

SEAFARERS



LOG

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

SIU Mobilizes For Military Exercises **Seafarers-Crewed Ships Support Bilateral Drills**



SIU crews have participated in several bilateral and multilateral military support exercises overseas this year, working closely with uniformed personnel from the U.S. Navy, Marine Corps, Army and Coast Guard. A few of those Seafarers-crewed ships (and some of the aforementioned military members) are pictured here: the *USNS Piliilau* (directly above, during exercise CJLOTS in Korea); the *USNS Bobo* (background of photo at far left, in Australia immediately following Talisman Saber); and the *USNS Fisher* (photo at immediate left and large photo at top, at Subic Bay during a mobilization known as Balikatan 2017). All three ships took part in CJLOTS, which is covered on page 24. (Photos courtesy U.S. Navy, Army and Marine Corps)

Rear Adm. Buzby to Lead MARAD
Page 2

Contract News
Page 3

Op-Ed Praises Jones Act
Page 5

President's Report

Jones Act an All-American Law

Ironically, the most recent attempt to scuttle the Jones Act coincided with a White House initiative to highlight American-made products. For those that missed it, a bill was introduced in the United States Senate in mid-July calling for outright repeal of the nation's freight cabotage law. While we take every threat seriously, I'm optimistic that this particular proposed legislation won't go anywhere.

The reason for my confidence is, many legislators on both sides of the aisle as well as people in the military and administration understand the numerous, irreplaceable benefits that the Jones Act provides to the United States. It's an easy case to make, and in fact I would argue that the Jones Act is one of the ultimate "All-American" statutes.



Michael Sacco

On the books for nearly a century, the Jones Act requires that cargo moving between domestic ports is carried on vessels that are crewed, built, owned and flagged American. It boosts our country's economic, national and homeland security. It helps maintain nearly 500,000 American jobs while contributing billions of dollars to our economy each year. Most other industrialized nations have similar cabotage laws.

One thing that shouldn't be overlooked regarding the Jones Act is its national security implications. Without this law, our country's shipbuilding capacity would be devastated, and our pool of U.S. mariners would take a potentially fatal blow. Military leaders have said we're already at a critical point when it comes to availability of U.S. civilian mariners, who ably crew up the vessels that support our troops wherever and whenever needed. As a nation, we simply cannot afford to undermine our own wellbeing by weakening or eliminating the Jones Act.

Cabotage is on the radar far from North America, as well. The International Transport Workers' Federation (ITF) recently conducted a conference in Cape Town, South Africa, during which its support of cabotage laws was reaffirmed. The meeting, attended by ITF Seafarers' Section Chair and SIU Secretary-Treasurer David Heindel, included presentations from members of the federation's cabotage task force (including Heindel) along with other maritime leaders and guests. One such presentation included the results of a recent survey, which found that 67 percent of countries have cabotage protections.

The Jones Act remains one of our country's smartest, most beneficial policies. The SIU will continue to support this vital, common-sense, and very pro-American law.

New Contracts

This is the second straight month we're reporting either ratification or tentative agreement on new contracts that help ensure a bright future for SIU members. Highlighted elsewhere in this issue of the *LOG*, the contracts without exception include yearly wage increases while maintaining benefits.

These gains and features don't come easily and shouldn't be taken for granted. They reflect very well on our rank-and-file members, on our contract department officials, and also on our vessel operators for bargaining in good faith.

Congratulations to all concerned, and keep up the good work.

Union Plus

If you're a regular reader of the *LOG*, you've undoubtedly noticed our promotions of Union Plus programs. If you've never followed up to get more information, check out their website (UnionPlus.org) and you'll be able to see all of the benefits available to Seafarers and their families – and to our retirees.

Union Plus is part of the AFL-CIO, and they offer quality, discounted goods and services with an emphasis on union-made, American-made products and union-staffed facilities. We have partnered with them for many years, and we remain proud of that relationship because it benefits rank-and-file members and their families.



SIU President Michael Sacco (left) is pictured with Rear Adm. Mark H. "Buzz" Buzby at a Maritime Trades Department event in 2013.



Rear Adm. Buzby (left) meets with SIU members Bosun Jerrold Foke (center) and Oiler Rusty Stewart aboard the *M/V Liberty* earlier this year in Charleston, South Carolina

Navy Rear Adm. Buzby to Head U.S. Maritime Administration

A longtime friend of the U.S. Merchant Marine is expected to take the helm at the U.S. Department of Transportation's Maritime Administration (MARAD).

Retired Navy Rear Adm. Mark H. "Buzz" Buzby in late June was nominated by President Donald Trump to become the next U.S. Maritime Administrator. Buzby's confirmation hearing – expected to be uneventful – was scheduled to take place at press time.

Buzby was the top officer at the U.S. Navy's Military Sealift Command (MSC) from 2009 until he retired from Naval service in 2013. He's been serving as president of the National Defense Transportation Association (NDTA) since November 2014.

"Admiral Buzby is an extremely knowledgeable ally who definitely understands the value of the American maritime industry along with the serious challenges we're facing," stated SIU President Michael Sacco upon hearing about the nomination. "He realizes that the U.S. Merchant Marine and America's shipbuilders are vital to national security. We worked well with him at MSC and at the NDTA, and look forward to his taking the helm at MARAD."

Buzby started his 34-year career in the Navy after graduating from the U.S. Merchant Marine Academy at Kings Point in 1979. He served at sea with time as a vessel commander and ashore with the Navy staff and the Joint staff. He is the recipient of the Navy Distinguished Service Medal and the Bronze Star as well as other personal and unit awards.

During his time at MSC, Buzby regularly spoke at meetings of the AFL-CIO's Maritime Trades Department (MTD), and he also was a featured speaker at the 2012 Seafarers International Union of North America convention. At the latter event, he emphasized the "spirit of cooperation and partnership built on trust" between the agency and maritime labor.

"We could not do it without you," Buzby stated at the 2012 gathering in Piney Point, Maryland. "We absolutely must have the strong minds and strong backs of your membership to help us execute our mission: our vital part of national security and national defense."

At an MTD meeting a year earlier, he said, "We deliver thanks to the American merchant seaman who makes it happen any time, any ocean, in peace and in war."

ITF: Australian Government Finds FOC Shipping a Security Risk

The International Transport Workers' Federation (ITF) says the Australian government can no longer ignore its national security responsibilities, in response to recent findings by that nation's senate inquiry into flag-of-convenience (FOC) shipping.

The Australian Rural and Regional Affairs and Transport References Committee report, publicized in mid-July, found gaping holes in Australia's national security framework, just one day after a government announcement about creating a new Ministry of Home Affairs.

"FOC shipping refers to international trading vessels that are registered in tax havens such as Liberia, Panama and the Marshall Islands," the ITF explained. "These registries are renowned for their lax labor laws, poor investment controls and lack of ownership oversight."

The ITF has continually condemned the Australian government's moves to deregulate its shipping industry by the removal of cabotage, as part of the federation's campaign against runaway flags. The ITF's FOC campaign was formally launched in 1948, and has become the standard-bearer for the defense of exploited and mistreated seafarers throughout the world.

Goals of the ITF's FOC campaign include the elimination of the FOC system worldwide, and

the establishment of a regulatory framework for the shipping industry in order to create and enforce ITF-acceptable standards aboard all vessels. Without that framework, unscrupulous shipowners are able to operate runaway-flag vessels that abuse seafarers' rights undetected and without legal ramifications.

Meanwhile, a recent Australian Border Force (ABF) submission states, "The Department notes that while a significant proportion of legitimate sea trade is conducted by ships with FOC registration, there are features of FOC registration, regulation and practice that organized crime syndicates or terrorist groups may seek to exploit. These features are: A lack of transparency of the identity of shipowners and consequent impediment to holding the owner to account for a ship's actions; and insufficient flag state regulatory enforcement and adherence to standards."

The Australian Senate report states: "The committee maintains that [FOC] vessels present serious security risks to the Australian coast, which need to be properly addressed. The committee takes the view that, by not agreeing to review the current state of the maritime sector in Australia, the government is failing to address the serious

Continued on Page 7

SEAFARERS LOG

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

Volume 79 Number 8

August 2017

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support, *Jenny Stokes*; Content Curator, *Mark Clements*.

Copyright © 2017 Seafarers International Union, AGLIW. All Rights Reserved.



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

Union Announces Several New Contracts

Each Features Annual Wage Hikes, Maintenance of Benefits

On the heels of ratification of the new standard freightship and tanker agreements, the union has reached tentative contracts with several other operators.

In his membership report for July, SIU Vice President Contracts George Tricker noted that tentative agreements were in place with Crowley Liner Services; E-Ships, Inc.; Keystone Shipping; Liberty Maritime; Matson Navigation; Maersk Line, Limited (MLL); Matson Navigation; Marine Personnel and Provisioning; and Transoceanic Cable.

Tricker further stated that the aforementioned pacts are largely patterned after the standard agreements. All of them feature yearly wage increases while maintaining benefits.

Most of the new contracts are five-year

agreements. Included in this category are the pacts covering Crowley, E-Ships, Liberty Maritime, MLL, Marine Personnel and Provisioning, and Transoceanic Cable. The Matson contract covers four years, while the Keystone agreement covers nine years. The Keystone pact features annual wage increases for the first five years, followed by an economic reopener (including wages and fringe benefits) in June 2022.

"All of these contracts are a credit to rank-and-file Seafarers as well as to our vessel operators," Tricker stated. "They are fair to both sides, which is exactly what we strive to achieve. I'm especially pleased we were able to secure yearly wage increases while maintaining benefits, which is far from the norm for many other organizations."



Reviewing the new Matson agreement aboard the *Manoa* are (from left) ACU David Hilario, Patrolman Adrian Fraccaroli, Recertified Steward Joseph Gallo and Port Agent Nick Marrone II.



Vessels covered under the new contracts include the *Maersk Ohio* (photo at left) and the *Liberty Grace* (above). (*Liberty Grace* photo by Michel Boulianne)

Watchdog Group: 'Piracy Has Not Gone Away'

Oceans Beyond Piracy Highlights 2016 Trends

The watchdog group Oceans Beyond Piracy (OBP) has released its annual report on maritime piracy trends and statistics across the globe. As summarized in the report, "The message portrayed in the 2016 report is irrevocably clear – piracy has not gone away and costs slightly more in 2016 than it did in 2015 – again, with the shipping industry bearing the brunt of the costs."

The study divides piracy into four geographic regions: East Africa, West Africa, Asia, and Latin America and the Caribbean. In East African waters, no hijackings were reported in 2016, though the danger in that region is still very real. Additionally, the economic impact of deterring piracy in this region far outweighs all other regions combined, at \$1.5 billion. This includes embarked guards, naval deployments, vessel hardening, increased speed and rerouting, as well as prosecution and imprisonment costs.

"I am struck by the willingness of all partners to cooperate in the face of a possible piracy resurgence and the human misery and disruption that this would cause to seafarers and vessels transiting the high-risk area," said Col. Richard Cantrill, chief of staff of the European Union's Naval Force (EU NAVFOR). "Naval forces, the shipping industry, and Somali partners are working together to understand the situation on the Horn of Africa and to cooperate in support of freedom and navigation."

There were 27 total incidents in the region, though only nine of those were successful. Even with the decreased number of incidents in recent years, the region is still very much active, accord-

ing to the report: "The 2016 incidents demonstrate that pirate groups still possess both capability and desire to carry out acts of piracy, as evidenced by the March 2017 hijacking of *MT ARIS 13*. The political and economic conditions onshore which allowed and encouraged piracy off the coast of Somalia to flourish less than a decade ago have seen negligible improvements."

The number of incidents in West African waters increased dramatically in 2016. There were 95 reported incidents, as opposed to 54 in 2015, which affected 1,921 seafarers. The total economic effect of piracy in the region was \$793.7 million, with kidnappings making up the majority

of what the report termed "successful" incidents. Ninety-six seafarers were taken hostage and were held on average for two weeks before release or rescue.

Despite the overall increase in attacks in the region, only one successful hijacking was recorded in West African waters in 2016. As stated in the report, "The response of regional navies underlined the improvements in terms of regional cooperation in recent years. Côte d'Ivoire, Ghana, and Togo sent patrol boats to track the hijacked ship. Nigerian special forces then conducted an opposed boarding to rescue the crew, a capability that few other navies in West Africa currently have."

In 2016, there was a significant decrease in incidents occurring in Asian waters, down 35 percent from 2015 due to increased patrols and regional coordination. There was also a sharp decline in hijackings for cargo theft, which the report suggests shows that traffic transiting the Straits of Malacca and Singapore is now at lower risk. However, there has been an increase in kidnap for ransom

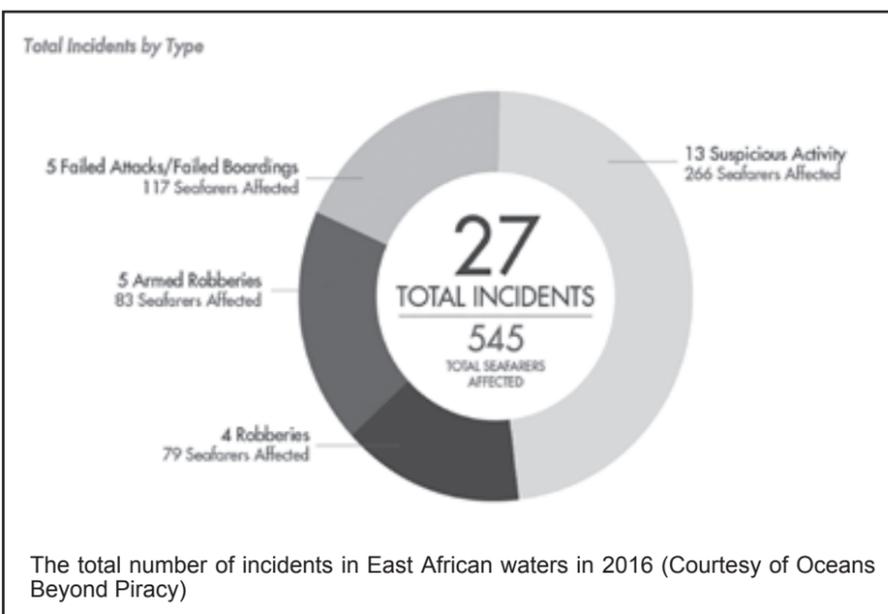
incidents, suggesting that there is still a long way to go in securing the region.

