 90, died November 22. The Virgin Islands native became a pensioner in 1988. Brother Wesselhoft called Bronx, New York, home.

JOHN WILLIAMS

Pensioner John Williams, 80, passed away November 3. Brother Williams was born in Philadelphia. He started collecting his pension in 2005 and was a resident of Newark, New Jersey.

Digest of Shipboard Union Meetings

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

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

MAERSK IOWA (Maersk Line, Limited), December 29 – Chairman **Egidio J. Ferreira**, Secretary **Paul H. Isherwood**, Educational Director **Timothy Sexton**. Educational director reminded members to keep an eye on document expiration dates. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read and posted. Crew would like to see an increase in wages and vacation benefits.

SEABULK ARCTIC (Seabulk Tankers), December 29 – Chairman **Doyle Stanley**, Secretary **Kenneth Whitfield**, Educational Director **Xavier Normil**, Steward Delegate **John Rascon**. Bosun urged members to use proper channels when handling beefs. Mariners were reminded to check and update credentials as needed. Treasurer reported \$1,500 in ship's fund, to be used to purchase new TV, X-box and games. No beefs or disputed OT reported. Crew members thanked President Sacco and other union officials for securing jobs and keeping the union strong. Thanks given to the steward department for good meals. Suggestion was made to increase pension benefits. Request was made to replace crew mattresses. Next port: Lake Charles, Louisiana.

SBX-1 (TOTE), December 7 – Chairman **Wesley E. Slattery**, Secretary **Annie T. Nodd**, Educational Director **Michael S. Rueter**, Deck Delegate **Eugene Hoehn**, Engine Delegate **Elliot Duncan**, Steward Delegate **Benny Samosan**. Chairman reviewed requirements for STCW Basic Training when renewing merchant mariner credential after January 1, 2017. He reminded crew about other STCW credentialing

considerations, including the updated ratings of Able Seafarer Deck and Able Seafarer Engine. Secretary reported VIP tours happening next week and asked everyone to help steward department keep vessel clean. Educational director advised mariners to enhance skills at union-affiliated maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Treasurer stated \$200 in fund. Crew members reported direct deposit is running smoothly. Next port: Honolulu.

ENDURANCE (TOTE), January 22 – Chairman **David Denizac**, Secretary **Carlos L. Olascoaga**, Steward Delegate **Robin Ballard**. Chairman discussed announcement in *Seafarers LOG* concerning training record books. Secretary advised members to keep all necessary paperwork up-to-date. Educational director discussed importance of upgrading skills at Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Treasurer reported that all expenditures from crew fund must be voted on by crew members. No beefs or disputed OT reported. Crew expressed the need for two new washers and one dryer. Request was also made for Wi-Fi in all rooms and lower sea time requirements for retirement.

GARDEN STATE (Crowley), January 3 – Chairman **John R. Lamprecht**, Secretary **Debbie A. Randell**, Educational Director **Tousif Ahmed**, Deck Delegate **Diana G. Rosales**, Steward Delegate **Thomas Smith**. Chairman talked about new tonnage entering American-flag, SIU-contracted fleet and how those vessels mean opportunities for Seafarers. Secretary would like to order

Overseas Anacortes Crew Salutes AB's Career



Members celebrate AB Willie Howard's last voyage and retirement aboard the *Overseas Anacortes*. Howard spent the last five years of his career aboard the tanker, which is operated by Overseas Ship Management. Recertified Bosun Felsher "Tony" Beasley recognized Howard as a good sailor and stated it has been a pleasure to work with him. Chief Steward Brad Fester baked Howard a cake, and the crew shared sea stories after their union meeting while sailing to Port Everglades, Florida. Pictured from left to right are Pumpman Cary Pratts, Fester, Beasley, OS Romulo Gutierrez, Howard, OS Younis Kaid, GUDE Abdul Hakeem Muhammad, AB David Bernstein, AB Arthur Quinney, GUDE Julio Zapata, and SA Stanley Smith.

stores bimonthly. Educational director recommended training at the Piney Point school and keeping all necessary seafaring documents up-to-date. Crew requested satellite TV and booster for cell phones. No beefs or disputed OT reported. Steward department was thanked for great spreads for Christmas and New Year's. In a note to the *LOG*, the crew mentioned that the *Garden State* is a comfortable vessel on a desirable run with a good crew. Next ports: Jacksonville, Florida and Beaumont, Texas.

