

SEAFARERS LOG

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

Conventions Chart Courses For Labor, American Maritime



Officials and delegates from the Maritime Trades Department (MTD) and the AFL-CIO recently gathered in St. Louis for two conventions. The MTD convention (Oct. 19-20) helped identify strategies for further promoting the American maritime industry (among other goals), while the AFL-CIO event (Oct. 22-25) featured innovative approaches for boosting workers' rights. SIU President Michael Sacco (left in photo at right above) was reelected both as MTD president and as a VP of the federation's executive council. He's pictured with AFL-CIO President Richard Trumka, a longtime friend of the SIU. The full photo at far left shows SIU Executive VP Augie Tellez as he hits the deck to speak up for U.S. mariners during the AFL-CIO convention, while the inset photo shows SIU Secretary-Treasurer David Heindel also speaking at the same event. President Sacco's column on Page 2 discusses both gatherings; the AFL-CIO meeting is covered on Page 4, while MTD coverage starts on Page 8.



Hurricane Relief Efforts Continue

The SIU, Seafarers-contracted operators, other unions and allies are continuing to collect relief cargoes and deliver them to Puerto Rico as well as the U.S. Virgin Islands (USVI). The photo directly above shows SIU Asst. VP Kris Hopkins (right) with Crowley employees in Port Everglades, Florida, rounding up bottled water and more for delivery to the USVI. The other snapshots were taken Oct. 12 at the SIU hall in Houston, where Mayor Sylvester Turner (center in photo at lower left, with SIU VP Gulf Coast Dean Corgey, right, and SIU Asst. VP Mike Russo) spoke at a press conference highlighting union efforts to assist hurricane victims. Page 3.

Food for Peace Benefits USA
Page 2

Beck Notice
Page 6

SHBP Scholarship Info
Page 14

President's Report

Grassroots Action and the U.S. Merchant Marine

Late October marked the end of a whirlwind stretch of four conventions in a little more than a month. In order and respectively, those gatherings were conducted by the SIU-affiliated United Industrial Workers; the Seafarers International Union of North America; the Maritime Trades Department; and the AFL-CIO. Throw in the formal celebration for the 50th anniversary of our affiliated school in Piney Point, Maryland, and you've got quite a bit of activity.



Michael Sacco

These conventions are important for many reasons, not the least of which is they offer dedicated time to sharpen our strategies for promoting and protecting members' jobs as well as generally boosting the industries that support them. This time around, we also focused much of our attention on disaster relief for hurricane victims, especially in Puerto Rico and the U.S. Virgin Islands.

One thing that really stood out to me was the common thread in remarks by three different congressmen (two Republicans, one Democrat) who spoke at the MTD convention. I'm paraphrasing, but they reminded us that we have to

do our share of constantly educating politicians, their staffs and the public about the American maritime industry.

On one hand, that may seem obvious. There's always going to be turnover with administrations and in Congress, as well as at the state and local levels of government. Plus, as people throughout our industry regularly say, maritime seems to be an unintentionally well-kept secret. We can't assume that anyone outside the industry understands it.

And on the other hand, that prodding from members of Congress was a timely and valuable reminder. People who make careers in our industry – regardless of which component they work in – may sometimes forget that what's second nature to us (such as understanding the extremely high importance of the Jones Act, cargo preference, and the Maritime Security Program) is anything but apparent to some others.

"Exhibit A" is the current fight about the Jones Act, which probably could have been avoided if more congressmen and senators had already understood the truth about America's freight cabotage law. I think our industry is doing a good job of setting the record straight – most definitely including grassroots outreach by rank-and-file Seafarers – but the scope of the task has been jolting in some ways. Even some of the legislators who are usually pro-worker and pro-maritime temporarily got on the wrong side in this battle, but it was due to misinformation and misunderstanding.

Brothers and sisters, this is why we constantly remind you about the importance of all forms of political action. I know we talk a lot about SPAD, and SPAD is crucial for us, but our voluntary political action fund is only one piece of the puzzle. There's also great value in grassroots activities such as precinct walks, phone banking, leaf-letting, and assisting your neighbors to the polls.

As an organization, we truly never stop working to promote the U.S. Merchant Marine. But above all else, politicians listen to constituents, and that's why we ask you to get involved. When legislators know that jobs in their district or state are on the line, it's usually not hard to get their attention.

One of the congressmen I mentioned, Bennie Thompson, wrapped up his MTD speech with a great description of our pro-maritime communications. He said, "You've got the best message in the world." I could not agree more. We are promoting family-wage American jobs, national security, economic security and homeland security. We are promoting the support of our troops as America's fourth arm of defense.

That's why I know we'll come out on top in our battles to preserve the U.S. Merchant Marine.

Maritime Coalition Details How U.S. Greatly Benefits from Food for Peace

Following an October U.S. Senate hearing that featured erroneous statements concerning the Food for Peace program, the coalition USA Maritime responded with facts.

The SIU is a member of USA Maritime; the coalition also includes American ship operators, maritime trade associations, and other maritime unions committed to protecting U.S. national security through a public-private partnership that features the U.S. Merchant Marine.

USA Maritime Chairman James L. Henry said, "Statements made during the hearing misrepresent the value proposition of shipping Food for Peace cargoes with the U.S. Merchant Marine pursuant to our nation's cargo preference laws. Hiring Americans sailing on U.S.-flag ships, instead of foreign mariners, leverages transportation dollars our government already has to spend to ensure we maintain a U.S. Merchant Marine necessary to support our nation in times of war and national emergency."

He continued, "For example, the U.S.-flag merchant fleet carried more than 90 percent of the supplies our troops needed in Iraq and Afghanistan at a fraction of the cost of other alternatives. Relying upon this partnership with the U.S. commercial fleet is a cost-effective alternative to replicating such sealift capacity by building military gray-hull ships and hiring more government employees. This approach saves taxpayers more than \$1 billion in annual operating costs for vessels and related intermodal assets together with \$13 billion in vessel capital costs. In contrast, data from the U.S. Maritime Administration (MARAD) and recent Government Accountability Office findings show that hiring Americans to ship Food for Peace cargoes adds just one percent to the program budget – less than \$20 million annually to support a \$1.7 billion program. Total program costs for ocean shipping – not just U.S.-flag shipping – amount to only eight percent of the budget. Moreover, for every dollar invested in U.S.-flag shipping, \$3.14 is returned in tax revenue, which would otherwise be lost if we instead opted to support foreign sealift capability to move these government cargoes."

Henry went on to cite government data "demon-

strating the importance of food aid to sustaining our national defense sealift capability." Specifically, a MARAD report shows the main reason for the recent decline of U.S. ships and crews is the decrease in U.S. government preference cargoes.

The USA Maritime statement (posted in its entirety in the News section of the SIU website) quotes prior and current commanding officers of the U.S. Transportation Command expressing support cargo preference because it is vital to America's sealift capability. For example, the current commander, Gen. Darren McDew, testified earlier this year, "Without cargo preference, our maritime industry is in jeopardy and our ability [to] project the force is in jeopardy."

In an earlier, separate statement, the coalition noted, "Even though funding is the lowest in years, the need for Food for Peace is greater than ever. According to the USDA, 12 million metric tons of commodities are needed each year to fill food gaps in the 70 most food-insecure countries. The number of hungry people has increased to 925 million from 833 million at the end of 2002, according to the UN Food and Agriculture Organization. In many cases, Food for Peace is the difference between life and death. And the program has served an essential role in helping stabilize countries, support foreign policy, and build important trade links for our farmers in countries like India, Poland, Romania, and Egypt.