The total number of incidents reported in Asian waters was 129, some 95 of which were successful. In 22 kidnappings, 21 of which occurred in the Sulu and Celebes Seas, 67 seafarers and fishers were taken hostage. While many have been released, 15 hostages have not been released. Five mariners were killed in those kidnappings.

Finally, in Latin America and the Caribbean, the primary method of piracy is theft from vessels at anchorage. Out of 19 successful attacks, 10 of those were robberies, an increase from previous years. While the main target of these attacks has been private yachts, commercial vessels were also targeted, including passenger vessels navigating the hard-to-patrol riverine areas of South America.

As stated in the annual document, "The 2016 State of Maritime Piracy Report from OBP once again confirms piracy continues almost unabated and the costs involved in tackling the issues are as high now as they have ever been. The report provides unambiguous evidence of the need for industry to carry out voyage risk assessments and to adhere to recommended best practices, to protect their assets when conducting operations at sea and alongside, in all areas which are prone to piracy and armed robbery. Having evidence in the form of statistics and collated reports allows value-added information to be passed on to [chief security officers], and masters of ships to continually review and update best practices, many of which are common to all areas prone to this maritime crime."

Oceans Beyond Piracy is a project of One Earth Future Foundation – a private organization located near Denver which is committed to multi-stakeholder initiatives to resolve issues related to conflict. OBP encourages close cooperation across the international maritime community to develop long-term, sustainable solutions to piracy.





Pictured from left to right in the photo above are SIU VP Joseph Soresi, ARC President/CEO Eric Ebeling, SIU President Michael Sacco, SIU of Canada President Jim Given, SIU Exec. VP Augie Tellez and Port Council Exec. Secretary-Treasurer Pete Busacca. In the photo at right, Terry Turner conveys pro-maritime sentiments from Rep. Duncan Hunter.

Port Council Honors Three from Maritime Community

Ebeling, Hunter, Given Saluted For Pro-Maritime Contributions

The Maritime Port Council of Greater New York/New Jersey and Vicinity honored three key members of the maritime community at its annual dinner/dance on June 24 in Manhattan.

Seafarers Union of Canada President Jim Given received the Paul Hall Award of Merit. Eric Ebeling, president and CEO of SIU-contracted American Roll-on Roll-off Carrier (ARC) was recognized with the Herb Brand Memorial Award. The Government Man of the Year Award was presented to U.S. Representative Duncan Hunter (R-California).

The port council is part of the AFL-CIO's Maritime Trades Department (MTD). SIU President Michael Sacco also serves as MTD president, while SIU Vice President Atlantic Coast Joseph Soresi is president of the port council.

Speaking to the more than 400 attendees, Given said he believes that no individual gets an award, as such recognition always stems from a team effort. He sa-

luted the brothers and sisters of the SIU of Canada for all of their hard work.

"We are stronger, larger and better than we ever were," Given said of his union. "This is a great honor and I don't take it lightly. There is no higher honor than to receive the Paul Hall Award."

In introducing the Paul Hall awardee, Sacco told the audience that Given grew up in an SIU family and started sailing in 1973. He added Given "isn't afraid to roll up his sleeves and do the hard work that's required to be an effective president."

Since becoming the head of the SIU of Canada in September 2013, Given led a nationwide coalition of unions against the Canadian-European Union Comprehensive Economic Trade Agreement and faced down a threat by the Canada Steamship Lines to go foreign flag, while securing new jobs for his members.

"Since taking the helm, Jim has done an outstanding job while gaining respect from his members, other workers and elected officials," Sacco stated. "He's put renewed emphasis on vocational training, and he and his team have successfully improved

their union contracts."

In accepting the Herb Brand Award, Ebeling joins his father (Raymond Ebeling in 2000) in being so recognized.

After thanking his wife and family (and surprising his mother by leading the audience in "Happy Birthday"), he sent a "special thanks to my colleagues. This is a team award for your dedication and action."

Ebeling talked about a recent ship's christening at which U.S. Transportation Secretary Elaine Chao spoke. He said the ceremony demonstrated "ARC is in for the long haul."

He emphasized several times that the U.S.-flag maritime industry "must build for the future" and protect and grow the Maritime Security Program, cargo preference and other initiatives.

SIU Executive Vice President Augie Tellez presented Ebeling as someone who has built "on his father's foundation. He works with the government, the military, the U.S. Transportation Command and the industry to make sure demands are met."

The SIU official pointed out that both Ebeling and Tellez are "legacies" in the

U.S.-flag maritime industry as their fathers preceded them in their lines of work.

Since Congressman Hunter was called away and unable to receive his award, Seafarers Legislative and Political Representative Terry Turner read the elected official's letter thanking the port council for the recognition.

Hunter wrote that as a Marine and a member of Congress, he has appreciated the hard work performed by the men and women of the U.S.-flag fleet: "Our citizens team up to deliver the goods, wherever and whenever needed."

He added, "Partly through my interactions with your parent organization, the Maritime Trades Department, I have come to view your industry as a great example of labor-management cooperation. I will continue to be an outspoken advocate for U.S.-flag ships that are built, crewed and owned by Americans. I will stand up for the Jones Act, the Maritime Security Program, cargo preference laws and any other programs that benefit the American maritime industry," Hunter concluded

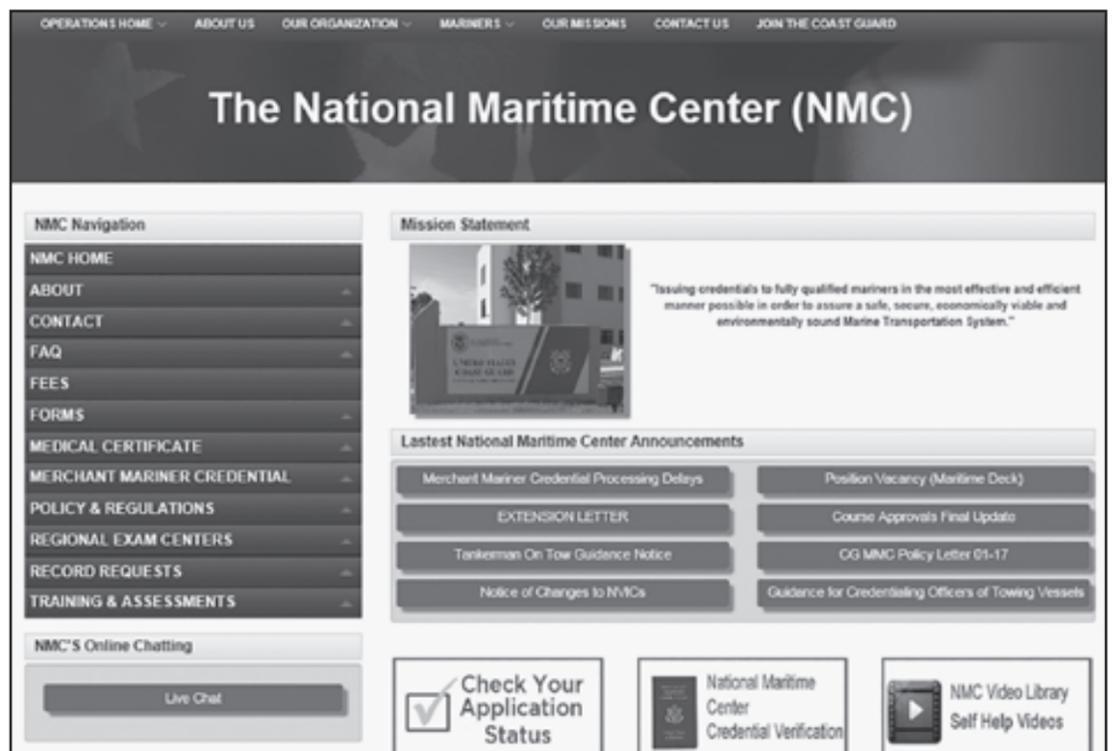
National Maritime Center Website Undergoes Changes

Editor's note: The NMC issued the following notice on June 14. Their website is www.uscg.mil/nmc

To maintain compliance with U.S. Coast Guard directives, the National Maritime Center's (NMC) website will be transitioning to a new platform on June 29, 2017. Users entering www.uscg.mil/nmc will be redirected to the new NMC homepage which is being hosted on the Department of Defense American Forces Public Information Management System (AFPIMS).

Your feedback is important to us! While we will make every effort to ensure this is a successful transition, we encourage users to provide detailed feedback when using the new website. Feel free to tell us what you like and what you don't like by using our website feedback form. A link to this document can be found on the left side of each website page. Complete the form and submit via e-mail to D05-DG-NMCWebMaster@uscg.mil.

For all other questions or comments, please contact the NMC via our Online Chat or Ticketing System, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).



A screen shot of the new NMC home page

Jones Act 'Makes America Stronger While Helping Keep Borders Secure'

A recent op-ed making the rounds online and in print states a powerful case for maintaining the Jones Act.

Peter Roff, a former senior political writer for United Press International and a well-known commentator based in Washington, D.C., spoke out on behalf of America's freight cabotage law. The Jones Act requires that cargo moving between domestic ports be carried on vessels that are crewed, built, flagged and owned American.

Roff said that Jones Act opponents claim the law "raises the costs of any goods transported domestically by ship." However, in attempting to make "the case against economic protectionism, [foes] neglect the significant national security implications inherent in the matter."

Roff continued, "No one would call Transportation Secretary Elaine Chao anything other than a conservative with a strong preference for free market solutions to public policy questions. Yet she recognizes the value of the Jones Act, which earlier this year she called 'a very important program that secures national security. This is an area that I'm very familiar with,' she said. 'The national security of the merchant marine fleet of this country 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,' something the Jones Act makes possible."

The writer then distinguished between major U.S. ports that routinely handle foreign-flag, foreign-crewed ships versus smaller ones when it comes to security and vetting capabilities. Compared to U.S. international ports like New York and Seattle-Tacoma, the ones "located on the more than 12,000 miles of navigable U.S. inland waterways are another matter entirely," he stated. "The inland river system directly benefits 38 states in America's heartland, cutting through Middle America around some of the nation's most prominent and largest cities. As such they are potential targets for terrorist activities involving nuclear, chemical and biological weapons of mass destruction. The fact that all the ships who use them are American-owned and -operated and have American merchant mariners as their crews is as much a security measure as anything else."

"If the transport system were disabled, even by something as simple as the scuttling of a single vessel in a busy inland waterway as part of an act of terror against the United States, it could be as damaging to the U.S. economy, at least in the short run, as the temporary shutter-

ing of the New York Stock Exchange was after 9/11," he continued. "It should not be a surprise to anyone the U.S. Department of Homeland Security has given particular attention to the importance of Great Lakes domestic shipping to the steel industry and the North American economy in general."

The prospect of terrorists infiltrating these vital commercial routes presents a challenge the government is simply not equipped to handle, at least not at this point in time. Congress should take up the challenge of reinforcing the safety measures already in place as part of President Donald Trump's new infrastructure initiative but it probably will never be enough. For every security measure we can think of there's always someone smarter who can figure a way around it. It's a continuous game of cat and mouse that makes it impossible to adequately guard every potential target and keep secure every mile along the different inland waterways."

Roff then cited recent comments from U.S. Congressmen Steve Scalise and Duncan Hunter, who co-authored a message warning of the potential pitfalls of giving foreign crews free reign on U.S. waters.

Building on that point, Roff wrote, "At the heart of the matter is crew composition.

The Americans who serve aboard U.S. commercial vessels are highly trained, licensed and well vetted. Moreover, they regard themselves as partners with law enforcement in the fight against terror. When they see something threatening to U.S. homeland security, they say something — reporting to the appropriate agencies through established channels. They can be counted upon in ways crews with multi-national composition cannot."

He also noted the likely irony of wiping out any potential savings that may stem from eliminating the Jones Act.

"Abolishing the Jones Act might save consumers a few pennies here and there by reducing the price they pay for certain items but the potential cost is very, perhaps even unacceptably, high," Roff said. "From a security perspective, eliminating the act could be a significant lose-lose proposition placing substantial pressures on an already overburdened security system. The costs of trying to update the security, which would also ultimately be passed along to consumers — depending on how it was done — through higher prices or higher taxes that would almost certainly wipe out any savings achieved by opening up these routes to foreign competition."

Coalition: Keep Maritime Out of NAFTA

A major United States industry group recently voiced its strong opinion that any updates to the North American Free Trade Agreement (NAFTA) should continue to exclude maritime matters.

The United States Maritime Coalition (USMC) (whose member organizations include the SIU) in early June submitted comments to the Office of the United States Trade Representative (USTR), in response to a request in the Federal Register. Specifically, USMC Chairman James L. Henry wrote to Edward Gresser, chair of the Trade Policy Staff Committee.

The coalition represents U.S. maritime interests that operate, crew, and build American-flag ships for the domestic and international trades.

In the letter, Henry noted, "The United States is not currently a participant in any international agreements involving maritime services, including NAFTA.... We strongly urge you to continue to exclude maritime matters from NAFTA."

He then pointed out that the American maritime industry "provides significant economic, homeland, and national security benefits to the United States. Importantly, as has been noted by the U.S. Government Accountability Office, an independent, nonpartisan agency that works for Congress, 'The military strategy of the United States relies on the use of commercial U.S.-flag ships and crews and the availability of a shipyard industrial base to support national defense needs.'"

Henry also reminded Gresser that the industry for decades has been consistent in opposing possible coverage of maritime issues under multilateral, regional, and bilateral trade agreements. "The industry — carriers, dredgers, shipyards, and seafarers — have had a simple message: It strongly opposes the inclusion of maritime matters in trade agreements because it is detrimental to the United States' national defense and economic interests," he stated. "Recognizing these negative impacts to the United States, the USTR and every administration worked to ensure maritime matters were not included in the General Agreement on Tariffs and Trade (GATT), the General Agreement on Trade in Services (GATS), or any regional or bilateral trade agreements to which the U.S. is a party."

For example, the GATT permanently grandfathered the U.S.-built requirement of America's cabotage laws; the GATS effectively excludes maritime transportation services; and NAFTA expressly "reserves the right to adopt or maintain any measure relating to the provision of maritime transportation services and the operation of U.S.-flagged vessels" and comprehensively excludes United States maritime transportation goods and services.