OVERSEAS LONG BEACH (OSG), January 5 – Chairman **Samuel L. Porchea**, Educational Director **Craig S. Croft**, Deck

Delegate **Marques Johnson**, Engine Delegate **Teodoro Norales**, Steward Delegate **Santiago Amaya**. Bosun went over ship's itinerary and encouraged Seafarers to renew documents early. Secretary reported smooth voyage. Educational director advised mariners to enhance skills at maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. It was noted that patrolman will come aboard in Jacksonville, Florida. Crew thanked steward department for a job well done.

USNS ABLE (Crowley), January 8 – Chairman **George T. Phillips**, Secretary **Artis E. Pilgrim**, Educational Director

Grant M. Simonson, Engine Delegate **Donell M. Criswell**, Steward Delegate **Abraham A. Allamoth**. Chairman talked about importance of unions and how they are here for the working man (and woman). Secretary discussed need for good morale and working safely. Educational director suggested upgrading at Paul Hall Center and keeping all necessary seafaring documents up-to-date. Deck delegate reported beef; no beefs or disputed OT reported by other departmental delegates. Recommendations made regarding information printed on prescription cards, and also about hazard pay. Request was made for new mattresses and bunk curtains.

With Seafarers on the Perla Del Caribe



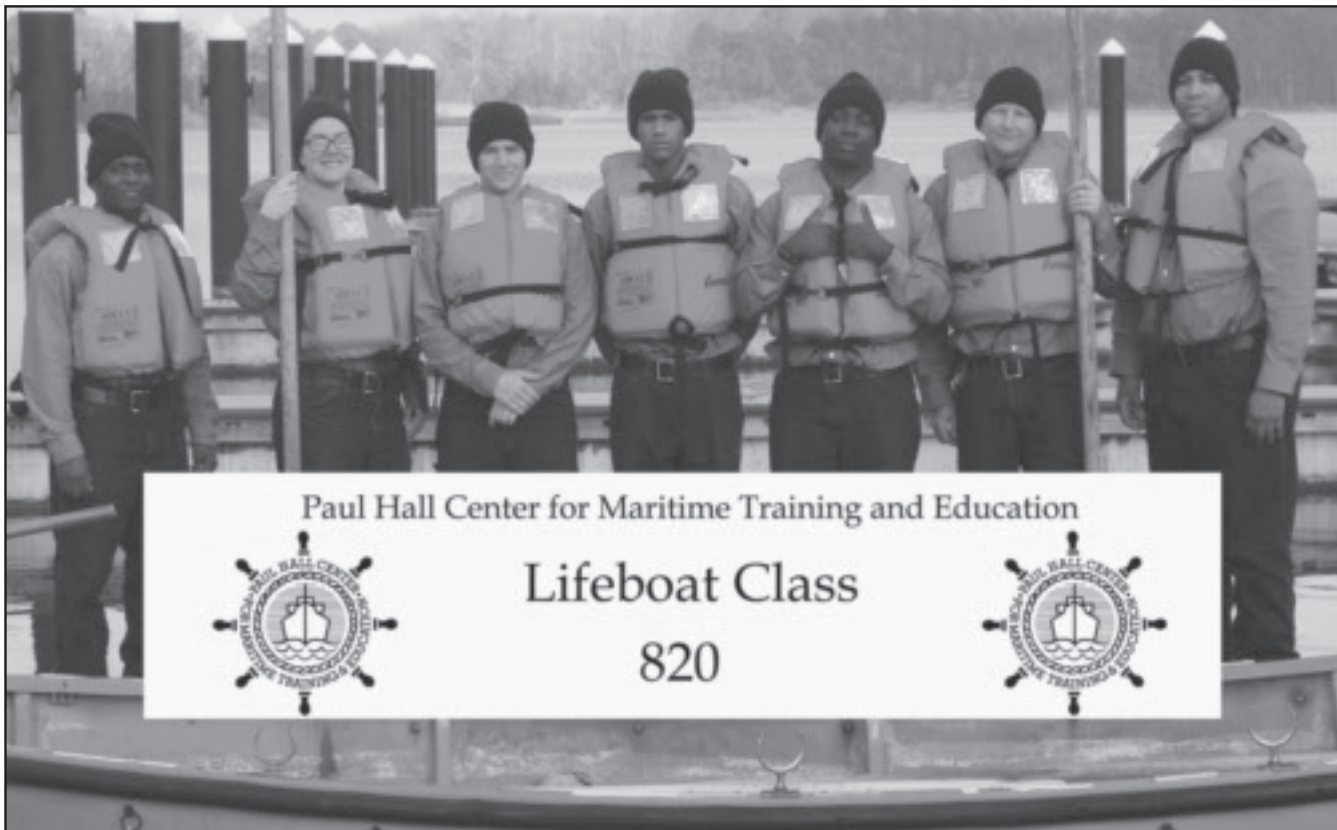
Port Agent Amancio Crespo snapped this photo in San Juan, Puerto Rico, aboard the Tote Services-operated *Perla Del Caribe* in early February. Pictured aboard the Jones Act ship are AB Steven Horta, Chief Steward Ingrid Ortiz, Bosun Abel Vazquez, Chief Cook Bryan Alvarez, AB Kemer Rojas, Electrician Clive Steward and SA Christian Borroto.