"Unlike other foreign aid programs, the program does more than just send aid overseas," the statement continued. "Food for Peace is a point of pride for the 44,000 American farmers, shippers, processors, port workers, and merchant mariners whose jobs depend upon the program. Food for Peace is not just a hand-out. It's the sharing of American bounty and American know-how to help rescue those less fortunate from starvation and chronic food insecurity. By creating a uniquely sustainable public-private partnership between American faith-based organizations, U.S. industry, and the U.S. government, Food for Peace leverages private and public resources to make a meaningful difference for millions of people in a way that government alone simply cannot."

Maritime Piracy Update

Report Finds Fewer Incidents, New Hot Spots

The International Maritime Bureau (IMB), a specialized division of the International Chamber of Commerce, has released its "Piracy and Armed Robbery Against Ships" report for the first nine months of 2017. While the total number of incidents is down from previous years, there are some concerning trends.

Although many locations have seen a decrease in total piracy incidents, the Philippines and Venezuela saw sharp increases from 2016. Taken together, these regions accounted for 28 of 121 reported incidents in the period, or 23 percent, as opposed to eight total incidents the year before.

According to the report, "While only three low-level incidents took place in Venezuela during the same period in 2016, the number this year racked up to 11. All vessels were successfully boarded by robbers armed with guns or knives and mostly took place at anchorage. Four crew members were taken hostage during these incidents, with two assaulted and one injured."

In addition, while the numbers of incidents in Nigeria are down, officials warned that the area remains risky.

"In general, all waters in and off Nigeria remain risky, despite intervention in some cases by the Nigerian Navy. We advise vessels to be vigilant," said Pottengal Mukundan, director of the IMB. "The number of attacks in the Gulf of Guinea could be even higher than our figures, as many incidents continue to be unreported."

The following are additional trends, as described in the full report: "Ninety-two vessels were boarded,



13 fired upon, and there were 11 attempted attacks and five vessels hijacked. Eighty crew were taken hostage compared to 110 for the same period in 2016. The number of crew kidnapped from their vessels was the same at 49 for the first nine months of 2016 and 2017."

The report also highlighted specific examples of prevented pirate attacks, including this one: "One vessel was reported hijacked in the third quarter of 2017, when a Thai product tanker was attacked off Pulau Yu in Malaysia in early September. However, thanks to the prompt intervention of the Malaysian Maritime Enforcement Agency, 10 hijackers were successfully apprehended and the tanker was safely escorted to a nearby port. The pirates were quickly tried and sentenced to long periods of imprisonment."

"The Malaysian response demonstrates exactly the type of speedy and robust action that is needed to deter such attacks," said Mukundan.

Since 1991, the IMB's 24-hour-manned Piracy Reporting Center (PRC) has provided the maritime industry, governments and response agencies with timely and transparent data on piracy and armed robbery incidents received directly from the master of the vessel or the shipowners. In announcing the newest report, the organization stated, "The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via Inmarsat Safety Net Services and email alerts to CSOs, all provided free of cost, has helped the response against piracy and armed robbery and the security of seafarers, globally."



SEAFARERS LOG

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

Volume 79 Number 12

December 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.



Seafarers (photo above) pause for a photo at the Philadelphia hall amidst some of the donated relief cargoes. In photo at right, SIU Asst. VP Archie Ware (right) and another member load relief supplies at the hall in Jacksonville, Florida.



SIU Remains Active in Hurricane Relief Operations

The SIU is continuing to help collect, transport and deliver hurricane relief supplies to Puerto Rico and the U.S. Virgin Islands (USVI), in addition to assisting victims on the U.S. mainland.

Seafarers-contracted vessel operators Crowley Maritime and Tote Maritime, respectively, are playing leading roles in the ongoing effort in Puerto Rico, while other labor organizations and the AFL-CIO also are significantly contributing to what is sure to be a years-long endeavor.

Working with the labor federation and other unions (both

maritime and non-maritime), the SIU continues collecting relief cargoes in Houston; Philadelphia; Jacksonville, Florida and elsewhere. The SIU also (as previously announced) established a new fund to assist Seafarers and retirees living in areas affected by the recent hurricanes (this includes SIU affiliates). The fund's name is Seafarers Disaster Aid Fund.

Click on the PayPal link on the SIU home page (www.seafarers.org) in order to donate. If donating by check, please make it out to Seafarers Disaster Aid Fund and mail to: Seafarers Disaster Aid Fund, c/o SIU Secretary-Treasurer, 5201 Auth Way, Camp Springs, MD 20746.

Unlike prior relief funds set up by the union, the plan is to make the Seafarers Disaster Aid Fund a permanent entity. This should help expedite donations and payments in the future.

Also, SIU members who are enrolled in the Seafarers Money Purchase Pension Plan (SMPPP) and who have suffered losses due to Hurricanes Harvey, Irma or Maria now have the option to withdraw a portion of their account balance. SMPPP trustees approved this option for hardship withdrawals after learning about the number of members who have suffered substantial losses. The hardship withdrawal allowance period will end at the trustees' discretion, once the situation in the affected areas improves. (For more information, SIU members should contact their port agent. Also, be sure to discuss potential tax implications, if any, with your tax preparer.)

While Puerto Rico understandably has garnered most of the headlines following the spate of hurricanes, Texas also is facing a long, costly recovery. One news outlet noted that the Houston region has cleared "enough post-flood debris from its neighborhoods to fill 700 Olympic-size pools."

More significantly, two months after Hurricane Harvey battered Texas, tens of thousands of people remained in temporary housing, and not all schools had reopened. By some estimates, Harvey caused approximately \$73.5 billion in economic losses, making it the second-costliest natural disaster in U.S. history (after only Hurricane Katrina).

Estimates of Maria's economic impact are also gigantic,

ranging from \$45-\$95 billion. Irma, too, is expected to cost tens of billions of dollars in recovery.

Editor's note: Visit the News section of the SIU website (www.seafarers.org) for updates on hurricane relief operations. We are also regularly posting photos and information on our social media sites, which are linked on the SIU home page. To sign up for text alerts from the SIU (we use them sparingly), text the word JOIN (it's not case-sensitive) to 97779. Message and data rates may apply.)



In Puerto Rico, Seafarers and family members prepare to unload a shipment from union brothers and sisters on the mainland U.S. SIU Port Agent Amancio Crespo is in the middle.



The SIU has teamed up with the Pennsylvania State AFL-CIO, Crowley, the Philadelphia AFL-CIO, IATSE Local 8, plus other unions and supporters to collect and ship relief supplies to Puerto Rico. These snapshots were taken in October at the Local 8 hall.



Jones Act Allies Continue Standing Up for Vital Law That Boosts U.S. Security

Supporters of America's freight cabotage law are continuing to fight back against false accusations concerning the Jones Act.

The latest battle began after Hurricane Maria devastated Puerto Rico in September. Jones Act critics, facilitated by sloppy reporting in the commercial media, falsely claimed that the law was hampering recovery efforts. They also erroneously charged that the Jones Act harms Puerto Rico's economy.