Henry added, "By taking these steps in NAFTA and all subsequent trade agreements, the United States did not in any way restrain or limit our ability to maintain and promote a

strong U.S.-flag fleet and maritime industry in domestic and foreign commerce or to ensure a shipbuilding industrial base to meet national defense needs. The United States also retained its effective unilateral ability to open up foreign markets in maritime and maritime-related services."

The coalition underscored ways the U.S. maritime industry significantly contributes to economic, national, and homeland security. Nationally, the domestic maritime industry supports nearly 500,000 jobs, a gross economic output of over \$92.5 billion annually, and worker incomes of \$29 billion annually with a \$10 billion tax impact. The U.S. shipbuilding and repairing industry contributes almost 400,000 jobs, \$25 billion in individual income, and \$37 billion in GDP each year.

"We do not believe that anything has changed here at home or abroad that would alter our view or change the U.S. Government's position with respect to the inclusion of maritime matters in NAFTA or any other trade agreement," Henry said. "Moreover, nothing has been presented that would indicate why or how the inclusion of maritime in a modernized NAFTA would benefit our American maritime industry and the United States' national and economic security.... There is no justification for any aspect of the domestic maritime transportation services to be the subject of discussion or covered by NAFTA renegotiations; to do so could mean the end of U.S. ownership and crewing of vessels sailing our waters, which is why maritime matters were excluded from NAFTA. Moreover, the GATT permanently grandfathered the U.S. build requirement of our cabotage laws governing cargo, passengers, dredging, towing, and fishing, which NAFTA explicitly recognizes. That grandfather was fought and 'paid for' during those negotiations. There is no reason to open domestic maritime services or the grandfather for discussion in NAFTA renegotiations, or in any other trade context for that matter."

International shipping, auxiliary services, and access to and use of port facilities also must not be included in a modernized NAFTA or any other trade agreement, he added, also for reasons of national, economic and homeland security.

"Our laws and regulations are clear and transparent," Henry concluded on behalf of the coalition. "Our international trades are liberalized, as evidenced by the fact that roughly 98 percent of international trade with the United States occurs on foreign-flag vessels. NAFTA's provisions excluding maritime matters, including the five cabotage laws — cargo, passengers, dredging, towing, and fishing — should be preserved as we do not believe it is desirable, appropriate, or necessary to include maritime matters in a modernized NAFTA or any other trade agreement context."

Article Makes Powerful Case For Value of U.S. Mariners

A maritime industry veteran recently amplified concerns expressed by United States military leaders about reductions to the nation's merchant marine manpower pool.

Writing for the U.S. Coast Guard quarterly magazine *Proceedings*, Richard Berkowitz, director of Pacific Coast operations for the Transportation Institute, examined some of the recruiting and retention challenges facing the industry. He also reported on various efforts to mitigate those obstacles along with possible steps to increase American-flag tonnage.

The Transportation Institute, based near the nation's capital, is a non-profit association dedicated to maritime research, education and promotion.

Supplementing his assertions with quotes by high-ranking officers from the U.S. Transportation Command, Coast Guard, and U.S. Military Sealift Command, Berkowitz pointed out, "Top government, military, and regulatory leaders have recently underscored that a domestic maritime workforce is vital to the nation's economic, environmental, and military strength, as well as to homeland security. History supports this stance, as there have been documented cases of foreign-flagged vessels whose crew flinched at the thought of transporting military cargo into potentially hostile trade lanes and ports during Operation Desert Shield, and similar and broader problems occurred with foreign-flagged ships during the Vietnam War. Military planners recognize we have allies we may not be able to rely on."

"Consequently, assuring an adequate pool of trained, experienced, certificated, fit, and available U.S. mariners is in the nation's interest," he continued. "Unfortunately, the likelihood of this availability is far less certain than at any other time in our modern history."

Citing a statistic that has become hauntingly familiar, the writer noted the nation's sailing presence in global trade lanes "has been reduced to its lowest level in American history, with only 78 U.S.-flagged commercial vessels." Sixty of those ships are enrolled in the U.S. Maritime Security Program (MSP), which helps ensure the availability of militarily useful vessels and their U.S. crews to the Defense Department in times of crisis.

He continued, "The domestic cabotage, or Jones Act vessel fleet, has also shrunk. Although there are roughly 40,000 commercial vessels in the Jones Act fleet, the vast majority are workboats, passenger vessels, ferries, tugs, and barges. As of late 2016, the deep-draft Jones Act fleet was comprised of just 91 vessels that have potential military utility for surge and/or sustainment."

Despite declines in the industry, there remains a need for mariners. For instance, Berkowitz cited a 2015 joint report by the Departments of Labor, Education, and Transportation suggesting there will be 74,000 job openings (roughly split between licensed and unlicensed positions) available to new entrants to the maritime sector up until the year 2022.

While not all of those positions will require a credential, the writer pointed out that individual demands stemming from the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (ratified in 1978 and amended several times) stipulate additional training. "This adds to the costs (in time and money) a person must devote to obtain and retain a job in the maritime sector," he wrote. "This challenge is not only driving experienced mariners to seek shore-side employment or retirement, but it also prompts those inclined to pursue a waterborne career to abandon the inclination."

Berkowitz also explained how STCW requirements and related hurdles have closed off the hawsepipe (a term referring to an officer who progressed through the ranks without graduating from a maritime college or academy). "The simplicity of gaining sea-time experience, then passing the requisite U.S. Coast Guard license exam is not readily possible," he added. "In response, a number of private, employer, and labor union maritime training schools have developed innovative apprenticeships, coursework, and simulation platforms, but these burdens and attendant voluntary exits from the industry are anticipated to rise...."

After touching on some other potential solutions to the manpower issue, Berkowitz described cooperative efforts in an initiative called "military to mariner." Labor and management have teamed up for the past few years to facilitate entry of separating veterans, particularly those who already have qualifying sea time.

"In recent years, the U.S.-flagged maritime industry has pursued legislation, coordination, engagement, outreach, and a revived commitment in this arena, and we are beginning to see solid achievements," he said. "With the help of military service leaders, steadfast encouragement from congressional members, nudging from the maritime administrator, and support of other policymakers, the transition of sea service and military vets into the maritime sector will become more transparent, affordable, seamless, and achievable. This is a winning objective for all involved."

Seafarers Ratify 5-Year Standard Contracts

New Agreements Boost Wages, Maintain Benefits

By an overwhelming majority, SIU members have approved the new standard freightship and tanker agreements, details of which were reported in last month's *LOG*. The five-year contracts feature annual wage increases and maintain benefits. They took effect July 1 and last through June 2022. Pictured on this page are members voting in favor of the contracts aboard ship (or shown shortly after doing so), along with an exterior shot of the *Overseas Boston*.



PHILADELPHIA EXPRESS



OVERSEAS NIKISKI



OVERSEAS LOS ANGELES



RRF CREWS FROM CAPE ISLAND, CAPE INTREPID



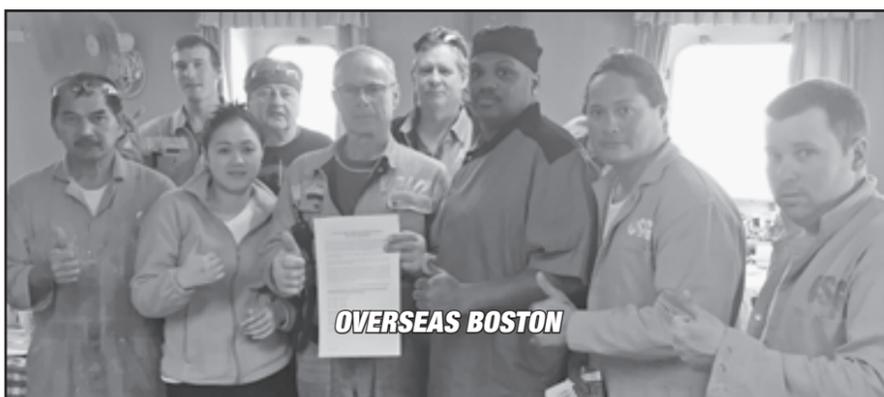
**RRF CREWS FROM GRAND CANYON STATE,
KEYSTONE STATE, USNS ALGOL, USNS CAPELLA**



NORTH STAR



KAUAI



OVERSEAS BOSTON



OVERSEAS BOSTON

FOC Ships Pose Security Concerns for Australia

Continued from Page 2

security, economic, human rights and environmental vulnerabilities in the sector.”

The committee called on the federal government to grow the Australian maritime industry in the face of what it calls “very real and current risks to our nation” posed by FOC vessels and their crew.

ITF President Paddy Crumlin, who also heads up the Maritime Union of Australia, attacked the conservative Australian government for intentionally encouraging what he described as the morally ambiguous – at times, criminal – underbelly of FOC shipping.

“The Turnbull government has allowed Australian seafarers to be replaced by FOC lawlessness that now threatens our very national security,” Crumlin said.

He continued, “Under their legislative

abuses, Australian seafarers, properly trained, security-screened and resident taxpayers have been sacked and their jobs in a domestic transport sector given away to whoever comes over the horizon without a word of inquiry about their background. The solution is simple: stop destroying and start supporting and growing our domestic shipping industry and the Australian working men and women that work there and in doing so we will help keep our borders safe.”

ITF National Coordinator Dean Summers said the inquiry had officially laid bare the murky world of FOC shipping that the Turnbull government has so far chosen to ignore.

“The Senate inquiry heard multiple accounts of the very worst of what FOC shipping has to offer – murders, gun-running, intimidation, bullying, harassment

and slave labor,” Summers said.

He added, “The appalling case of multiple murders at sea onboard the *Sage Sagittarius* was the basis for this inquiry and serves as a shocking reminder of what can happen when an entire industry is little more than a race to the bottom.”

The ITF applauded the committee’s call for a comprehensive, whole-of-government review into the potential economic, security and environmental risks presented by FOC shipping. The committee said it was very concerned by FOC vessels carrying dangerous goods around Australia’s coast, including ammonium nitrate and petroleum products. During the last fiscal year, only 1,072 of the 15,715 commercial vessels arriving in Australia were searched by the ABF.

“The committee is very disturbed by the many examples of job losses, poor working conditions, inadequate wages and deaths and disappearances at sea,” stated the ABF. “To have seafarers disappearing and dying in and around Australian waters, and while in transit to Australian ports is unacceptable.”

The committee’s recommendations

include having the Fair Work Ombudsman (FWO) implement an inspection program for ships with foreign seafarers to verify that paid wages meet Australian legal requirements. It also urges the federal government to fund the FWO wages-inspection program.

Moreover, the committee called on the federal government to implement clear procedures on how to respond to deaths that occur on ships travelling in or to Australian waters; and to consider legislative amendments to provide clarity on jurisdictional responsibility for investigating fatalities on vessels sailing in Australian waters.

Other recommendations include the re-establishment of an advisory body made up of key maritime industry stakeholders to advise the government on new Australian shipping policies and workforce development and training opportunities. The committee also suggested the federal government review the Australian maritime industry with intent to grow and support it, as well as review the potential economic, security and environmental risks presented by FOC vessels and foreign crew.

U.S. Coast Guard Updates Electronic Chart Policy

The U.S. Coast Guard on July 18 announced an update to its navigation guidance for the use of electronic charts in lieu of paper charts and publications.

The updated version of Navigation and Vessel Inspection Circular (NVIC) 01-16 identifies voluntary acceptable equivalencies to paper charts and publications as well as position fixing and plotting requirements under Coast Guard regulations. The NVIC also provides guidance and recommendations to vessel owners and operators and chart display manufacturers.

“We took into account feedback from

agency partners and industry stakeholders to adjust our electronic charts policy,” said Capt. Mary Ellen J. Durley, the chief of the Office of Navigation Systems.

Mariners are not required to use electronic charts or electronic charting systems. The updated guidance offers a voluntary alternative means to comply with U.S. chart and publication carriage requirements, according to the agency.

The NVIC is linked on the SIU website in a July 18 post in the News section. It’s a 16-page PDF file.



ITF President Paddy Crumlin

EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER !

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

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

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

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

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



For More Information

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

Classes Start October 16, 2017

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

The following classes will convene at SHLSS:

October 16 – November 3, 2017

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

6 Credit Hours

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

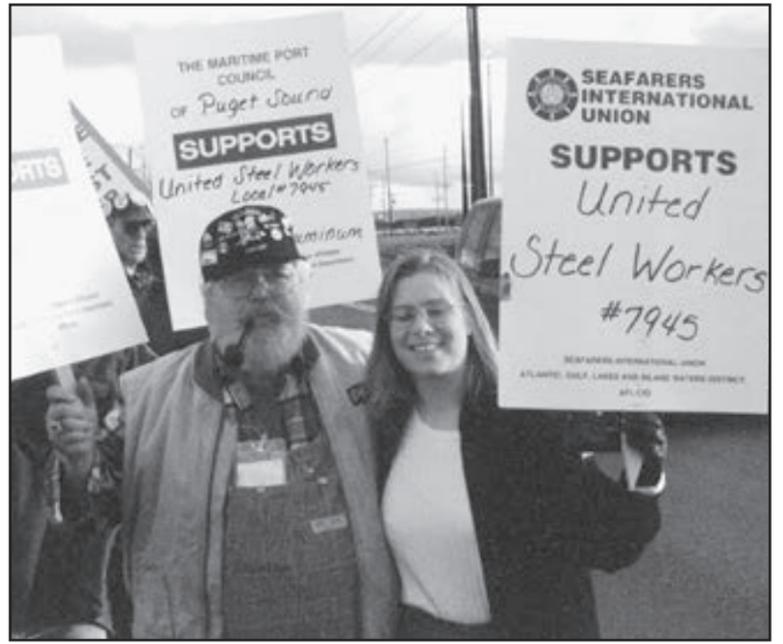
Lots of News from Houston



SIU Asst. VP Mike Russo (right) accepts the union’s certificate of membership in the Houston East End Chamber of Commerce. Presenting the document at the SIU hall in Houston is Blanca Blanco. Separately, Russo recently was elected to the executive board of the Texas Gulf Coast Area Labor Federation. The federation’s affiliates include the SIU, MEBA, MM&P, and locals from (among other unions) AFGE, AFSCME, AFT, the Postal Workers, BC&T, Boilermakers, Cement Masons/Plasterers, Chemical Workers, CWA, IATSE, Ironworkers, Machinists, IBEW, ILA, UFCW, Steelworkers, Laborers, Operating Engineers, Letter Carriers, and Air Traffic Controllers.