Aboard USNS Seay



Bosun John Wells submitted this photo from the AMSEA-operated vessel in early February. At work in the holds are OS Mike Hodges (front) and OS Marquise Webb.

Paul Hall Center Classes



Apprentice Water Survival Class #820 – Seven Phase I apprentices finished their requirements in this course Jan. 27. Graduating (above, in alphabetical order) were: Devin Delvecchio, Scott Forrer, Gary Hannans, Christopher Hinton, James London, Lorenza Session and Eugene Williams.



Water Survival – Upgrader Agustino Sarmiento Tutor (above) recently completed the enhancement of his skills in this course. A member of the engine department, he graduated Jan. 27.

Important Notice

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



BAPO – Seven Phase III apprentices completed this course Feb. 3. Graduating (above, in alphabetical order) were: Francois Doucet III, Tarrell Jones, Clarence Kinson Jr., Gavin Kuehn Jr., Ross Morgan, Robert Thomas and Jason Upshaw. Their instructor, John Wiegman III, is at the far left.



BAPO – The following upgraders (above, in alphabetical order) completed their requirements and graduated from this course Feb. 3: Domenick Longmire, Viliamu Milikini, Christopher Savage and Al Seay II. John Wiegman III, their instructor, is at the far left.



RFPNW – Fourteen Phase III apprentices finished this course Feb. 3. Graduating (above, in alphabetical order) were: Eduardo Yesier Centeno-Rosario, Timothy Chestnut, Nestor Antonio Costas Lugo, Kayla Doiron, Kaila Foster, Madigan Gilligan, Frank McCracken, Christian Pagan-Villanueva, Joseph Parr, Ryan Raynor, Randy Shaw Jr., Edward Voskamp, Derek Willis and Mehdi Youssef. Instructor Tom Truitt is at the far right.

Paul Hall Center Classes



RFPNW – The following upgraders completed the enhancement of their skills in this course Feb. 3. Graduating (above, in alphabetical order) were: Kingdom Chiadikaobi Alozie, Auston Kekoa Billiot, Tamara Cherry, Michael Dibelandino, Patricia Placek and Paul Ruland.



ARPA – Two mariners completed their requirements in this course Jan. 27. Graduating were Matthew Botterbusch (above, left) and Jason Hardy.



Advanced Refer Container Maintenance – The following Seafarers (above, in alphabetical order) improved their skills by graduating from this course Feb. 10: Linarys Castillo Ortiz, Michael Deren, Christopher Eason, Glenn Snow, Ronald Westerfield and Jason Young. Class instructor Freddie Toedtemeier is at the far right. (Note: Not all are pictured.)



Radar Observer – Five mariners completed their requirements in this course Jan. 20. Graduating (above, in alphabetical order) were: Matthew Botterbusch, Jason Hardy, Brian Luba, Brian Moore and Mykola Smirnov. Alan Tupper, their instructor, is at the far right.



Medical Care Provider – The following individuals (above, in alphabetical order) improved their skills by graduating from this course Jan. 27: Jose Roberto Encarnacion, Joshua Jayson Gonzalez, Brian Jackson, Kirk Pegan, David Quade II, Michael Robinson, Zachary Ross and Marcel Kropolinsky Soares. Wayne Johnson Jr., their instructor, is at the far left.