The SIU and many allies immediately took action, on multiple fronts. The union testified at two House hearings, while Jones Act carriers, the coalition American Maritime Partnership (AMP), pro-maritime legislators, the AFL-CIO and others (along with the SIU) engaged in wide-ranging grassroots activities. Those efforts included contacting legislators, submitting op-ed articles, being active on social media, purchasing ads, posting news releases and more.

Although proposed legislation has been submitted in both houses of Congress to weaken or eliminate the Jones Act, support for the law remains strong.

On the books since 1920, the Jones Act requires that cargo moving between U.S. ports is carried on vessels that are crewed, built, owned and flagged American. It's a source of nearly 500,000 American jobs, and is consid-

ered vital to national, economic and homeland security. Dozens of other nations maintain similar statutes, known as cabotage laws.

In a mid-October letter to U.S. senators, William Samuel, director of government affairs for the AFL-CIO, wrote in part, "Since 1789, the federal government has regulated coastal trade and, like many other maritime nations, has enacted laws to maintain a domestic maritime industry to ensure that we would not be dependent on foreign nations in times of war or natural disasters. The Jones Act accomplishes this goal.... Since the Jones Act ensures that our labor laws protect maritime employees, repealing the Act would pave the way for foreign companies to replace domestic crews with lower-paid workers lacking basic labor protections. According to the International Transport Workers' Federation, foreign-flag ships often do not enforce safety standards, minimum social standards or trade union rights, fail to pay crews, and avoid compliance with environmental standards.

"The Jones Act has in no way impeded Puerto Rico's recovery," he continued. "Fully loaded Jones Act ships began arriving as soon as the main port in Puerto Rico reopened. News footage of containers piling up at the Port of San Juan offered visual proof that life-saving supplies were arriving hourly on Jones Act ships, as well as on foreign ships not covered by the Jones Act. These supplies were not getting to interior sections of Puerto Rico because of transportation bottlenecks and a shortage of truck drivers, not because of a lack of ships.... Repealing the Jones Act would not result in additional supplies getting to the island, but it would jeopardize the survival of the U.S. maritime sector and along with it thousands of jobs that would be outsourced to foreign carriers."

AMP pointed out, "The domestic American maritime

industry strengthens U.S. national security at zero cost to the federal government. The domestic maritime fleet provides capacity and manpower that the armed forces can draw upon to support U.S. military operations. American ships, crews to man them, ship construction and repair yards, intermodal equipment, terminals, cargo tracking systems, and other infrastructure are available to the U.S. military at a moment's notice in times of war, national emergency, or even in peacetime.

"The Jones Act ensures a strong and vibrant maritime industry, which helps ensure the United States maintains its expertise in shipbuilding and waterborne transportation," AMP continued. "The U.S. Navy's position is clear - repeal of the Jones Act would 'hamper [America's] ability to meet strategic sealift requirements and Navy shipbuilding.' Without American maritime, the U.S. would be dependent on foreign-owned and -flagged vessels for the transport of waterborne commerce in and around the country."

Just as the claims that the Jones Act slowed recovery efforts were baseless, so, too, are the accusations about the law driving up costs on the island. The U.S. Government Accountability Office found no evidence that the Jones Act increases expenses in Puerto Rico, and in fact concluded that it has helped ensure reliable shipping service between there and the continental U.S.

Similarly, according to figures from what is believed to be the world's largest database of user-contributed statistics about cities and countries worldwide, Puerto Rico receives Jones Act shipping service that is cheaper, more regular and more reliable than foreign shipping rates and service to the U.S. Virgin Islands (USVI). Consumer prices are far lower in Puerto Rico than in the USVI; in fact, in most cases, they're also higher on the U.S. mainland than in Puerto Rico.

AFL-CIO Elects Top Officers at 2017 Convention

On Oct. 22, delegates to the AFL-CIO's 28th constitutional convention in St. Louis elected Richard Trumka as president, Liz Shuler as secretary-treasurer and Tefere Gebre as executive vice president. In addition, delegates elected 55 vice presidents – including SIU President Michael Sacco – who will serve as the executive council for a four-year term.

Sacco is the longest-serving member of the federation's executive council.

Trumka begins his third term as president of the AFL-CIO; he first was elected in 2009. Before his election to president, Trumka became the youngest president of the United Mine Workers of America (UMWA) in 1982 and secretary-treasurer of the AFL-CIO in 1995.

Born in the small, coal-mining town of Nemaquin, Pennsylvania, Trumka's commitment to improving life for working people began early. He worked in the mines while attending Penn State and Villanova University law school. Throughout his leadership positions in the labor movement, Trumka has retained a strong commitment to creating an economy based on broadly shared prosperity, and holding elected officials and employers accountable to working families.

"I am humbled and honored for the opportunity to serve the working families of the AFL-CIO," Trumka said. "We are committed to delivering on what we've started – a focused, independent and modern federation that works for working people and fights successfully for our shared priorities. We've come a long way, but we still have work to do."

Shuler begins her third term as secretary-treasurer, the second-highest position in the labor movement. Initially elected in 2009, she became the first woman elected as the federation's secretary-treasurer.

Shuler, a graduate of the University of Oregon, worked her way through the ranks of the International Brotherhood of Electrical



AFL-CIO President Richard Trumka



AFL-CIO Secretary-Treasurer Liz Shuler



AFL-CIO Executive VP Tefere Gebre

Workers (IBEW) beginning at IBEW Local 125 at Portland General Electric in Portland, Oregon, where she grew up. As secretary-treasurer, Shuler has led the federation's efforts to engage with young workers, promote women's leadership, guide the future of work and ensure the federation is on solid fiscal ground.

"Serving as secretary-treasurer of the AFL-CIO has been the greatest honor of my life and I'm confident that together, we will adapt to the challenges ahead and secure the future of our movement," Shuler said. "As we look ahead, we realize the future of our movement isn't far off, and it won't be easy.

But nothing worth doing ever is."

Gebre begins his second term as executive vice president. In 2013, Gebre became the first immigrant, political refugee, black man and local labor council leader elected as a national officer of the AFL-CIO.

Born in Gondar, Ethiopia, Gebre fled state-sanctioned violence and emigrated to Los Angeles as a teenager. A graduate of Cal Poly Pomona, Gebre has devoted his entire life to the values of democracy, justice and helping workers organize to achieve a voice at the workplace. Before coming to the AFL-CIO, Gebre led the Orange County Labor Federation. As executive vice presi-

dent, Gebre has focused on building strong labor-community partnerships at the local level through the movement's central labor councils and state federations.

"These are tough times for our country, our movement, and our communities," Gebre said. "But in the face of these challenges, I have hope of a brighter day, a stronger tomorrow and an America with liberty and justice for all. As executive vice president I pledge to do my part, lead with my heart and never stop fighting."

Visit the AFL-CIO website (aflcio.org) for detailed coverage of the convention, which ended Oct. 25.



Members of the Seafarers delegation along with other delegates and guests are pictured at the convention. Among those shown in the photo are SIU President Michael Sacco (front row, third from right), SIU Exec. VP Augie Tellez (front, second from right), SIU Secretary-Treasurer David Heindel (front, fourth from right) and SIU of Canada President Jim Given (fourth from left).

AFL-CIO Delegates Adopt 'Workers' Bill of Rights'

Editor's note: Delegates to the AFL-CIO convention unanimously approved the following resolution, titled Workers' Bill of Rights.