Pictured at a birthday celebration in 2000 are Seafarers (from left) Don Rundblad (the guest of honor), Woody Woodruff, Vern Poulsen and V. George Castle.



Poulsen (left) and Brenda Flesner of the Tacoma SIU hall demonstrate support for Steelworkers during a 1998 gathering.

Colleagues Fondly Remember Vern Poulsen

Even in an industry that has seen its share of early entrants, **Vern Poulsen** started sailing sooner than most.

The Denmark native first went to sea at age 14, marking the beginning of a maritime career that would span 66 years, including 52 with the SIU. He was renowned for his dedication as the shore-gang bosun in Tacoma, Washington – a post he ably manned from the late 1980s until he stopped working in 2014.

Poulsen passed away March 4 in Puyallup, Washington, at age 83. The strong turnout for his memorial service reflected both his popularity and the genuine respect of his co-workers and others who knew him.

"I've known Vern for at least 14 years, and I've always known him to be an upstanding person," said SIU Tacoma Port Agent Joe Vincenzo. "He had an amazing work ethic and was a great bosun. Vern was always a strong union supporter. He was a likeable and generous man, a stand-up guy and a straight shooter."

Kenneth Kramlich, retired bosun's mate,

knew Poulsen for around 50 years. They sailed together and then worked together for 23 years on the shore gang.

"He could be a tough guy to work for, but he had a heart of gold," Kramlich said. "You could get into an argument with him and be yelling back and forth, but then an hour later, you're hugging each other."

Kramlich fondly recalled socializing with Poulsen, describing him as an enthusiastic cook and (at the appropriate times) an eager consumer of akvavit, a Scandinavian spirit.

"Vern was a very good man and he helped a lot of people," he stated. "He'd do anything for anybody. That includes loaning people money, and I'm sure he still had a lot owed to him."

Recertified Bosun **Chris Pompel**, while stressing that others knew Poulsen more closely, nevertheless worked with him enough times to firmly describe him as "a larger-than-life character. He made sure the ships were well taken care of, and he was an amazing,

encouraging fellow to so many. Vern was no pushover, but he was a friend to everybody if they had a problem," Pompel said.

Retired Recertified Bosun **Terrance Murphy** called Poulsen "a sailor's sailor. He had salt in his veins, that's for sure. He was fire and brimstone and he was a pleasure to work for. I worked with him for about 15 years on the shore gang."

Murphy continued, "He'd seen it all and done it all, so he had great sea stories. He was great to listen to. We'd get him going during coffee and keep him going until he realized we were past our break time. But his stories were interesting. I could go on forever about Vern."

Retired Chief Cook **Ronnie Woodruff** knew Poulsen for 30 years.

"He treated everybody like family," Woodruff said. "Anybody who came to work with us, he treated them with respect. He was patient and kind, but he was stern, too."

Poulsen's sailing career lasted 36 years and included trips under the Norwegian, Swedish,

Danish, Panamanian and U.S. flags. He joined the SIU in 1962, initially sailing with Victory Carriers.

He started working for the shore gang in 1984 and became bosun a few years later.

Interviewed for a magazine article some years ago, Poulsen recalled sailing aboard the *Sea-Land Anchorage* in the mid-1960s on what was described as the first winter call at Anchorage, Alaska. The vessel made its way through ice-clogged Cook Inlet in gale winds.

"You just can't imagine the noise the ship made as it broke through the ice," Poulsen remembered. "There was no insulation in the bulkhead, and the metal and ice grinding was so loud. As the ship cruised forward, you could feel it plunge over the thick ice and buck as it broke through."

Poulsen is survived by his daughters, Anna Howerton and Vanya Poulsen; his son-in-law, Fred Howerton; and his granddaughters, Carrae Poulsen-Howerton and Kamarie Poulsen-Howerton; and his sister, Mary Hejsselbaek.



Spotlight on Mariner Health

Risk Factors for TIA, Stroke, Brain Hemorrhage

Certain health and lifestyle issues – called risk factors – can increase your risk of a stroke, transient ischemic attack (TIA), and brain hemorrhage. Remember, when blood supply is cut off from the brain, cells begin to die from the lack of oxygen. Within a few moments, you can lose the ability to reason, speak, or move. This depends on what part of the brain has been effected.

■ Within this context, there are, of course, some things you can control and some things you cannot control. The latter category includes:

- Age (being older than 55).
- Genetics (family history of these episodes).
- Race (African Americans have a higher risk of stroke than do people of other races).
- Gender (men have a higher risk of stroke than women).

Things you can control include:

■ Monitoring your blood pressure and taking steps to keep it in a healthful range. The risk of stroke beings to increase at higher blood pressure readings. You should strive keep your blood pressure around 120/80. Take any related medications that have been recommended by your doctor.

■ Smoking and other tobacco use (as well as secondhand smoke). Smokers are two to four times more likely to have a stroke.

■ Alcohol consumption.

■ High cholesterol levels (HDL, LDL). These can be controlled through diet and, in some cases, medication.

■ Diabetes (the higher the blood sugar, the more prone you are to having circulation problems blockages of the blood vessels).

■ Exercise (regular, moderate exercise prevents heart disease and helps control other strong risk factors such as blood pressure, cholesterol, and blood sugar).

■ Obstructive sleep apnea (a disorder in which the oxygen level intermittently drops during the night).

■ Cardiovascular disease (this can include heart failure, heart infections, abnormal heart rhythms such as atrial fibrillation, or heart-valve problems such as with your mitral, tricuspid, pulmonary and/or aortic valves. Sometimes these valves need to be repaired or replaced in order for the heart to function adequately).

■ Obesity. Eat a low-sodium, lower-fat diet. Include more fruits and vegetables in your daily portions. Do what you can to lose some weight. Even a drop of 10 pounds can help with blood pressure levels and blood sugar levels.

Breaking old habits can be hard. However, when your health is at stake, it is never a bad time to make lifestyle changes. Some may be easy, while others may be difficult.

Start with limiting alcohol, stop smoking, reduce stress, and get the support you need from your family and your medical team. Keep a check on your blood pressure, start to exercise, and take all medications as directed by your physician.

Always ask the advice of your health care professionals when you have questions. They are there to help you in all decision making and to guide you in the right direction.

Stay healthy and active for a long and happy life!

Healthy Recipe

Chicken Enchiladas (Servings: 8)

8 corn tortilla, 6-inch
Cooking spray
2 pounds chicken breast, cooked shredded
1 cup mushroom, chopped
1 ½ tablespoons onion, chopped
1 ½ tablespoons cilantro, chopped
1 whole jalapeno, seeded and chopped
1 cup 2 percent milk
Cheddar cheese, shredded
1 cup tomato, diced
½ cup olive, sliced
3 cups iceberg lettuce, shredded
1 cup sour cream, light

Enchilada sauce recipe:
8 ounces tomato sauce
3 tablespoons chili pepper, ground
1 teaspoon cumin powder, ground
1 teaspoon granulated garlic
1 ½ cups water
¼ teaspoon salt
¼ cup cold water
1 tablespoon cornstarch

Enchilada sauce: Add all of the ingredients to a sauce pot or steam kettle; cook over medium heat for about 8 minutes or until the sauce boils. Thicken the sauce with the cornstarch slurry to reach de-

sired thickness. Take the pot off the heat.

Enchiladas: Coat a large nonstick skillet with cooking spray; place over medium-high heat until hot. Warm the tortillas on each side 10-15 seconds. Stack the warmed tortillas and cover with clean kitchen towel. Set aside. Next, sauté the onion, mushroom, cilantro and jalapeno; sauté until onion and mushrooms are tender. Add chicken and ½ of the enchilada sauce; cook 5 minutes.

Spoon chicken mixture evenly down centers of each tortilla. Roll up tortillas; place seam sides down, in a 13 x 9 inch baking dish; pour the other ½ of the enchilada sauce over the enchiladas, top with cheese. Bake at 350 degrees for 10-15 minutes or until enchiladas are thoroughly heated and cheese melts. Sprinkle evenly with tomato and olives. Serve over lettuce with a tablespoon of sour cream on top.

Per Serving (excluding unknown items): 259 calories; 11g fat (36.9% calories from fat); 22g protein; 19g carbohydrate; 3g dietary fiber; 60mg cholesterol; 424mg sodium. Exchanges: 1 grain (starch); 3 lean meat; 1 vegetable; 0 fruit; ½ fat; 0 other carbohydrates.



Make Great Memories

Save on family travel and entertainment, including theme parks, car rentals and movie tickets with Union Plus.

SIU families have more fun and get big savings on travel and entertainment.

That includes up to 25% off on rental cars, plus major savings on movie tickets and theme park packages – including Disney and Six Flags destinations.

Learn more at
unionplus.org/travel



8/17



Hanafi Rustandi

Maritime Labor Mourns Death of Hanafi Rustandi

Seafarers around the world lost a dedicated ally when Hanafi Rustandi unexpectedly passed away July 3 in Tokyo.

Rustandi, 72, was the long-time president of the Indonesian mariner union Kesatuan Pelaut Indonesia, commonly called KPI. He also was very active with the International Transport Workers' Federation (ITF), chairing the organization's Asia Pacific Region and serving on its executive board. He was in Tokyo as part of an ITF delegation representing the world's seafarers and dockers at a meeting of the International Bargaining Forum.

Rustandi had more than one SIU connection. He knew SIU President Michael Sacco and worked with SIU Secretary-Treasurer David Heindel, and his late brother sailed with the SIU.

ITF President Paddy Crumlin stated, "Farewell, brother Hanafi, small in stature and giant at heart. Seafarer, trade unionist, labor leader and internationalist. Much loved. Man of humor, deep faith and family. Now at rest after 'fighting from the front' (his mantra) to his last."

ITF General Secretary Steve Cotton said, "It feels unbelievable that such a vibrant and ever-fighting personality is no longer with us. We grieve for him, and for his family, friends and union members."

Heindel, who is chair of the

ITF Seafarers' Section, wrote in sympathy to Cotton on behalf of himself as well as President Sacco. "We admired and appreciated Hanafi's work on behalf of not only his own members, but also other mariners and dockers around the world," he said. "Hanafi embodied everything good about trade unionism, and I feel privileged to have worked with him. He was a dedicated leader and a trusted friend.... Hanafi's spirit and example will live on through all of us as we continue in his footsteps. He will be missed, and remembered with great fondness."

Cotton added, "Hanafi was a battler for what he believed in. He never deviated from that path, even during the many regime changes in Indonesia, and often at personal risk. His visit to Iran to find out the situation for bus driver unionists there is just one example of his courage and sense of duty."

"Hanafi has died as he lived, a strong and outspoken advocate for trade unionists, and a defender to the last of seafarers' rights," he concluded. "The world has today lost a tireless and irreplaceable campaigner. We mourn his loss and remember his example."

Rustandi was married and had four children. He became a KPI official in 1980 and an ITF labor education officer two years later. In 1987, he was elected to the top post at the KPI.

With Seafarers Aboard Isla Bella

SIU Asst. VP Archie Ware submitted these photos of SIU members aboard the Tote-operated *Isla Bella* in early May. The vessel – the world's first liquefied natural gas-powered containership – was docked in Jacksonville, Florida



Seafarers gather for a photo in the crew mess while the vessel is at Blount Island in Jacksonville, Florida



ABs Shantaz Harper and Paulin Augustin



AB Manuel Rodriguez



QE4 Damien Law



SA Norma Baucan



Recertified Steward Robert Wilcox



Chief Cook Adalberto Colon

NTSB Pushes for Getting Timelier, More Accurate Weather Info to Mariners

Editor's note: The following article was issued by the National Transportation Safety Board in late June.

The National Transportation Safety Board issued 10 safety recommendations [June 29] aimed at enhancing the availability of weather information to mariners.

The goal of the recommendations, which include improving weather forecasting methods and increasing the frequency of certain advisories and alerts, is to improve the accuracy of hurricane and tropical cyclone forecasts and

make them more accessible to voyage planners and at-sea mariners.

"As we enter the 2017 hurricane season we are reminded of the power and devastation associated with these storms," said NTSB Acting Chairman Robert L. Sumwalt. "Storm avoidance is a life-saving skill at sea. And having frequent, up-to-date and reliable weather information is key to effective storm avoidance – and to saving lives."

The recommendations stem from the NTSB's ongoing investigation of the October 2015 sinking of the cargo ship *El Faro* near the Bahamas as the ship sailed close to the eye of Hurricane Joaquin. After noting how Hurricane Joaquin and several other major storms had significantly deviated from their forecasts, investigators determined a new emphasis on improving tropical cyclone forecasting was warranted.

The NTSB typically releases safety recommendations at the conclusion of an investigation but can issue them at any

point in the investigative process.

"We are getting these recommendations out as the hurricane season begins so that the work on these safety improvements can start immediately," said Sumwalt.

The *El Faro* investigation is expected to be completed later this year when investigators will present their findings to NTSB members, who will determine the accident's probable cause and contributing factors in a public meeting in Washington, D.C.

The safety recommendations issued to the National Oceanic Atmospheric Administration, the National Weather Service and the U.S. Coast Guard are available at <https://go.usa.gov/xNsWb>.

The NTSB also issued a Safety Alert advising mariners of available weather forecast products and alerts that can help in assessing the track and severity of hazardous weather systems. The Safety Alert is available online at <https://go.usa.gov/xNsWa>.



WORKING TOGETHER IN TEXAS – The Brotherhood of the Sea takes many forms, including routine operations like this one in Corpus Christi, Texas. That's the Crowley-operated, SIU crewed *Golden State* at left, being escorted by the SIU crewed G&H Towing boat *Chloe K.* Thanks to Patrolman John Niday for the photo.



A-BOOK IN SAN JUAN – AB Victor Cortez (left) receives his A-seniority book at the SIU hall in Puerto Rico. He's pictured with Port Agent Amancio Crespo.