Government Vessels – Twenty upgraders graduated from this course Jan. 13. Expanding their skills (above, in alphabetical order) were: Marcelo Alicea Jr., Donald Brooks, Joseph Bruce Jr., Bernard Butts, Gatlin Dryer, Edgar Manzano Elegino, Brandon Elliott, Welton Grooms, Rachel Janssen, Michael Jones, Kennard Latson Graham, Tracey Manuel, George Marcelo Mardones, Wadhah Mukbel, Gary Newbegin Jr., Ronnie Quess, Isabel Reino Sabio, Marcel Kropolinsky Soares, Nicholas Swanson and Julius Sykes. (Note: Not all are pictured.)

Government Vessels – The following individuals (photo at right, in alphabetical order) graduated from this course Jan. 27: Ali Ahmed, Hermogenes Reges Aquino, Angel Manuel Berrios Jr., Darryl Brice, Marcus Burton, Roberto Odchimar Coronado Jr., John Diaz-Hernandez Jr., Alaa Embaby, Ronald Embody, Raul Gomez, John Gryko, Donna Hickman, Glen McCullough, Arturo Montoya, Leonard Erskin Nairn Jr., Brian Nixon, Juan Norales, Dominique O'Brien, Lionell Packnett, Andrew Peprah, Kamin Bin Raji, Asril Syarbaini and Antonio Duhaylungsod Zorrilla. Class instructor Stan Beck is at the far left.



Paul Hall Center Classes



Tank Ship Familiarization – The following upgraders (above, in alphabetical order) graduated from this course Jan. 27: Abdulhak Saleh Ahmed, Prymus Bennard Buckholtz, Melvin Cooper, Shelby Curtis, Brandon Elliott, Mark Grzegorzcyk, Fernando Ibuyat Haber, Kenji Hoffman, John Huyett, Sherwin Jones, Todd Lander, Rafael Angel Leon Ortiz, Johnny Matthews, Arron Millar, Roger Nesbeth, Gustavo Rigobert Osorio, Harry Phillip, Freddy Magdaleno Rivas Ordonez, Adrian Schubert, Michael Stein, William Summers Jr., Eddie Thomas Sr., and Wayne Yeargain.



Small Arms – Five Seafarers improved their skills by completing this course late last year. Graduating Sept. 9 (above, in alphabetical order) were: Matthew Foote, Charles James, Craig Meredith, Thomas Moore and Prescilo Poliquit Zuniga. Instructors Robert Springer and Stan Beck are at the far left and far right, respectively



Combined Basic & Advanced Firefighting – The following individuals (above, in alphabetical order) graduated from this course Oct. 28, 2016: Abdulhak Saleh Ahmed, Ali Mohsen Alhamyari, J.K. Mansfield Borden, Demorris Duggins, Jason Hardy, Jaber Musleh Jaber, Nat Lamb, Peter Malone, Saleh Mohamed Mothana, Kenneth Steiner, Daniel Tapley, Charles Toliver and Igor Vasilevich Yakunkov. Wayne Johnson Jr., their instructor, is standing at the far left in the second row.



Basic Firefighting – A pair of Seafarers improved their skills by completing this course. Graduating Oct. 14 were: Brandon Kernodle (second from left above) and Christian Borroto Lopez (second from right). Class instructors Joseph Chienda and Wayne Johnson Jr., are at the far left and far right respectively.



Basic Firefighting – Ten upgraders completed their requirements in this course Oct. 3. Graduating (above, in alphabetical order) were: Joshua Bingham, Kevin Campbell, Daniel Coffman, Aurelio Dela Cruz Esperanza, Paris Greene, Luis Guardado, Juanita Kidder, Debra Kinerk, Madina Lawless and Bob Tuilaepa. Their instructor, Wayne Johnson Jr, is at the far right. (Note: Not all are pictured.)



BT Revalidation – Eleven Seafarers finished this course Oct. 21. Graduating (above, in alphabetical order) were: Joel Boyd, Henry Molina Cacal, John Clare, Daniel Doherty, Jose Garcia, Malcolm Holmes, Jesus Geovannie Ortiz-Rivera, Richard Sandiford, Lawrence Tharp Jr., Glenn Toledo and Lebaron West. Class instructor Wayne Johnson Jr. is at the far right



Advanced Galley Ops – Four steward department upgraders enhanced their skills by completing this course Nov. 4. Graduating (above, from left to right) were: Benjamin Piker, Shanita Flachbart, Susan Emmons and Frances-Brian Toledo Bautista.