Working people in America will no longer accept economic rules written of, by and for the wealthiest few. We refuse to accept the reality of struggling to make ends meet in the richest country in the world at its richest point in history. We can do bet-

ter. We must do better. And so we demand rights that ensure we are able, through our work, to lead better lives.

Working people demand the right to come home safely at the end of the day. We demand the right to be paid enough to support ourselves and our families. We demand the right to quality health care, paid time off to spend with family, a schedule that is flexible and fair, and protection from discrimination. Finally, after decades of

hard work, we demand the right to retire with dignity and security.

We demand a comprehensive Workers' Bill of Rights. Standing together in unions and working with all who share our values, we will make this bill of rights a reality for all working people.

All working people have the right to:

■ **A Good Job with Fair Wages:** Everyone who wants to work has the right to a good job where we earn a fair return on our work and receive a wage that allows us to support ourselves and our families.

■ **Quality Health Care:** Regardless of income, job or a pre-existing condition.

■ **A Safe Job:** Free from harassment and violence.

■ **Paid Time Off and Flexible, Pre-**

dictable Scheduling: To spend time with family or care for ourselves or a loved one.

■ **Freedom from Discrimination:** In hiring, firing and promotions.

■ **Retire with Dignity:** And financial security.

■ **Education:** Public K-12, higher education and career training that advances our knowledge and skills without leaving us in debt.

■ **Freedom to Join Together:** With our co-workers for better wages and working conditions, whether we are in a union or not.

■ **A Voice in Democracy:** To freely exercise our democratic voice through voting and civic participation so that we can make sure our government stands up for this Workers' Bill of Rights.

Navy League Honors Congressman Garamendi

Earlier this year, the Navy League of the United States honored maritime stalwart U.S. Rep. John Garamendi (D-California) during a gathering on the West Coast.

Garamendi, the Ranking Member of the U.S. House Subcommittee on the Coast Guard and Maritime Transportation, received the Vincent T. Hirsch Maritime Award for Outstanding Leadership. The ceremony occurred Sept. 15 at the California State University Maritime Academy in Vallejo, California.

According to the Navy League, the Hirsch Award "is presented to a distinguished American who has been singularly effective in creating a broader understanding of the importance of the U.S. Merchant Marine and the maritime industry to national security."

"America is a maritime, seafaring nation," Garamendi stated. "Our maritime and shipbuilding industries and the U.S.-flag Merchant Marine are vital to both our economy and our national security. It's a great honor to receive the Navy League's Hirsch Award, and I'm looking forward to continuing our collaboration to rebuild these crucial American industries."

"Congressman Garamendi has always

been a strong supporter of our sea services," said Alan Kaplan, national president of the Navy League. "He has been one of the greatest champions of the U.S.-flag Merchant Marine in Congress, and understands why our country must invest in this valuable service. We are proud to present this award to someone with such a remarkable record of support. His is a great American who understands that we are a maritime nation."

Garamendi's legislative efforts have led to the creation of language directing the U.S. Secretary of Transportation to develop guidelines to promote the use of U.S.-flag ships and American mariners in the export of liquefied natural gas (LNG), and have resulted in increased funding for the Maritime Security Program. His legislation, the Energizing American Shipbuilding Act, would spur investment in domestic shipyards, job creation, and skills training while enhancing national security.

It would also put 2,500 American mariners to work and create thousands of jobs in shipyards and at manufacturers across the United States who supply steel, pumps, electrical components, navigational equipment, and more, the Navy League reported.



Rep. Garamendi (left) is congratulated at the event by SIU Asst. VP Nick Celona.

Summary Annual Report For Seafarers Health And Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2016 to December 31, 2016. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$129,917,775 as of December 31, 2016 compared to \$98,990,536 as of January 1, 2016. During the plan year the plan experienced an increase in its net assets of \$30,927,239. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$102,232,545. This income included employer contributions of \$95,348,699, employee contributions of \$527,750, realized gains of \$1,628,674 from the sale of assets, earnings from investments of \$4,705,554 and other income of \$21,868. Plan expenses were \$71,305,306. These expenses included \$12,820,794 in administrative expenses and \$58,484,512 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report;
- Financial information and information on payments to service providers;
- Assets held for investment; and
- Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of

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

The charge to cover copying costs will be \$6.50 for the full report or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Crowley to Acquire 3 SeaRiver Tankers

Crowley Alaska Tankers, LLC, announced Nov. 1 that it has signed an agreement, subject to regulatory approval, to purchase three tankers from SeaRiver Maritime Inc., and charter them back to SeaRiver under varying multi-year terms.

Included in the acquisition are the tankers *Liberty Bay* and *Eagle Bay*, each of which has a capacity of 800,000 barrels and transports crude from Alaska to West Coast refineries; and the tanker *American Progress*, which has a capacity of 342,000 barrels and transports refined petroleum between U.S. Gulf and East Coast ports.

"We are proud of the SeaRiver acquisition and will operate these tankers with our relentless pursuit of quality and safety," said Tom Crowley, chairman and CEO of SIU-contracted Crowley Maritime Corp. "We were selected as the company who could deliver, and we are committed to doing just that – by operating these assets in the safest, most reliable manner possible."

Crowley operates and manages the largest U.S.-flag petroleum and chemical tank vessel fleet in the country. By the end of 2017, the company will be operating 37 Jones Act-qualified large petroleum transportation vessels in the United States with a combined capacity of more than 10 million barrels. Among this tank vessel fleet are a tanker and an articulated-tug-barge (ATB) already on charter to SeaRiver.

"We anticipate a smooth transition with SeaRiver crews, and look forward to personally welcoming them to the Crowley team," said Rudy Leming, Crowley vice president of labor relations. "We know they share our values – safety, integrity and high performance – and will work diligently with us to uphold them as we serve SeaRiver's needs."

Key to ensuring the success of this transaction and ongoing operations will be obtaining the necessary regulatory approvals to serve the Alaska and West Coast markets. Crowley will work together with regulators to ensure a seamless transition and continued safe operations.

"We have an excellent safety record, which we intend to uphold," said Rob Grune, Crowley senior vice president and general manager, petroleum services. "Last year, for example, we transported 410 million barrels of product and made 4,868 product transfers with zero spills to environment – a credit to our professional, safety-minded crews and management systems."

Crowley has been operating in Alaska since 1953, six years before statehood, providing upstream energy support services, tanker assist and escort services with tugboats, and petroleum transportation, distribution and sales throughout the state. In addition to the company's own ATBs calling in Alaska, Crowley currently manages and crews tankers carrying petroleum between Alaska and the U.S. West Coast.

Crowley owns and/or operates a diverse, sophisticated fleet of double-hull tank vessels, including 17 ATBs and 19 tankers, all built since 2002. One additional tanker will join Crowley's managed fleet in 2017.

SeaRiver Maritime, Inc., headquartered in Spring, Texas, is a privately held subsidiary wholly owned by ExxonMobil that provides a wide range of technical and commercial marine services to ExxonMobil affiliates throughout the world.

Crowley Alaska Tankers is a new subsidiary of Crowley Petroleum Holdings LLC, part of the Crowley Maritime Corporation family of companies.

U.S. Coast Guard Notice

Editor's note: The U.S. Coast Guard issued the following notice on Oct. 20. It pertains to online tools for mariners.