At Sea and Ashore with the SIU



TALKING MARITIME ON WEST COAST – SIU Asst. VP Nick Celona (left) chats with U.S. Rep. Jimmy Panetta (D-California) during a meet-and-greet event for the congressman. Celona used the opportunity to promote the U.S. Merchant Marine.



B-BOOK IN OAKLAND – SA Edilberto Medallo (right, with Port Agent Nick Marrone II) receives his full B-seniority book at the union hall.



TALKING MARITIME ON EAST COAST – SIU Port Agent Kris Hopkins (left) is pictured with U.S. Sen. Bill Nelson (D-Florida) at a reception in Port Everglades, Florida.



FULL BOOK IN JERSEY – AB Matthew Hargrove (left) picks up his full book at the union hall in Jersey City, New Jersey. He is pictured with Patrolman Ray Henderson.



FULL BOOK IN HOUSTON – ACU Abdulla Gobah (left) receives his full book at the Houston hall. Standing at right is Patrolman Joe Zavala.



DONATING TO MILITARY FAMILIES – SIU members from the Philadelphia Express recently donated money to the Fisher House, which assists military families. That's Bosun Jose Jimenea (right) with Asst. VP Mike Russo at the Houston hall, displaying the money order. The ship is operated by Marine Personnel and Provisioning. Read more about the Fisher House at <https://www.fisherhouse.org/>



ABOARD USNS PILILAAU – Chief Cook Jason Beckford whips up some hefty subs aboard the AMSEA-operated vessel in late June.



READY TO RIDE – Bosun Anthony Pace, pictured outside the SIU hall in Oakland, California, says he appreciates how the union has helped him provide for his loved ones and himself. He recently rewarded some of his hard work by getting a new Harley Davidson motorcycle (they're union-made) with a fuel-tank logo saluting the U.S. Merchant Marine.

Good Feeders!



SIU Galley Gangs Serve Up Scrumptious Meals

Two cookouts and a bountiful Independence Day menu were quite well-received aboard three different SIU crewed ships in recent months.

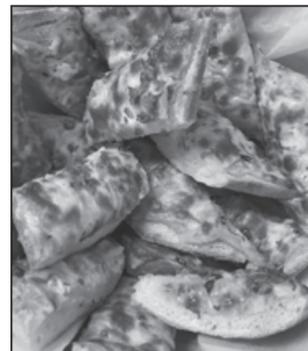
Seafarers aboard the Tote-operated *Perla Del Caribe* celebrated July 4 with three squares that satisfied all comers. The breakfast offerings included blueberry and strawberry pancakes, fresh fruits, omelets, sausage, bacon and more. Lunch featured "All American Burgers," southern fried chicken, freedom fries, fresh salad, and steamed rice. Last but not least, the dinner selections included prime rib, lob-

ster, and baked potatoes.

Not to be outdone, mariners on Matson's *Maui* were treated to a cookout while the ship was en route from the West Coast to Hawaii in late May. That menu included bread pudding, chocolate-dipped strawberries, chocolate chip cookies, deviled eggs, hummus with vegetables and flat bread, caprese salad with bruschetta, potato salad, pasta salad, coleslaw, Caesar salad, fried shrimp appetizers, grilled zucchini, Korean-style barbecue chicken, beef kalbi short ribs, mixed grilled sausages and more.

Also in late May, the Central Gulf Lines vessel *Green Bay* was the site of another delicious cookout as the ship crossed the Equator while under way from Australia to Japan. The traditional, mouthwatering menu prompted vessel master Capt. Damian Krowicki to exclaim, "Life is good on the *Green Bay!*"

Editor's note: Check out the Seafarers LOG Facebook page (<https://www.facebook.com/siulog>) for additional photos from the aforementioned vessels. Submissions from Seafarers and their shipmates are always welcome, too. Staff email addresses are at <http://www.seafarers.org/seafarerslog/submit.asp>



Pictured from left to right aboard the *Perla Del Caribe* are Chief Steward Ingrid Ortiz, Chief Cook Juan Guanill and SA Sheilla Daguio. The vessel itself and some Independence Day menu offerings are also shown on the upper halves of these two pages.



Matson Maui



Green Bay



Chief Cook Freddie Castro



Recertified Steward Greg Broyles



ACU Edison Inuman



Vessel master Capt. Damian Krowicki is flanked by Chief Cook Danilo Valencia (left) and Recertified Steward Joseph George Welle.

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 CAROLINA (Maersk Line, Limited), April 30 – Chairman **Wilfred Maurice**, Secretary **Alexander Banky**, Educational Director **Kevin Cooper**, Steward Delegate **Johnny Sawyer**. Crew revisited minutes from previous meetings, noting unresolved beef with overtime for steward department. Chairman reported a safe trip. Crew was reminded to put in for days of pay in lieu of due time off in excess of 50 days. Chairman expressed concern about visa issues and timeliness. Secretary noted an outstanding safety record among members. Educational director urged members to upgrade at the Piney Point school and to renew documents early. No departmental beefs or disputed OT reported. Steward department was thanked for good meals. Crew discussed suggestions pertaining to contract and benefits.

GOLDEN STATE (Crowley), April 28 – Secretary **Michael Carello**. Chairman reported smooth sailing and talked about the members' desire for increase in vacation days. Secretary agreed that things are running smoothly. Educational director reminded crew to upgrade and to keep up with credentials. Members expressed desire for vacation pay increase and improvement in medical benefits. Crew mentioned unemployment and related issues with company.

HORIZON ENTERPRISE (Sunrise), April 11 – Chairman **George Khan**, Secretary **Raymond Garcia**, Educational Director **Trent Sterling**, Deck Delegate **Wilfredo Caidoy**. Chairman informed crew that generator will be out for weeks. He reminded everyone that contract is up in a few months. Educational director emphasized importance of keeping documents current. No beefs or disputed OT

reported. Crew recommended annual raises for members as well as cost of living raises for pensioners. They want policy change that would allow vacation days to be counted toward pension. They recommended overtime be written in the agreements and raising pension bonus from 12 to 24 months. Crew noted the Seafarers Plans are in good shape and "have been administered with the best interests of the membership."

MAERSK KENSINGTON (Maersk Line, Limited), April 7 – Chairman **Abdulla Alwaseem**, Secretary **Cleto Lindong**, Educational Director **Shawn Pantschyschak**. Chairman reported smooth voyage. Secretary thanked crew for keeping ship clean and reminded them to keep up with their time on and off the ship. Educational director recommended upgrading in Piney Point and checking LOG for course dates. No beefs or disputed OT reported. Members suggested increasing vacation benefits. Crew requested Wi-Fi in all rooms as well as bigger mattresses. Steward department was thanked for always serving great food. Next port: Newark, New Jersey.

NATIONAL GLORY (Crowley), April 30 – Chairman **Joseph White**, Secretary **Romalies Jones**, Educational Director **Timothy Chestnut**. Chairman thanked everyone for their hard work and keeping common areas clean. He reminded crew to keep an eye on expiration dates of their paperwork. Educational director advised mariners to upgrade at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Next Port: Houston.

RESOLVE (Tote), April 30 – Chairman **Robert Natividad**,

Secretary **JonDa Tanner** Educational Director **Roman Zarkiewicz**. Chairman said vessel expected to arrive in Baltimore May 5. Educational director reminded members to check documents for expiration dates and to upgrade. Engine delegate reported OT dispute and manning issue. Crew made several suggestions pertaining to contract, including wage increases. They expressed need for heaters in cabins. Chairman plans to notify union about galley gang's questions regarding food regulations. Reported fire on ship able to be contained by crew members. Next Port: Baltimore.

SEATTLE (JM Ship LLC), April 30 – Chairman **Augustus Udan**, Secretary **Alan Bartley**, Educational Director **Bruce Zenon**, Deck Delegate **Jose Boza**. Chairman reported on expected arrival date in Spain. They'll take on stores and fuel; vessel also will undergo repairs before proceeding to Sunny Point, North Carolina and Norfolk, Virginia. Secretary thanked crew for keeping mess hall clean. Educational director advised everyone to renew documents in a timely fashion. He also encouraged members to take advantage of upgrading opportunities at the Piney Point school. No beefs or disputed OT reported. Still awaiting new coffee maker for crew mess. Vote of thanks given to steward department for job well done.

MAERSK OHIO (Maersk Line, Limited), May 2 – Chairman **Jim Joyce**, Secretary **Christina Mateer**, Educational Director **Donald Tye**, Deck Delegate **Cheryl Lee**, Steward Delegate **Edward Smigielski**. Chairman noted vessel has had no lost-time accidents for the past decade. He told everyone to be safe and clean rooms for inspection. Secretary noted a good trip. She

Aboard the APL Coral



This photo of the APL Coral crew was taken Feb. 2 in Singapore. The ship has since flagged out and been replaced by the APL Gulf Express. SIU members in the photo are (from left) Chief Steward Charles Rumble, Chief Cook Wardell Paze and (fourth from left) ACU Saed Alahmadi, who submitted the photo.

reminded crew to leave rooms clean for incoming members and discussed laundry procedures. Educational director reminded members to upgrade. No beefs or disputed OT reported. Crew suggested better clarification on the ins and outs of medical insurance. They mentioned desire for three percent 401k match for permanent employees. Members requested new DVD players and Wi-Fi. Steward department thanked for good food that included an excellent salad bar. Next Port: Norfolk, Virginia.

SBX-1 (Tote), May 21 – Chairman **James Reynolds**, Secretary **Annie Nodd**, Educational Director **Michael Rueter**. Chairman reminded members that vacation

pay is available through direct deposit. He encouraged precision when entering bank account information. He expressed concerns about sea time not being counted for time spent riding offshore supply vessel (OSV). In some cases, members have spent significant amounts of time on OSV joining and departing the SBX. The main concern is the time not counting towards medical or vacation benefits; the OSV is the only means of joining the ship. Educational director encouraged members to attend Piney Point to upgrade. Crew anticipates future OSV rides to be shorter and better accommodating for all. Bosun Reynolds was thanked for stripping and waxing the decks

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 offi-

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

August & September Membership Meetings

Piney Point.....Monday: August 7, *Tuesday: September 5
 Algonac.....Friday: August 11, September 8
 Baltimore.....Thursday: August 10, September 7
 Guam.....Thursday: August 24, September 21
 Honolulu.....Friday: August 18, September 15
 Houston.....Monday: August 14, September 11
 Jacksonville.....Thursday: August 10, September 7
 Joliet.....Thursday: August 17, September 14
 Mobile.....Wednesday: August 16, September 13
 New Orleans.....Tuesday: August 15, September 12
 Jersey City.....Tuesday: August 8, September 5
 Norfolk.....Thursday: August 10, September 7
 Oakland.....Thursday: August 17, September 14
 Philadelphia.....Wednesday: August 9, September 6
 Port Everglades.....Thursday: August 17, September 14
 San Juan.....Thursday: August 10, September 7
 St. Louis.....Friday: August 18, September 15
 Tacoma.....Friday: August 25, September 22
 Wilmington.....Monday: August 21, September 18

*Piney Point change created by Labor Day observance.

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

Personal

Luis Fernando Padilla

Luis Fernando Padilla Jr. would like to hear from former Seafarer Luis Fernando Padilla or from anyone who may know his whereabouts. The senior Padilla was born in Puerto Rico in 1937, sailed for many years and owned a grocery store in lower Manhattan.

Luis Jr. also wants to hear from his sister Maria. He may be reached via email at Luis.padilla0465@gmail.com and by phone at (347) 822-8444.

USS RISING: A CAPITAL FUNDING CAMPAIGN

THE UNITED SEAMEN'S SERVICE
 CALLING THE WORLD



SUPPORT SEAFARERS MOVING OUR
 CARS, MACHINERY, CLOTHING
 FOOD, OIL, ELECTRONICS, MILITARY
 EQUIPMENT AND MORE!

CROWD FUNDING SITE: www.youcaring.com/USSRising

ATTENTION SEAFARERS!

Contribute To SPAD

(Seafarers Political Activity Donation)