SUA (Galley Operations) – Six individuals completed their requirements in this course Dec. 2. Graduating (above, in alphabetical order) were: Yapheth Zemene Alene, Rysheka Chapman, Pauline Crespo Guillen, Sherron Davita DeCoteau, Jonathan Perez Borroto Sanchez and Shafreda Short Thigpen.

SEAFARERS LOG



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The SIU-crewed *Maersk Peary* docks at McMurdo Station's ice pier during Operation Deep Freeze 2017. (Photo courtesy MSC)

Seafarers Deliver in Operation Deep Freeze

SIU crews from two ships have successfully completed another resupply mission to Antarctica's McMurdo Station.

The annual undertaking, called Operation Deep Freeze, provides crucial supplies to personnel from the U.S. Air

Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and other individuals who are stationed at the largest scientific research community in Antarctica.

The SIU-crewed ships, Waterman

Steamship-operated *Ocean Giant* and Maersk Line Limited-operated *Maersk Peary*, earlier this year brought food, building materials and vehicles, as well as 100 percent of the fuels needed by McMurdo Station for the year. The supplies delivered also keep Amundsen-Scott South Pole Station, 800 air miles from McMurdo, as well as remote field camps operational. The ships are escorted to the station's ice pier by the *Polar Star*, the Coast Guard's only operational heavy icebreaker.

After offloading nearly 7 million pounds of supplies, the *Ocean Giant* backloaded cargo for transportation, including ice core samples which are carried in sub-zero freezer containers. Altogether, approximately 500 containers were loaded onto the *Ocean Giant*, to be taken to Port Hueneme, California.

The crew of the *Ocean Giant* included Bosun **Hernando Bansuelo**, ABs **Emmanuel Alcantara**, **Kevin Moore** and **Jose Panlilio**, QEE **Mark Campbell**, QE4s **Edgar Dionio** and **Alex Oliva**, ACU **John Lewis**, Oiler **Robert Brady**, Stewards **Emie Aguinado** and **Artis Pilgrim**, and Unli-

censed Apprentice **Javaris Wright**.

The SIU members aboard the *Maersk Peary* included Bosun **Ronald Paradise**, ABMs **Karl Mayhew**, **Lawrence Richardson** and **Irving Rueda**, ABs **Clifford Christopher**, **David Kennedy** and **James Wynegar**, QE4 **Rene Halasgo**, QEP **Vigilio Demegillo**, GSTU **Joseph Wattam**, Recertified Steward **Tony Spain**, Chief Cook **Lamont Faulks** and Wiper **Ian Jordan**.

"We have had a good mission this year," said Dave Coulter, Military Sealift Command Pacific Sealift/Preposition Ship team lead. "The combination of the good weather and the professionalism of the members of Cargo Handling Battalion One and the ships' crews have really made this year a success, with no incidents and no injuries. It proves once again that MSC delivers! We are all proud to been a part of the mission."

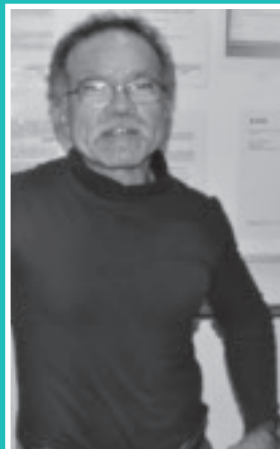
SIU-crewed ships regularly have supported Operation Deep Freeze since McMurdo Station was established in 1955, providing supplies and fuel to scientists operating from the remote base.



The U.S. Coast Guard Cutter *Polar Star* (slightly visible in foreground) breaks ice around the SIU-crewed *Ocean Giant* prior to the vessel's departure from McMurdo Station in early February. (U.S. Coast Guard photo by Chief Petty Officer David Mosley)



Chief Cook **Lamont Faulks**, GSTU **Joseph Wattam**
Maersk Peary



AB **Irving Rueda**
Maersk Peary



ABs **Karl Mayhew** (left) and **Clifford Christopher**
Maersk Peary



Bosun **Ron Paradise** slows down just long enough to cut his birthday cake aboard the *Maersk Peary*.