Release of HOMEPORT 2.0

On October 17, 2017, HOMEPORT 2.0 was launched. HOMEPORT has a different user interface but much of the same information is available. The update did not affect the Merchant Mariner Sea Service Renewal Calculator or Merchant Mariner Certificate printing. The following applications are available for use; however, the search functions have been modified:

- Merchant Mariner Application Status: Mariners will be able to search by Reference number (Mariner number) and Application ID. Reference number and application ID can be found in the automated emails sent once your application has been received. If you are not receiving status update e-mails and would like to, please contact the NMC via Chat, via e-mail (iasknmc@uscg.mil), or by phone at 1-888-IASKNMC (427-5662).

- Merchant Mariner Credential Verification: Users will be able to perform a Document Search by Document Number and Document Type, a Single Mariner Search by Reference Number and Last Name, and a Multiple Mariner Search by Reference Number and Last Name.

Searches using the Last Name, Date of Birth, and the last four numbers of the Social Security Number will no longer be available.

Links to the HOMEPORT Merchant Mariner Application Status and Merchant Mariner Credential Verification can be found on NMC's homepage (uscg.mil/nmc).

If you are having technical difficulties with HOMEPORT 2.0, contact HOMEPORT at 304-262-5971 or 877-872-4999 or via email at OSC-Homeport@uscg.mil.

Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2016 to December 31, 2016. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$10,358,227. These expenses included \$1,097,473 in administrative expenses and \$9,260,754 in benefits paid to participants and beneficiaries. A total of 15,084 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$117,210,800 as of December 31, 2016 compared to \$112,500,165 as of January 1, 2016. During the plan year the plan experienced an increase in its net assets of \$4,710,635. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$15,068,862, including employer contributions of \$8,449,526, employee contributions of \$181,679, losses of \$144,913 from the sale of assets, earnings from investments of \$6,572,394 and other income of \$10,176.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report;

- Financial information and information on payments to service providers;
- Assets held for investment;
- Transactions in excess of 5 percent of the plan assets;
- Insurance information including sales commissions paid by insurance carriers; and
- Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

The charge to cover copying costs will be \$7.50 for the full report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report For Seafarers International Union AGLIW 401(K) Plan

This is a summary of the annual report for the Seafarers International Union AGLIW 401(K) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2016 to December 31, 2016. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,112,417. These expenses included \$58,249 in administrative expenses, \$987,111 in benefits paid to participants and beneficiaries and \$67,057 in other expenses. A total of 9,894 persons were participants in or beneficiaries of the plan at the end of the plan year.

The value of plan assets, after subtracting liabilities of the plan, was \$28,777,633 as of December 31, 2016 compared to \$23,847,097 as of January 1, 2016. During the plan year the plan experienced an increase in its net assets of \$4,930,536. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$6,042,953, including employee contributions of \$4,172,478, others contributions of \$217,862 and earnings from investments of \$1,652,613.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report;
- Financial Information and information on payments to service providers;
- Assets held for investment;
- Schedule of delinquent participant contributions; and
- Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

The charge to cover copying costs will be \$7 for the full report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2016 to December 31, 2016. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$22,072,212 as of December 31, 2016 compared to \$20,528,222 as of January 1, 2016. During the plan year the plan experienced an increase in its net assets of \$1,543,990. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$64,101,415. This income included employer contributions of \$61,977,943, realized gains of \$426,787 from the sale of assets, earnings from investments of \$1,545,172 and other income of \$151,513. Plan expenses were \$62,557,425. These expenses included \$6,690,712 in administrative expenses and \$55,866,713 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report;

- Financial information and information on payments to service providers;

■ Assets held for investment; and
 ■ Transactions in excess of 5 percent of the plan assets
 To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

The charge to cover copying costs will be \$15.50 for the full report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Beck Notice

Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIW assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIW about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIW.

1. Benefits of union membership — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIW are the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the development and formulation of union

policies.

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2016 calendar year, the fee cost associated with this representa-

tion amounts to 79.98 percent of the dues amount. This means that the agency fee based upon the dues would be \$399.90 (three hundred ninety-nine dollars ninety cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2018 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2017 and November 30, 2018 will have this calculation applied to their 2018 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2019, your objection must be received by December 1, 2018.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2016.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction

may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746.

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. Appeal procedure — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
 David Heindel
 Secretary-Treasurer



LIBERTY PEACE IN WILMINGTON – Patrolman Gordon Godel submitted these photos from the new Liberty Maritime ship on the West Coast in late September. That's Recertified Bosun Michael Presser at left.

At Sea and Ashore with the SIU



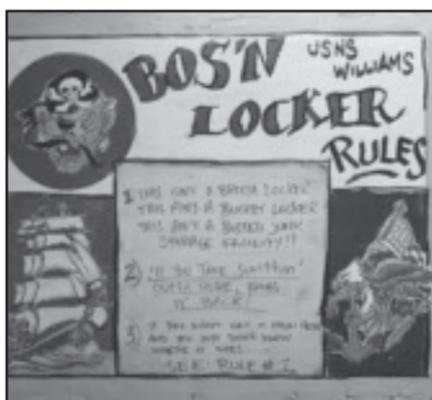
ABOARD MV HOUSTON – AB Jimmy Hargrove provided this photo of fellow Seafarers aboard the USS Transport-operated ship. Pictured from left are QMED Noel Magbitang, Bosun Carlos Arauz, Chief Steward Fausto Aranda, Pumpman Jorge Lawrence, AB Cliff Alexis, ACU Abdulla Gobah, DEU Amos Idris and DEU Miguel White.



BOSUN DELIVERS – Recertified Bosun James Walker (right) on Sept. 30 found a dog that had been lost for 20 days. The pet's owner (left), a retiree who lives in Butler, Pennsylvania, offered a reward – but the bosun said the pooch's safe return was reward enough.



AT THE JERSEY CITY HALL – In photo at left, Steward/Baker Dadang Rashidi (right) picks up his first pension check, from Patrolman Ray Henderson. Dadang started sailing with the union in 1992. In photo at far right, AB Trevor Patterson (left) takes the oath for his full book. Port Agent Mark von Siegel is at right. In the photo at center, von Siegel presents an A-seniority book to Bosun Ali Alhamyari.



ABOARD USNS WILLIAMS – Bosun Brian Guiry (left) is pictured aboard the Crowley-operated vessel in mid-October in Jacksonville, Florida. The LOG is investigating how thoroughly the locker rules are enforced.

BURIAL AT SEA – Off-duty mariners gather aboard the *Horizon Pacific* to memorialize former mariner William Donawa, who passed away in May at age 91. Vessel master Capt. Gregory Gretz is standing at left, conducting the ceremony as the vessel sails approximately 570 nautical miles northeast of Honolulu. Donawa, a New York City native, sailed from 1945 to 1967 with (among other companies) American Export Lines, Lykes Brothers, U.S. Lines and Prudential Lines. His ashes were scattered at sea, at his widow's request and in accordance with his wishes.

Gen. McDew is 'Huge Advocate' for Maritime

TRANSCOM Leader Examines Cyber Security, Reiterates Industry Support

The commander of U.S. Transportation Command (TRANSCOM) recently urged maritime industry leaders to keep fighting for what's right, and also credited them for consistently standing up for U.S. crews and American shipbuilding.