Dispatchers' Report for Deep Sea

June 16, 2017 - July 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	29	12	1	14	7	0	3	30	16	2
Anchorage	2	1	1	0	1	0	1	3	0	1
Baltimore	6	3	0	3	2	1	2	6	4	1
Fort Lauderdale	11	8	3	9	10	9	8	23	16	5
Guam	4	1	0	1	1	0	0	8	2	0
Harvey	10	2	2	10	1	4	5	18	2	5
Honolulu	7	3	4	5	6	1	6	19	6	3
Houston	50	7	9	33	10	18	22	88	8	21
Jacksonville	39	17	11	29	7	6	21	71	30	19
Jersey City	44	18	3	20	3	1	10	77	31	8
Joliet	2	2	0	2	1	0	0	4	3	0
Mobile	15	2	4	12	3	2	8	15	7	7
Norfolk	20	10	6	20	12	3	16	35	17	9
Oakland	15	2	4	7	5	2	6	31	8	4
Philadelphia	3	6	1	2	3	0	2	5	6	1
Piney Point	2	4	0	1	0	0	1	4	4	0
Puerto Rico	6	3	1	4	3	0	3	13	7	0
Tacoma	22	10	4	26	5	3	9	54	16	3
St. Louis	1	2	2	1	1	1	0	5	4	1
Wilmington	34	9	9	28	5	8	12	62	14	12
TOTALS	322	122	65	227	86	59	135	571	201	102
Engine Department										
Algonac	3	3	0	1	2	0	1	6	5	0
Anchorage	0	0	0	2	0	0	0	1	0	0
Baltimore	4	3	0	2	2	0	0	5	3	2
Fort Lauderdale	11	2	3	1	6	2	4	17	4	5
Guam	0	1	0	0	0	0	0	0	1	0
Harvey	3	0	1	4	0	2	1	4	2	2
Honolulu	3	3	1	3	5	0	1	16	2	1
Houston	18	9	3	11	5	0	5	30	18	3
Jacksonville	21	15	3	18	10	3	14	39	13	2
Jersey City	9	9	2	10	6	0	6	21	6	3
Joliet	4	0	0	2	1	0	1	3	1	0
Mobile	5	9	0	4	4	1	5	8	6	3
Norfolk	9	9	4	7	7	1	6	21	17	7
Oakland	9	2	0	4	1	0	1	17	7	2
Philadelphia	1	1	0	2	1	0	0	7	1	0
Piney Point	2	8	0	2	4	0	2	0	6	0
Puerto Rico	1	3	0	1	3	0	0	6	5	0
Tacoma	12	9	1	15	5	1	6	21	10	4
St. Louis	0	0	0	2	0	0	1	2	2	0
Wilmington	11	8	1	13	7	2	4	31	12	5
TOTALS	126	94	19	104	69	12	58	255	121	39
Steward Department										
Algonac	1	4	1	2	1	0	0	4	6	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	1	1	1	2	0	2	4	1	1
Fort Lauderdale	9	3	1	7	5	2	3	15	1	0
Guam	0	1	0	2	0	0	0	0	3	0
Harvey	2	0	0	5	0	0	3	10	1	0
Honolulu	7	1	1	8	0	0	1	17	3	1
Houston	18	5	0	10	3	0	7	42	11	0
Jacksonville	16	10	4	11	11	1	7	24	16	3
Jersey City	10	3	0	1	1	0	0	16	3	0
Joliet	0	1	0	1	0	0	0	0	1	0
Mobile	3	3	1	4	2	0	1	5	3	2
Norfolk	10	9	2	7	3	1	2	21	13	2
Oakland	13	2	3	7	1	0	2	32	3	5
Philadelphia	9	0	1	1	0	0	1	9	0	1
Piney Point	3	2	1	0	1	1	1	4	3	0
Puerto Rico	5	3	0	0	0	0	0	7	7	0
Tacoma	12	2	1	9	1	0	7	28	3	1
St. Louis	6	0	0	1	0	1	0	7	0	0
Wilmington	16	2	1	10	1	2	5	46	6	3
TOTALS	143	52	18	87	32	8	42	291	84	20
Entry Department										
Algonac	1	11	7	1	3	1	2	3	17	11
Anchorage	0	1	2	0	0	1	0	0	1	5
Baltimore	1	2	1	1	1	1	2	0	1	2
Fort Lauderdale	1	3	6	0	3	3	2	2	4	8
Guam	0	0	0	0	0	0	0	0	2	0
Harvey	1	0	4	0	0	2	0	2	1	3
Honolulu	1	5	6	1	2	5	0	1	11	13
Houston	5	4	7	3	5	6	4	8	17	16
Jacksonville	1	11	39	2	14	23	2	2	27	66
Jersey City	3	7	8	2	4	4	2	3	24	8
Joliet	0	0	0	0	0	0	0	0	1	1
Mobile	0	2	1	0	0	0	0	0	2	4
Norfolk	1	20	21	0	15	13	8	3	24	41
Oakland	1	13	3	0	3	2	0	4	29	11
Philadelphia	0	3	0	0	2	0	0	0	1	0
Piney Point	0	0	2	0	0	1	2	0	1	2
Puerto Rico	0	0	1	0	0	0	0	0	0	2
Tacoma	3	11	12	4	9	5	2	7	18	25
St. Louis	0	0	0	0	1	2	0	0	0	0
Wilmington	4	10	20	1	6	14	2	7	22	42
TOTALS	23	103	140	15	68	83	28	42	203	260
GRAND TOTAL:	614	371	242	433	255	162	263	1,159	609	421

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

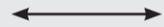
Dean Corgey, Vice President Gulf Coast

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 Norfolk, Virginia.

Question: What was one of your favorite voyages, and what made it so?



Rashawn Arrington
GUDE

The *USNS Maury*, this year, coastwise. It was my first time sailing with Maersk. Everybody was treated with respect, and there was a 100 percent focus on safety. They preach it every day.



Gil Lawrence
OMU

I have a bunch of them. One favorite was (to) Pearl Harbor on the *USNS Montford Point*. We also went to Singapore and Thailand and Subic Bay and Saipan, all on the same ship. I loved the people on that ship. The whole crew got along; it was like family.



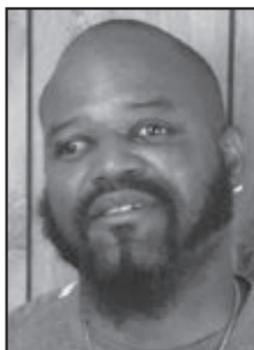
Robert Greenwood
Steward/Baker

I've had a bunch, but probably the first one. I was on the *USNS Watson* in Saipan, February 2005 to June of 2005. I had been in the Navy for 22 years but had never been to Saipan. It's a nice tropical island and that was a good ship. The pay was good compared to my Navy pay and compared to the civilian job I had afterward. It was a good crew, though small compared to what I was used to in the service.



Kevin Royster
Storekeeper

My favorite was on the *USNS Button*. It was in Rota, Spain, and I just appreciated the people and the chance to learn the job as well as I did. We had very knowledgeable people there, and they really took care of me and worked with me. They realized it was my first trip. The port area was really nice. This was in 2015.



Willie Uzzle
OS

I'd say when I went to Iraq in 2005 aboard the *Cornhusker State*. Good people on that ship – some of the best I ever sailed with. We did a good job over there, carrying tanks and helicopters. It made me feel like I was doing something important.



Peter Soriano
SA

My favorite was when we went to Europe on the *Maersk Iowa*. I think it was 2014. It was my first deep sea run, and a good experience on a containership. They keep you moving all the time. The other people were pretty cool. Since I was new, they taught me. I was a GVA at that time, learning three departments.

Pic From The Past



SIU VP Government Services Kermett Mangram (left) is pictured during his early years as a Seafarer at the union hall in Brooklyn, New York. Taken in 1984, the photo shows Mangram when he was an SIU Representative. He is issuing an election ballot – 1984 was a union election year – to AB Joseph Petruszewicz.

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

CESAR AVILA

Brother Cesar Avila, 65, began sailing with the SIU in 1989. He originally shipped on the *Independence*. The steward department member upgraded in 1996 at the maritime training center in Piney Point, Maryland. Brother Avila's last vessel was the *Bay State*. He lives in Houston.



JOSE BAUTISTA

Brother Jose Bautista, 56, started sailing with the Seafarers in 1990. He was initially employed on the *Independence*. Brother Bautista worked in the deck department. He attended classes on two occasions at the union-affiliated school in Piney Point, Maryland. Brother Bautista's most recent trip was aboard the *TYCO Decisive*. He is a resident of Waipahu, Hawaii.

GLENN BUMPAS

Brother Glenn Bumpas, 62, began his SIU career in 1973. He first worked on the *Del Rio* as a member of the engine department. Brother Bumpas took advantage of the educational opportunities at the Piney Point, Maryland, school by upgrading on multiple occasions. His last vessel was the *Paul Buck*. Brother Bumpas resides in Texas City, Texas.

SIXTO CARCAMO

Brother Sixto Carcamo, 65, became a seafarer in 2002. The steward department member initially sailed on the *Marine Chemist*. Brother Carcamo upgraded at the Paul Hall Center twice. He last shipped on the *Alliance St. Louis* and lives in Jacksonville, Florida.

FREDDY DECOTEAU

Brother Freddy DeCoteau, 71, first donned the SIU colors in 2002, working on the *Watson*. A member of the deck department, he enhanced his skills on multiple occasions at the Paul Hall Center in Piney Point, Maryland. Brother DeCoteau last worked on the *Baldemero Lopez*. He calls Brooklyn, New York, home.

WAYNE DRIGGERS

Brother Wayne Driggers, 72, started shipping with the Seafarers in 1977. He first sailed as a deck department member on the *Charleston*. He most recently



sailed aboard the *Alliance St Louis*. Brother Driggers took advantage of educational opportunities at the Paul Hall Center on two occasions. He is a resident of Jacksonville, Florida.

DAN FLEEHEARTY

Brother Dan Fleehearty, 65, joined the SIU in 1978. He originally worked on the *Overseas Ohio*. Brother Fleehearty took advantage of educational opportunities available at the Piney Point school by upgrading on multiple occasions. A member of the deck department, he last sailed aboard the *Horizon Anchorage*. Brother Fleehearty resides in Olalla, Washington.



MORRIS FOSTER

Brother Morris Foster, 71, donned the union colors in 1995. He first sailed on the *Bella-trix*, and most recently shipped aboard the *Altair*. Brother Foster upgraded in 2005 at the Piney Point school. He worked in the deck department and now resides in New Orleans.



ARTEMIA GANDEZA

Sister Artemia Gandeza, 66, began sailing with the SIU in 1990. She originally shipped on the *Independence*. Sister Gandeza enhanced her skills twice at the SIU-affiliated school in Piney Point, Maryland. She was born in the Philippines and sailed in the steward department. Sister Gandeza's last vessel was the *Gem State*. She lives in East Waipahu, Hawaii.



OSCAR GARCIA

Brother Oscar Garcia, 71, joined the union in 1991. He first shipped aboard the *Denebola*. Brother Garcia attended classes at the union-affiliated school in Piney Point, Maryland, on several occasions. He worked in the engine department. Brother Garcia concluded his career on the *Pelican State*. He resides in Missouri City, Texas.



SHERRY GRIFFIN

Sister Sherry Griffin, 67, became a Seafarer in 2002. The steward department member initially

sailed on the *Little Hales*. Sister Griffin upgraded at the Paul Hall Center in 2002 as well as 2013. She last shipped aboard the *Pathfinder* and lives in Hernando, Mississippi.

MIGUEL GUILTY

Brother Miguel Guity, 65, began sailing with the SIU in 1993. He originally worked on the *Independence*. Brother Guity took advantage of educational opportunities available at the Piney Point school by upgrading on multiple occasions. He sailed in the deck department, and his most recent ship was the *Maersk Utah*. Brother Guity resides in Bronx, New York.



CARLTON HALL

Brother Carlton Hall, 67, started sailing with the union in 1978. He first shipped aboard the *Fort Hoskins* as a deck department member. Brother Hall most recently worked on the *Maersk Columbus* and now calls North Point, Florida, home.

MICHAEL HAMMOCK

Brother Michael Hammock, 60, started sailing with the Seafarers in 1974. He was initially employed on the *Del Oro*. Brother Hammock worked in the steward department. He attended classes on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Hammock's most recent trip was aboard the *APL Coral*. He is a resident of Brooklyn, New York.

MUHARAM HUSIN

Brother Muharam Husin, 71, began sailing with the SIU in 1981. Brother Husin was a deck department member and first worked on the *Golden Monarch*. He was born in Indonesia and last sailed on the *Maersk Ohio*. Brother Husin is now settled in Dover, New Hampshire.



AMIR KASIM

Brother Amir Kasim, 68, started sailing with the Seafarers in 1979. He was initially employed on the *Montpelier Victory*. Brother Kasim worked in the deck department. He attended classes on several occasions at the union-affiliated school in Piney Point, Maryland. Brother Kasim's



most recent trip was aboard the *Independence II*. He is a resident of Brentwood, New York.

LYNN MALLIS

Brother Lynn Mallis, 66, first donned the SIU colors in 1992. A member of the deck department, he originally worked aboard the *Long Lines*. Brother Mallis last sailed on the *Liberty Eagle*. The New York native now lives in Eastport, Maine.

CARLOS MARCIAL

Brother Carlos Marcial, 55, began sailing with the SIU in 1978. He originally shipped on the *Anchor-ge*. Brother Marcial enhanced his skills on several occasions at the SIU-affiliated school in Piney Point, Maryland. He was born in New York and sailed in the engine department. Brother Marcial's last vessel was the *Ocean Giant*. He lives Bayamon, Puerto Rico.

VICTORINO MARIN

Brother Victorino Marin, 67, began shipping with the union in 2001, originally working on the *Spirit*. He upgraded at the SIU-affiliated school in Piney Point, Maryland. Brother Marin worked in the engine department. He most recently shipped aboard the *Green Bay* and resides in Union City, California.



GETOLIO MEDALLO

Brother Getolio Medallo, 72, started sailing with the Seafarers in 2001. He was initially employed on the *Independence*. Brother Medallo worked in the engine department. He attended classes on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Medallo's most recent trip was aboard the *Green Ridge*. He is a resident of Pearl City, Hawaii.



MOFTAH MOTHANA

Brother Mofthah Mothana, 66, started sailing with the SIU in 1976. He worked as a member of both the steward and engine departments. Brother Mothana first sailed aboard the *Great Land* and last sailed aboard the *Overseas Harriette*. Born in Yemen, he now calls Mendota, California, home.

RAFORD NIXON

Brother Raford Nixon, 65,



became a union member in 1974. He started his career working aboard Louisiana Dock vessels in the steward department. On several occasions, Brother Nixon took advantage of educational opportunities available at the Paul Hall Center, and most recently sailed was on the *Endurance*. He settled in Enterprise, Alabama.

WILTON PERRY

Brother Wilton Perry, 65, signed on with the SIU in 1977. He first sailed on the *Overseas Natalie* in the deck department. Brother Perry upgraded at the Piney Point school several times. His final vessel was the *Brittin*. Brother Perry resides in Slidell, Louisiana.



KAMIN RAJI

Brother Kamin Raji, 66, joined the SIU in 1989. He initially sailed aboard the *Independence*. A native of China, Brother Raji worked in the deck department. He took advantage of training opportunities at the union-affiliated school in Piney Point, Maryland, on several occasions. Brother Raji's final trip was on *Maersk Atlanta*. He lives in Jersey City, New Jersey.



JAMES ROY

Brother James Roy, 71, started shipping with the union in 1995. He first sailed aboard the *Global Link*. Brother Roy was a deck department member and enhanced his skills multiple times at the Piney Point school. His final vessel was the *Cape Washington*. Brother Roy makes his home in Baltimore.



AHMED SALEH

Brother Ahmed Saleh, 65, joined the union in 2002. He first shipped aboard the *USNS Capable*. Brother Saleh attended classes at the union-affiliated school in Piney Point, Maryland on several occasions. He worked in the deck department and concluded his career on the *John McDonnell*. Brother Saleh resides in Hamtramck, Michigan.

Continued on next page

Welcome Ashore

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



Continued from Page 18

CESAR SANTOS

Brother Cesar Santos, 66, began shipping with the union in 1999. He originally worked on the *Philadelphia*. Brother Santos upgraded twice at the maritime training center in Piney Point, Maryland. He sailed in the steward department. Prior to his retirement, Brother Santos shipped aboard the *Ohio*. He lives in Carson, California.