Gen. Darren McDew, TRANSCOM's commanding officer, offered his thoughts on the past, present and future of maritime during his speech at the Maritime Trades Department (MTD) convention, which took place Oct. 19-20 in St. Louis. The MTD is a constitutional department of the AFL-CIO; the SIU is affiliated with both organizations. SIU President Michael Sacco also serves as president of the MTD.

"I fully understand that the United States of America is still a maritime nation, although our laws and policies don't always reflect the fact that we understand that," said McDew on Oct. 20.

He continued, "I am huge advocate for the industry. I think I need to get stronger at it, but I've been one of your biggest fans and will remain one of your biggest fans."

Addressing some challenges, McDew stated, "We've got a mariner shortage, and we have got declining numbers in our U.S.-flag fleet. I would like to tell folks that don't know, we had 1,500 U.S.-flagged vessels in U.S.-flag maritime fleet in the '50s.... We are down to less than 80."

Looking ahead, McDew discussed the importance of cyber security as it relates to the maritime industry. He stressed how crucial this aspect has become in recent years, and said, "Today, TRANSCOM is leading the cyber discussion in the Department of Defense. I did not want to lead the cyber discussion in the department. I'm a 35-year airman. I wanted to talk about airplanes and learn something about ships. But I talk more about cyber than anything else."

He then examined some of the possibilities that could arise in a modern war, due to advances in technology: "Wars in the future will transcend geographic boundaries, with globally networked information consumers who will be swimming in a sea of disinformation. These wars may be fought against



Gen. McDew (left) speaks at the convention as MTD/SIU President Michael Sacco looks on.

a technologically more advanced and numerically superior adversary. We will likely have to transport and sustain dispersed forces over long, contested lines of communication. You've heard about contested lines of communication; we've not dealt with that for 70-plus years.

"The tactics, techniques, and procedures that have made us successful in the past will not be the same ones that will ensure our success in the future," he stated.

Other speakers at the convention also touched on cyber security. For instance, Maersk Line, Limited President William Woodhour spoke Oct. 19 of the cyber attack that wreaked havoc on their network earlier this year: "June 27 of this year we woke up, we came to work, and everything was great. It was a nice sunny day, we were doing our

work as we normally would. And in the course of a half an hour, all those lights on that chart went dim. Twenty-five thousand computer screens went black; 2,500 servers were essentially destroyed along the way. People had no means of communication because all of our phones are (internet-based) VOIP."

Woodhour continued, "It's cost the company, as we've said publicly, \$300 million. I think that's a conservative estimate, because it doesn't take into account the time and the frustration of a lot of people out there. It's drawn upon the organization, in a period of darkness, to say, 'Okay, who knows what to do in the absence of technology?'. Basically ... going back to manual solutions. We put those in place, but the strain and the stress cracks after about two to three weeks.

People just get tired of doing it, they lose track of where they are in all the processes and it starts to break down.

"It's a significant challenge that faces us," he concluded. "It's one that affects your operations. It could affect your safety at sea. It can affect your financials, all your customer information, all of your human resource records, everything can go kaput in a second." (Editor's note: See page 9 for additional coverage of Woodhour's remarks.)

McDew referred to cyber security as one of the four command priorities of TRANSCOM, and to that end, he has hosted numerous cyber roundtables to help understand the problem. These meetings, featuring experts from all levels of government, the cyber security industry and academia, have allowed military leaders to gain valuable insight into the strategic threats of a technologically advanced enemy, he said.

"We've been able to turn the corner, with the help of these experts," McDew said. "We're shaping a vision of mission assurance in the cyber-threat and cyber-degraded environments and making actionable changes to improve our cyber posture."

Despite the challenges facing the industry, McDew remains confident in U.S. mariners, as well as the unions that represent them and the companies they work closely with.

"We are still, I believe, the strongest nation in the world, with the most battle-hardened, battle-tested force in our history," he said. "But it doesn't matter if we have the best military and the most advanced equipment if we can't get it to where it needs to go when we need it to get there. We have to address cyber security as a nation to assure our power projection remains the cornerstone of America's lethality and America's ability to offer assistance. You're a part of that cornerstone."

He concluded, "The answer to success in the future will not be found in the templates in the past of the past, in my opinion. That was their time, but this is our time, and we need you today more than we ever have in the past."

Maritime Administrator Strongly Backs Jones Act

The head of the U.S. Maritime Administration (MARAD) recently voiced his unwavering support for the U.S. Merchant Marine and the laws and programs that keep it viable.

U.S. Maritime Administrator Mark Buzby spoke Oct. 20 at the Maritime Trades Department (MTD) convention in St. Louis. The MTD is a constitutional department of the AFL-CIO whose affiliated unions (including the SIU) represent approximately five million members.

Buzby spelled out his support for the Jones Act, the Maritime Security Program (MSP), cargo preference laws, domestic shipbuilding, and American crews.

After being introduced by MTD President Michael Sacco (who also serves as president of the SIU), Buzby credited U.S. Secretary of Transportation Elaine L. Chao for inspiring him to accept his nomination at MARAD, which is a DOT agency. Buzby formerly served as commanding officer of the U.S. Military Sealift Command from 2009-13, but had retired from that post and then went on to head up the National Defense Transportation Association.

"I couldn't ask for a better boss," Buzby said of Chao. "She totally gets maritime; she knows it inside out.... She

is a true backer of the Jones Act."

Speaking both of union officials and rank-and-file members, Buzby stated, "Your members provide an incalculable service to the maritime industry and the U.S. Merchant Marine, promoting not only a comprehensive legislative agenda, but, perhaps more importantly, especially now, educating Congress, the administration, the international community and the American public about this vitally important industry. You need only look back over the last few weeks to see all of the misinformation and alternate narratives that have been going out discussing things like the Jones Act and American Merchant Marine and shipping to see just how much baloney that's floating around out there that is being spewed over and over and over again. So, educating all levels of government is really key and something I'm going to be taking on with renewed effort. I appreciate the strong efforts by industry, by the folks in D.C. that do this for a living that go around and help with educating our lawmakers and others to continue forth with that."

The administrator noted that he took the job at an exceptionally busy time, in light of the recent hurricanes.

"To say it was a good test of our U.S.-

flag fleet is an understatement," Buzby noted. "I can say our crews stood tall. In my book, they were heroes. They answered the bell, they stayed the course, and they saved lives."

He expressed confidence in the Ready

Reserve Force (RRF), describing it as "an essential security asset for the nation." But, he added, the fleet is getting old, though all of the vessels activated re-

Continued on next page



Maritime Administrator Buzby (at podium) praises U.S. mariners for their work on hurricane relief missions. Among those also on the dais are MTD/SIU President Michael Sacco (second from right) and MTD Executive Secretary-Treasurer Daniel Duncan (far right).

Labor Leaders Praise RTW Stoppage in Missouri

Trumka Examines Future of Labor Movement, Vows Jones Act Support

During the recent convention of the SIU-affiliated Maritime Trades Department of the AFL-CIO, two labor leaders saluted the important actions that prevented so-called "right to work" from becoming law in Missouri. AFL-CIO President Richard Trumka and Missouri AFL-CIO President Mike Louis both used the Oct. 20 meeting to applaud the efforts of union workers throughout the state who helped stop the passage of the bill.

As described by Louis in his speech, "We set out back in February knowing that on Feb. 6, the governor signed a right-to-work law that was passed in less than a month by the Missouri legislature. Rammed down our throats. We couldn't even talk to the governor; he wouldn't let labor in the room. We knew then we had one option - our nuclear option - and that was to collect signatures to put it on the ballot, and let the people of Missouri decide whether or not Missouri should be a right-to-work state. We needed to collect 107,000 signatures, but we didn't get there. Instead, we collected 310,567 signatures."

He continued, "Nov. 6, 2018 is going to be a big, big day here in Missouri. It's the day we're going to repeal right to work. What we have done is good. We stopped it from becoming law. It would have been law on Oct. 28. On Oct. 16, we turned in the signatures, and that law is held in abeyance. It will not become law now. But in November of 2018 we need your help."

He concluded by expressing his gratitude to those who supported his state's fight, saying, "I want to thank you all for everything you've done for us. I want to thank you all for going forward with us. And I want you to be here in November of 2018 with us with when we say, 'Missouri is not a right-to-work state.' Right to work is a rip-off. We know it is, it's always going to be a rip-off. And it's over in Missouri. Move your show somewhere else."

These sentiments would later be echoed by Trumka, when he addressed the recent victory in his speech: "Right here in St. Louis I've been told all about the port council's hard work and commitment to the 'We Are Missouri' campaign against [so-called]



Richard Trumka
President, AFL-CIO



Mike Louis
President, Missouri AFL-CIO

right to work. You heard my brother, Mike Louis. Mike, you're doing a great, great job in leading and fighting an evil law that's designed to lower wages and hurt working people. I want to thank you for that."

Despite that recent win, working people in Missouri are still under attack. According to Trumka, "We won't stop when politicians cut the pay of the poorest and hardest working people among us, as they did right here in St. Louis - Mike can tell you this. The right-wing Missouri legislature actually passed legislation lowering the minimum wage from \$10 back down to \$7.70. Now, I got to tell you, that's indefensible. We're not going to take it. Mike's right. Every one of them that vote to do that is no friend of working people. And on Election Day, we're going to remember them - remember them really well."

A longtime friend of the SIU, Trumka then turned his attention to the future of the

labor movement, saying, "We're going to take America back. Quite frankly, it's high time that we did so. Because it's not too much to ask for because we make the ships, we build the roads, we teach the classes, we lift the loads, we do the jobs. We never run, and we never hide. Brothers and sisters, we are the North American labor movement, and we will not be denied. This is our country, and it is time that we took it back for the workers of this country."

In a possible portent of making such a future a reality, Trumka noted that union popularity is on the rise: "I find myself looking around at a labor movement that's more focused, more unified, and more intent on winning than ever before," he said. "And we're more popular than we've been in a very, very, very long time. The latest Gallup poll shows 61 percent of Americans approve of unions. That's a 14-year high. And collective action is on the rise. More

and more workers are standing together and confronting corporate power head on."

He then discussed ongoing relief efforts in Puerto Rico, and the anti-labor attacks that continued despite the facts. Trumka said, "Brothers and sisters, we won't stop. We won't stop when politicians still use a hurricane as an excuse to attack the Jones Act. And that cheap shot against American-flag vessels came at exactly the time you and your union brothers and sisters were organizing aid for Puerto Rico. We were putting supplies in containers on the ships as they were attacking us. They didn't ask us to put that on. We saw a need, and we moved to fill that need."

"We sent 340 skilled union members on a single plane with 80,000 pounds of cargo into Puerto Rico," he continued. "They're still there. They'll be coming back in the next couple of days. We sent nurses and doctors, we sent carpenters, we sent ironworkers, we sent electricians, we sent plumbers, we sent operating engineers. We sent the skilled people that were needed to recover from that. And yet, while we're doing that, the governor of Puerto Rico takes a cheap shot at us. Well, we're doing it ourselves because the federal government couldn't get the job done without us. Brothers and sisters, I want to tell you this: We'll stand up for the Jones Act anytime, anyplace, anywhere, and we'll do it as a single unified labor movement. All of us, locked arms, standing together."

In closing, Trumka offered: "If you only remember one thing from my remarks today, remember this. We're not going to settle for merely surviving as a labor movement. That's not good enough. We're going to thrive. We're going to take on these fights and come out on the other side stronger and change the rules of this economy so that every kid that wakes up in the morning has a fair shot at getting a good job and a good education, and that every kid that goes to bed at night doesn't go to bed with an empty stomach. They got a fair shot at a good quality of life because the labor movement - the labor movement - opened up those opportunities."

Head of MARAD Says He's all in With Jones Act

Continued from Page 8

cently for relief efforts performed well.

Turning to the nation's freight cabotage law, Buzby shook his head at the erroneous reporting about its effect on relief efforts in Puerto Rico.

"The Jones Act has always been an easy target for people who, frankly, either don't get it or are too lazy to get the facts right," Buzby stated. "All these missions that our Jones Act carriers were performing (in Puerto Rico), that's the real deal. They literally saved American lives along with thousands of others. The U.S. Merchant Marine delivered in this crisis. It did its job despite all the accusations and false narratives being thrown about in the media."

In addition to other benefits America enjoys because of the Jones Act, Buzby added, "It's not news to most in this room, but it's also the backbone of our shipbuilding and repair industry, directly supporting 110,000 employees, represented by many of you, and adding

over \$9.2 billion in labor income to the U.S. economy annually. The Jones Act generates \$10 billion in freight revenue and provides as much as \$355 million in federal and state tax revenue. The Jones Act is responsible for over 38,000 on-the-water jobs, and for \$4.7 billion in wages, salaries, and benefits paid to your seafarers."

He continued, "This industry and the supply chain is the same one we depend on to build and repair ships for our Navy. The military relies on these U.S. civilian mariners to crew both the commercial and the government cargo ships needed in wartime. The Jones Act is a core pillar of our national security. It supports our entire system of military deployment and sustainment which depends on a viable, qualified, sufficient pool of talent: your members."

Buzby described a civilian shipboard

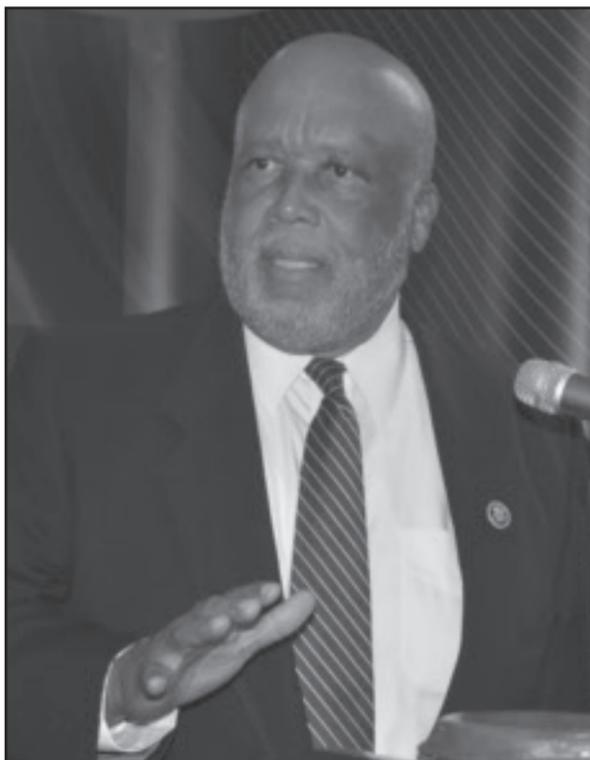
manpower shortage (calling it "the heart of my message") and said it's a critical circumstance that must be improved. He pointed out the motto on the U.S. Merchant Marine flag reads, "In Peace and War."