DAVID SHAW

Brother David Shaw, 69, started sailing with the Seafarers in 2003. He spent his entire career on the *Green Lake* as a member of the deck department. A frequent upgrader in Piney Point, Maryland, Brother Shaw resides in Sun City, California.



JOHN SHIVERS

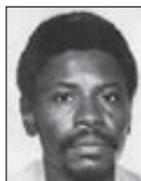
Brother John Shivers, 67, started shipping with the SIU in 1997.



He initially worked on the *Pollux*. Brother Shivers upgraded on multiple occasions at the Piney Point School. The deck department member concluded his career on the *Green Bay*. Brother Shivers settled in Sun Valley, Nevada.

DAVID TERRY

Brother David Terry, 79, became a union member in 1968. He started his career working aboard the *Andrew Jackson* in the engine department. On several occasions, Brother Terry took advantage of educational opportunities available at the Paul Hall Center. His most recent trip was on the *Maersk Memphis*. Brother Terry makes his home in Jacksonville, Florida.



DINH THONG

Brother Dinh Thong, 66, began sailing with the SIU in 1996. He originally shipped with Allied Transportation Company. Brother Thong enhanced his skills on three occasions at the SIU-affiliated school in Piney Point, Maryland. He was born in Vietnam and sailed in the deck department. Brother Thong's last vessel was the *Maersk Arkansas*. He lives in Virginia Beach, Virginia.



CLARENCE VERDUN

Brother Clarence Verdun, 67, signed on with the union in 2004. He first shipped aboard the *Charleston*. Brother Verdun worked in the engine department and enhanced his skills twice at the Paul Hall Center. He concluded his career on the *Overseas Martinez* and lives in Wilmington, North Carolina.

SALVADOR VILLAREAL

Brother Salvador Villareal, 55, donned the SIU colors in 1994. The deck department member's first ship was the *Independence*. Brother Villareal upgraded several times in Piney Point, Maryland. He concluded his career on the *North Star* and makes his home in Tacoma, Washington.



JAMES WASHINGTON

Brother James Washington, 65, joined the SIU in 2010, working on the *Bob Hope*. A member of the deck department, he upgraded at the Paul Hall Center in Piney Point, Maryland, on several occasions. Brother Washington's last vessel also was the *Bob Hope*. He lives in Jacksonville, Florida.



STANLEY WILLIAMS

Brother Stanley Williams, 65, started shipping with the Seafarers in 1969. He first sailed as an engine department member on the *Steel Rover*. Brother Williams took advantage of educational opportunities at the Paul Hall Center on several occasions. He most recently sailed aboard the *Liberty Glory* and is a resident of Pasadena, Texas.



GREAT LAKES

MICHAEL KEOGH

Brother Michael Keogh, 64, began sailing with the SIU in 1977. He first shipped with Michigan Interstate Railroad, working in the deck department. Native to Ireland, Brother Keogh took advantage of the educational opportunities at the Piney Point, Maryland, school and upgraded on two occasions. Before his retirement, he shipped on the *Burns Harbor*. Brother Keogh



resides in Ludington, Michigan.

MARY LITTEL

Sister Mary Littell, 59, became a union member in 1993. She initially sailed on the *Independence*, working in the steward department. Sister Littell upgraded at the union-affiliated school in Piney Point, Maryland, on several occasions. She most recently shipped on the *Maersk Idaho*. Born in Milwaukee, Sister Littell now lives in Wolfboro, New Hampshire.



BRIAN WAGONER

Brother Brian Wagoner, 61, became a union member in 1977. He first worked aboard the *Ann Arbor* in the deck department. His final vessel was the *Burns Harbor*. Brother Wagoner enhanced his skills twice at the school in Piney Point, Maryland. Born in Michigan, he settled in his home state in the city of Onekama.



INLAND

RICCI ANDERSON

Brother Ricci Anderson, 62, began sailing with the SIU in 1977. He first worked with Moran Towing of Texas as a member of the deck department. Brother Anderson took advantage of the educational opportunities at the Piney Point, Maryland, school by upgrading in 1980 and 1993. Before his retirement, he worked for HVIDE Marine. Brother Anderson makes Nederland, Texas, his home.



ORONZO DE CANDIA

Brother Oronzo De Candia, 71, started shipping with the SIU in 2000. He spent his entire career with Port Imperial Ferry, initially sailing aboard the *George Washington*. He settled in Hoboken, New Jersey.

DAVID GILLIS

Brother David Gillis, 62, became an SIU member in 1980. He was employed with Crowley Towing and Transportation throughout his career. Brother Gillis worked in the deck department. He resides



in Calais, Maine.

NICHOLAS GRASSIA

Brother Nicholas Grassia, 64, began his SIU career in 1976. He first worked with McAllister Towing of Virginia as a member of the deck department. Brother Grassia took advantage of educational opportunities at the Piney Point, Maryland, school by upgrading on two occasions. He last worked for Moran Towing of Philadelphia. Brother Grassia resides in Sewell, New Jersey.



JACKIE HAYS

Brother Jackie Hays, 71, signed on with the union in 1987. He spent his entire career sailing with G&H Towing. Brother Hays resides in Houston.



GUY HEITMEIER

Brother Guy Heitmeier, 63, began sailing with the SIU in 1978. He was a member of the deck department and remained with the same company, Crescent Towing & Salvage, for the entirety of his career. Brother Heitmeier enhanced his skills at the Paul Hall Center in Piney Point, Maryland, in 1980. He lives in New Orleans.



WAYNE HUEBSCHMAN

Brother Wayne Huebschman, 62, started shipping with the SIU in 1973. He initially worked with Steuart Transportation in the deck department. Brother Huebschman upgraded twice at the Piney Point, Maryland, school. He last worked with Express Marine and resides in York, Pennsylvania.



CHRISTOPHER KESSLER

Brother Christopher Kessler, 68, first donned the SIU colors in 1973, working for Moran Towing of Philadelphia. A member of the deck department, he upgraded at the Paul Hall Center in Piney Point, Maryland, in 1975. Brother Kessler most recently sailed with McAllister Towing of Philadelphia. He settled in Westmont, New Jersey.

JAMES LAFLEUR

Brother James LaFleur, 63, first

donned the SIU colors in 1984. Working for Higman Barge Lines, he was a member of the deck department. Brother LaFleur remained with Higman for the duration of his seafaring career. He calls Eunice, Louisiana, home

DANIEL LEWIS

Brother Daniel Lewis, 55, signed on with the union in 1985. Initially, the deck department member worked for Steuart Transportation. Brother Lewis took advantage of training opportunities at the union-affiliated school in Piney Point, Maryland, in 1994 as well as 2016. He last worked with Penn Maritime and resides in Beaufort, North Carolina.

PASQUALE PALMISANO

Brother Pasquale Palmisano, 65, started shipping with the SIU in 1973. Beginning his career in the deep-sea division, he first worked on the *Houston* as a deck department member. Brother Palmisano enhanced his skills several times at the Paul Hall Center in Piney Point, Maryland. He concluded his career working for Crowley Towing and Transportation and has settled in Gloucester, Massachusetts.



NORMAN PETERS

Brother Norman Peters, 62, became a seafarer in 1973. The engine department member worked for Allied Transportation for his entire career. Brother Peters upgraded at the Paul Hall Center in 1993. He lives in Jarvisburg, North Carolina.



WILLIAM SIEBERT

Brother William Siebert, 65, began sailing with the SIU in 1998. He originally shipped with Riverboat Services. The engine department member upgraded in 2001 at the maritime training center in Piney Point, Maryland. Brother Siebert last worked with *Ameristar East Chicago*. He lives in Old Orchard Beach, Maine.

NMU

RANDY RUNYAN

Brother Randy Runyan, 65, was an NMU member before the 2001 SIU/NMU merger. He worked as a deck department member. Brother Runyan resides in Whittier, California.



Final Departures



DEEP SEA

JUAN AGUIRRE

Pensioner Juan Aguirre, 95, passed away March 5. He joined the SIU in 1967. Brother Aguirre shipped as a member of the deck department. He first sailed on the *Cornell Victory*. Brother Aguirre last worked on the *Pacer* and became a pensioner in 1991. He resided in San Francisco.

JUAN AYALA

Pensioner Juan Ayala, 83, died March 9. A member of the deck department, he first sailed on the *Summit*. Brother Ayala's last vessel was the *El Morro*. He became a pensioner in 2004 and lived in Puerto Rico.



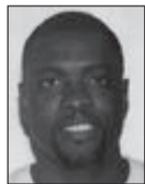
JERRY BASS

Pensioner Jerry Bass, 80, passed away March 1. Born in Dallas, he began sailing with Maritime Operations Inc. in 1955. Brother Bass was a member of the deck department and last sailed on the *OMI Hudson* in 1997. He became a pensioner later that year and called Onalaska, Texas, home.



CURTIS DUNLAP

Pensioner Curtis Dunlap, 51, died March 6. Brother Dunlap's first trip to sea was as a deck department member aboard the *Bellatrix* in 1990. He most recently sailed on the *Isla Bella* and began collecting his pension in 2016. Brother Dunlap lived in his home state of Florida in the city of Jacksonville.



HAROLD FIELDER

Pensioner Harold Fielder, 83, passed away February 27. Brother Fielder signed on with the SIU in 1952, when he sailed on the *Hastings*. Prior to his retirement in 1999, he sailed in the steward department aboard the *Crusader*. Brother Fielder resided in Mobile, Alabama.



ROTTIRA LACY

Pensioner Rottira Lacy, 76, died March 6. He began his seafaring



career in 1965, working aboard the *Steel Vendor*. A member of the steward department, he last sailed on the *Mayaguez* in 1996. Brother Lacy was a resident of Mobile, Alabama.

THOMAS MCNELLIS

Pensioner Thomas McNellis, 73, passed away March 26. Born in Brooklyn, he began sailing in 1964 aboard the *R D Conrad*. Brother McNellis was a member of the steward department and last worked on the *Humacao* in 1994. He became a pensioner later that year and continued to call Brooklyn home.

EWING RIHN

Pensioner Ewing Rihn, 92, died March 6. Brother Rihn embarked on his SIU career in 1951 as a deck department member on the *Alcoa Runner*. He concluded his seafaring career aboard the *Eugene A. Obregon* in 1991. The Texas native lived in Franklinton, Louisiana.



EROTOKRITOS TSATSOMIROS

Pensioner Erotokritos Tsatsomiros, 84, passed away March 1. Born in Greece, Brother Tsatsomiros became an SIU member in 1970. He first sailed with Michigan Tankers Inc. A deck department member, Brother Tsatsomiros last worked aboard the *Cape Jacob*. He went on pension in 2001 and lived in Athens.

INLAND

ANTONIO ADORNO

Pensioner Antonio Adorno, 70, passed away March 11. The Puerto Rico native began his career with the SIU in 1977, sailing with Crowley Puerto Rico Services up until his retirement. A member of the deck department, Brother Adorno went on pension in 1997 and continued to live in Puerto Rico.



ROBERT BRANCH

Pensioner Robert Branch, 73, died March 18. Brother Branch became a Seafarer in 1977. The deck department member sailed with Crescent



Towing and Salvage Company for the entirety of his career. Brother Branch began collecting pension in 2000 and resided in Kentwood, Louisiana.

NOLEY HARVELL

Pensioner Noley Harvell, 78, died March 13. Brother Harvell signed on with the SIU in 1993 and sailed with Allied Transportation Company until his retirement. A deck department member, he began collecting his pension in 2002 and settled in Pioneer, Tennessee.

GREAT LAKES

JOHN FRANKOVICH

Pensioner John Frankovich, 84, passed away March 25. He joined the SIU in 1963. Brother Frankovich first sailed with Tomlinson Fleet Corporation as a deck department member. He last worked on the *Sam Laud*, and became a pensioner in 1995. He resided in Rapid River, Michigan.



NMU

CLEMENTE AMARO

Pensioner Clemente Amaro, 90, passed away April 8. Brother Amaro was born in Maunabo, Puerto Rico. He started collecting his pension in 1972 and was a resident of Fort Lauderdale, Florida.



RICHARD BUCKS

Pensioner Richard Bucks, 88, died April 8. Brother Bucks was a native of Indiana. He went on pension in 1969 and lived in San Bruno, California.

JOHN BUNGERT

Pensioner John Bungert, 74, passed away April 2. He was born in Pittsburgh and started receiving compensation for his retirement in 1998. Brother Bungert called Hawthorne, Florida, home.

RICARDO CASCO

Pensioner Ricardo Casco, 98, passed away March 24. Brother Casco started receiving his pen-

sion in 1982. He resided in Albuquerque, New Mexico.

LORRAINE CLOYD



Pensioner Lorraine Cloyd, 77, died March 5. Sister Cloyd was born in Galveston, Texas. She went on pension in 2006 and lived in Moreno Valley, California.

LEROY COLLINS

Pensioner Leroy Collins, 88, passed away March 15. Brother Collins began collecting his pension in 1968. He resided in his home state of Alabama in the city of Coden.

ANDREW CRESPO

Pensioner Andrew Crespo, 75, died March 31. Brother Crespo started receiving his pension in 2006. He lived in Tampa, Florida.



PHILIP DIAZ

Pensioner Philip Diaz, 89, died April 14. Brother Diaz was born in Rio Piedras, Puerto Rico. He started receiving his pension in 1973. He lived in New York.

JACK ELLIOT

Pensioner Jack Elliot, 92, passed away April 24. He was born in Rhinelander, Wisconsin. Brother Elliot went on pension in 1972 and resided in L'Anse, Michigan.

LUIS FIGUEROA

Pensioner Luis Figueroa, 78, died March 12. He was born in Puerto Rico and started collecting his pension in 2000. Brother Figueroa lived in New York.

LAWRENCE FRISON

Pensioner Lawrence Frison, 91, passed away March 4. Brother Frison began collecting his pension in 1991. He made his home in Jacksonville, Florida.

ULYSSES IRVING

Pensioner Ulysses Irving, 92, passed away March 12. Brother Irving went on pension in 1988. He resided in Seattle.

LESTER JONES

Pensioner Lester Jones, 84, passed away March 21. Brother Jones became a pensioner in 1994 and lived in Honduras.

MIGUEL LOPEZ



Pensioner Miguel Lopez, 94, passed away March 27. After working as a deck department member, Brother Lopez became a pensioner in 1967. He settled in Tampa, Florida.

ANGELO NOVO

Pensioner Angelo Novo, 88, passed away March 8. Brother Novo worked in the deck department; he went on pension in 1987. He was a resident of Brooklyn, New York.

EFRAIN PELLOT

Pensioner Efrain Pellot, 84, died March 17. He was born in Puerto Rico. Brother Pellot started receiving compensation for his retirement in 1988. He lived in Palm Bay, Florida.

GORDON PHELPS

Pensioner Gordon Phelps, 86, passed away March 9. He went on pension in 1967 and made his home in North Rose, New York.

PAUL POSTER

Pensioner Paul Poster, 93, died March 15. He was a native of Pennsylvania. Brother Poster began collecting his pension in 1971. He lived in Scappoose, Oregon.



JOHN SEALY

Pensioner John Sealy, 95, passed away February 20. Brother Sealy became a pensioner in 1973 and settled in Castries, St Lucia.

ARTHUR STEELE

Pensioner Arthur Steele, 88, passed away March 14. Brother Steele went on pension in 1970 and was a resident of New York.

ISIDRO VILLOCH

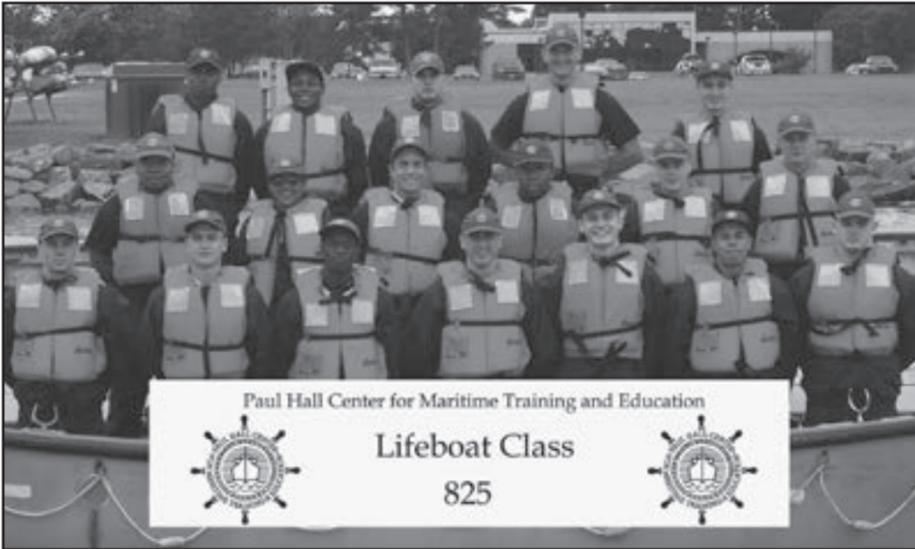
Pensioner Isidro Villoch, 91, passed away February 22. Brother Villoch began collecting his pension in 1967. He made his home in Guayanilla, Puerto Rico.

CHEE WOO

Pensioner Chee Woo, 102, died March 4. Brother Woo began collecting his pension in 1971. He lived in Staten Island, New York.



Paul Hall Center Classes



Apprentice Water Survival Class #825 – Members of this Phase I apprentice class graduated from this course June 16. Among those pictured (above, in alphabetical order) are: Christopher Alcock, Dylan Anderson, Charles Bell, Julien Charlet, Alphonso Greene, Raphael Henson, John Hodges, Thomas Howarth, William Means, Samuel Moore, Laviona Oulare, Mykel Potter, Dzmitry Sasnouski, Tyler Summersill and Stephen Venditti.



Crane Familiarization – Five upgraders finished this course May 26. Graduating (above, in alphabetical order) were: Khaled Ahmed Mohamed Hussein, Sherwin Jones, John O'Shaughnessy, Timothy Pillsworth and Steben Arocho Torres. Stan Beck, their instructor, is at the far right.



Welding – Two Seafarers completed their requirements in this course June 30. Graduating (above, from left) were Kevin Lamonte Daughtry Jr., and James Edward Tolan Jr. Class instructor Chris Raley is at right.



BAPO – The following individuals (above, in alphabetical order) graduated from this course June 16: Jeffrey Pacaldo Berame, Olivier Luc Especa, Vincent Knight, Karl Angelo Morrow Jr., and Starling Priester. Keith Adamson, their instructor, is at the far right.



Junior Engineer – Twenty-three upgraders completed the enhancement of their skills in this course June 30. Graduating (above, in alphabetical order) were: Arthur Bailey, Eric Ivan-Ray Castle, Wilshire Paet Cortez, Christopher Edwards, Abasiama Basse Essien-Ete, Lorenzo Finley, Jacob Gaskill, Matthew Gilliland, Frank Harris III, David Kessler, Michael Knight, Gary Longmire Jr., Carlos Mohler Vega, Edward Molesky Jr., Patrick Montgomery, Robert Neff, Scott Reynolds, James Rightnour, Teresa Rowland, George Emanuel Santiago, Florian Del Carmen Turcios, James Van Dyke and Ha-keem Shabaka Woods Shoatz. Class instructor William Dodd is at the far left. (Note: Not all are pictured.)



ARPA – The following upgraders graduated from this course June 9: Nathaniel Balos (center) and Martin Lance Baker (right). Their instructor, Patrick Schoenberger, is at left.

Government Vessels – Twenty-one Seafarers (photo at right, in alphabetical order) graduated from this course June 9: Mohsen Aladani, Josesimo Tentativa Balerite, Byron Bland Jr., Robert Bougher II, Daniel Culhane, David Garrett, Marcus Gramby, Randy Hampton, Patricia Hausner, William Jackson, Lorraine Keelen, Joseph Kudjoe, Tyler Morton, Tadeo O'Brien, Edwin Pagan, Jeffrey Phillips, Fradarius Smith, Jordan Smith, Kim Smith, Loretta Stewart and James Tolan Jr. Class instructor Mark Cates is at the far right. (Note: Not all are pictured.)



Paul Hall Center Classes



UA to ASD – Eleven individuals completed their requirements in this course May 19. Graduating (above, in alphabetical order) were: Saleh Ali Almatari, Annie Bivens, Toby Blunt, Matthew Brown, Jonathan Caraway, Joshua Lux, Andre Philippe, Efren Asdrubal Ramos-Sosa, Nathaniel Robbins, Matthew Szczepaniak and Mackenzie Wincelowicz. Tom Truitt, their instructor, is at the far right. (Note: Not all are pictured.)



GMDSS – The following individuals (above, in alphabetical order) graduated from this course May 19: Ali Mohsen Alhamyari, Martin Baker, Nathaniel Balos, James Kayser and Jason Keffer. Class instructor Patrick Schoenberger is at the far left.



Crane Familiarization – Six individuals finished their requirements in this course May 19. Graduating (above, in alphabetical order) were: Joseph Negron, Robert Ott, Edwin Ruiz Jr., Michael Sedita, Scott Smith and William Yurick. Class instructor Stan Beck is at the far right.



Government Vessels – The following Seafarers (above, in alphabetical order) graduated from this course May 5: Ernie Nebres Aguinaldo, Shawn Boone, Sean Carter, Delmis David, Joseph Eaton II, Timothy Heil, Oscar Lopez, David McCarthorn, Gamal Meawad, Meili Wang Seegers, Tracy Spriggs, Kreg Stiebbsen and Bernard Wade II. Stan Beck, their instructor, is in the back row at the far left. (Note: Not all are pictured.)



FOWT – Eleven upgraders completed their requirements in this course May 19. Graduating (photo at left, in alphabetical order) were: Abraham Arias, Terren Fields, Gabriel Freeman, Deondre Gardner, Korrey Green, Daniel Resultan, James Sanchez, Samuel Sanders Jr., Christopher Savage, Michael Smith and Keon Sumlar. Class instructor Christopher Morgan is at the far right.

Important Notice

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

Government Vessels – The following Seafarers (photo at right, in alphabetical order) completed the enhancement of their skills in this course when they graduated May 19: Alvinmar Iremedio Aldana, Jumaane Allen, Richard Beaverson, John Billington, Sheki Bradley, Kelly Bunton, Bernadette Hill, Rodney Holmes, Kenyetta Isom, Edward Lamb Jr., Jacobie Levine, Gary Majewski, Sharon McNeal, Jose Luis Medina, Karl Morrow Jr., Ken Mirador Tan, Dorkucho Tanihu and Gabron Turner. Mark Cates, their instructor, is at the far left in the back row. (Note: Not all are pictured.)



Paul Hall Center Classes



Basic Training (Basic Firefighting) – Twenty-two upgraders (photo at left, in alphabetical order) graduated from this course May 12: Alvinmar Iremedio Aldana, Jumaane Allen, Richard Beaverson, John Billington, Travis Brumfield, Kelly Bunton, Henry Cedano, David Dort, Andrew Ganley, Kenyetta Isom, Ebene Jean, Edwin Laboy, Edward Lamb Jr., Gary Majewski, Sharon McNeal, Jose Medina, Ignazio Minutillo, Thomas Molinari, Alejandro Montalvo, John O'Dowd, Stephen Reilly and John Telles. Class instructors Wayne Johnson Jr. and Joe Zienda are at the far left and far right, respectively. (Note: Not all are pictured.)



Ship Construction & Basic Stability – Three individuals finished their requirements in this course May 19. Graduating (above, in alphabetical order) were: Brian Luba, Kirk Pegan and James Wunder. Alan Tupper, their instructor, is at left.



Basic Training (Basic Firefighting) – The following Seafarers (above, in alphabetical order) improved their skills by graduating from this course May 19: Noel Centeno, Giovanni Flores, Rafael Antonio Irizarry, Ella La Branche, Wilson Peniston, Alex Roman, Nicolette Spriester, Ilario Tattoli, Sergio Tattoli, Natalie Tremblay, Michael Werdann, Kareem Worthy and Lehman Yates. Instructors John Thomas and Mike Roberts are at the far left and far right, respectively.



Combined Basic & Advanced Firefighting – Eight upgraders completed the enhancement of their skills in this course May 5. Graduating (above, in alphabetical order) were: Martin Baker, Nathaniel Balos, Daniels Boye, Gilbert Johnson, Jon Mahannah, Henry Marchant, Rodney Passapera and Santos Reyes Jr. Class instructor John Thomas is at the far right. (Note: Not all are pictured.)



Certified Chief Cook (Module 4) – Two steward department upgraders completed their requirements in this course May 5. Graduating were Andrea Hargrove (above, left) and Yoaquin Antonio Gonzales DeJesus.



Certified Chief Cook (Module 6) – The following Seafarers (above, in alphabetical order), finished this course June 2: Mark Darren Ebuén Espinosa, Simona Denise Evans, Edgar Banda Manlangit, Unta Duran Mattox and Tania Ramirez-Diego.



Advanced Galley Ops – Four steward department upgraders completed the enhancement of their skills in this course May 19. Graduating (above, in alphabetical order) were: Dennison Roncales Dizon, Rachel Janssen, Ingrid Soveira Ortiz-Rosario and Rommel Dadvias Reston. Class instructor Bryan Owens is in the center.

SEAFARERS LOG

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

Paul Hall Center

Class Photos

Pages 21-23



Military vehicles are guided aboard the SIU crewed *USNS Fisher* during a bilateral training operation April 15 in South Korea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Eric Chan)



Sailors attached to Amphibious Construction Battalion 1 guide infantry vehicles onto the ramp of the SIU crewed *USNS Fisher* in mid-April in Korea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Eric Chan)

Seafarers Assist in Bilateral Exercise

SIU-Crewed Military Support Ships Mobilize for 'CJLOTS'

SIU crewed vessels once again played important roles in regularly scheduled sealift exercises involving the United States and the Republic of Korea.

Earlier this year, several Seafarers crewed ships participated in the latest iteration of Combined Joint Logistics Over the Shore, abbreviated as CJLOTS. According to the U.S. Navy, the biennial exercise itself this year is a subset of two other missions: Operation Pacific Reach Exercise (OPRex) 2017, and Foal Eagle 2017, an annual Korean Peninsula defense exercise.

Various participants handled a wide range of tasks, including training to deliver and redeploy military cargo using lighterage systems, coastal lift operations, rail and inland waterways.

Of particular note, according to the Navy's Military Sealift Command (MSC), the SIU crewed prepositioning ships *USNS Piliilau* (operated by AMSEA) and *USNS 2nd Lt. John P. Bobo* (operated by Crowley) "successfully utilized the Improved Navy Lighterage System (INLS) to discharge equipment and cargo in support of CJLOTS (on) April 8-12.

"The INLS is a sea state three (SS3) capable causeway system that resembles a floating pier comprised of interchangeable modules and is used to transfer cargo from MSC ships to shore areas where conventional port facilities are unavailable or inadequate," the agency reported. "The successful deployment of the INLS for CJLOTS 2017 demonstrates the U.S. and Republic of Korea's ability to transfer cargo from ships anchored at sea to the shore, improving logistics interoperability, communication and cooperation between the U.S. and the ROK."

A Navy spokesperson said the new system boosts response time and can also keep the ships away from the view of shore-side personnel.

The SIU crewed *USNS Fisher* (operated by AMSEA) also helped ensure the success of CJLOTS.

SIU members sail on many of MSC's prepositioning ships – part of a program the agency describes as "an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies aboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency. MSC's 27 prepositioning ships support the Army, Navy, Air Force, Marine Corps and Defense Logistics Agency."



The Seafarers crewed *USNS Piliilau* is anchored off the coast of Pohang during the Combined Joint Logistics Over the Shore (CJLOTS) exercise. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Fulton)



Material is moved from the *USNS Piliilau* to a lighterage system. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Fulton)



U.S. Navy, Marine Corps and Army personnel prepare to offload equipment from the SIU crewed *USNS Piliilau* April 10 while this ship is anchored off the coast of Pohang, Republic of Korea. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Fulton)



The Seafarers crewed *USNS 2nd Lt. John P. Bobo* anchors off the coast of Pohang, Republic of Korea, while participating in Combined Joint Logistics Over the Shore (CJLOTS) April 9. (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Fulton)