"That message can't be emphasized enough," he said. "Throughout my Navy career, I've seen it firsthand how critical it is that we do whatever it takes to maintain our ability to project our forces internationally, and then sustain them for extended engagements. We want to be able to play the away game; we don't ever want to play the home game."

He described various military equipment and vessels utilized in war time before asking, "Where does all that stuff come from? It comes from the U.S. Merchant Marine carrying it forward. There's not a buoy out there they tie up to and they get all this stuff from. It has to come by ship."

"The Jones Act has always been an easy target for people who, frankly, either don't get it or are too lazy to get the facts right. All these missions that our Jones Act carriers were performing (in Puerto Rico), that's the real deal. They literally saved American lives along with thousands of others. The U.S. Merchant Marine delivered in this crisis. It did its job despite all the accusations and false narratives being thrown about in the media."

- U.S. Maritime Administrator Mark Buzby



U.S. Rep. Bennie Thompson
(D-Mississippi)



U.S. Rep. John Shimkus
(R-Illinois)



U.S. Rep. Mike Bost
(R-Illinois)

Congressmen Vow Ongoing Jones Act Support, Urge Delegates to Continue Grassroots Outreach

Three members of the U.S. House of Representatives spoke Oct. 19 at the Maritime Trades Department (MTD) convention in St. Louis, and each pledged to continue standing up for the Jones Act.

But those representatives also put some of the onus on delegates and guests to reach out to other elected legislators with educational messages supporting America's freight cabotage law.

Addressing the MTD were U.S. Reps. Bennie Thompson (D-Mississippi), John Shimkus (R-Illinois), and Mike Bost (R-Illinois). They spoke in the midst of a misinformation campaign against the Jones Act, particularly as the law applies to Puerto Rico.

Thompson, the ranking Democrat on the House Homeland Security Committee, said that while many fellow representatives understand the extremely high value of the American maritime industry, turnover on Capitol Hill – combined with anti-maritime messages aimed both at legislators and the general public – calls for vigilance.

He said that during a recent trip to hurricane-ravaged Puerto Rico, he saw firsthand that Jones Act vessels had delivered plenty of relief cargoes, but the island's damaged infrastructure was severely slowing movement ashore.

"The problem is not the Jones Act," Thompson stated, "it's what happens when cargo gets to the port. It doesn't get to the people."

He continued, "I want you to help us stop Washington from attacking the Jones Act. We have to make sure that people understand what it's about. It's a jobs program. It's a program that's been around for a long time and helps workers, but it also helps the (ship) owners and operators. It's about business. And so why in the world would we do anything

to something that's working? Washington has a terrible reputation for fixing things that aren't broken."

Thompson added that many unions have stepped up for relief efforts in the territory.

"The house of labor has been very well-represented there, doing good jobs," he said. "I saw nurses, I saw Teamsters, I saw a lot of other folks out there – Seafarers – doing a good job."

He then reiterated the need for grassroots outreach in support of the U.S. maritime industry.

"If you don't talk to us (Congress), your opposition – the folks who want to do away with the Jones Act – they're going to talk. They're going to come in and convince people that the only reason the economy is slowing down is because of that Jones Act. Oh, they're going to make it sound good. The only way you can counter that is with your message, and you've got the best message in the world."

Shimkus, a retired U.S. Army officer, said the Jones Act's benefits on America's rivers also must not be overlooked.

"The untold story of the Jones Act is its inland waterway transportation system, and we want trusted users whom we know operating (there)," he said. "Can you imagine taking a foreign-flag barge system into a major metropolitan area, underneath a bridge?"

He also recalled participating in military exercises overseas that honed America's ability to project its forces.

"There's only one way we do that," he said. "We do that through what you all do, and the vessels you have."

Shimkus said attacks against the Jones Act related to Puerto Rico underscore the need "to retell the story" of how America relies on its domestic maritime industry.

He also voiced support for the U.S. Export-Import Bank, which has been a good generator of cargoes for American-flag ships in addition to delivering money to the U.S. Treasury.

Rep. Bost also is a military veteran, having served in the U.S. Marine Corps, and comes from a union family. He said he sees bipartisan support in the nation's capital for organized labor and for creating and keeping good jobs in the U.S.

Turning to the Jones Act, Bost said, "It should be very, very clear to each member in Congress why it's in place and why it should be maintained – not just for the labor side, but for security as well."

Bost pointed out that his district is the only one in the country "that has three navigable waterways. It's got the Kaskaskia, Ohio, and the Mississippi rivers. And as we move forward trying to do the tax reform that we're talking about, the springboard from that will be the revenues that try to put in place also for the infrastructure we have to have. We have to make sure that the Army Corps of Engineers, that we have enough money for that infrastructure that we can actually stop the bottleneck in the Mississippi to the north, and actually increase the size of our locks and dams in the north, but we've still got to maintain our locks and dams throughout this nation."

He also encouraged attendees to speak up for investment in U.S. infrastructure.

"We need to be talking to everybody on the street and telling them how important this is," Bost stated. "We have to look for unique funding streams, and not just for our waterways, but also for highways, bridges, and just the sheer amount of jobs...."

Missouri Officials Credit Labor Unions for Jobs, Commerce

The State of Missouri welcomed the 2017 Maritime Trades Department (MTD) convention with open arms – and speeches from the mayor of St. Louis and county executives from St. Charles and St. Louis counties.

The MTD is a constitutional department of the AFL-CIO.

Mayor Lyda Krewson was the first speaker on Oct. 19, and she began by thanking SIU President Michael Sacco (who is also president of the MTD), as well as the members of the St. Louis Port Council in attendance, including SIU Port Agent Chad Partridge, for their efforts to promote American-flag shipping and good jobs.

Krewson continued, "As you probably know, we have a strong maritime industry right here in St. Louis, because of the St. Louis Port Council and the St. Louis

Port Authority. Our port here in St. Louis is the third largest inland port in the United States, and 35 million tons of goods move through the port annually. The maritime industry is responsible for 20,000 jobs in the port district that are very, very critical to our economy."

She then talked about the many benefits that were created by the St. Louis Regional Freightway, a comprehensive site for manufacturing distribution in the St. Louis area. One of those benefits, she said, is an increase in union jobs for the region.

The mayor also praised the work of the labor leaders in attendance: "None of this (job creation) would be possible without the work that all of you do every day. The river's always been a way of bringing communities together to strengthen economic development. Its economic potential

is vital for our future. And by capturing the river's economic benefits, of course, we create great-paying jobs, and the opportunity to organize workers and prepare them to be successful members of our workforce.

"I know each of your unions will continue to equip workers and train workers with the skills that they need to thrive," she continued. "Because that's what great unions do. The Maritime Trades have a long legacy of fighting to protect workers, and fighting to strengthen the U.S. maritime industry. From wage increases to improved work conditions, the Maritime Trades have proven time and again that it protects its members. I'm proud to back you, and I'm proud to back your members."

Continued on next page

Maersk Exec. Underscores Partnership with Labor

Woodhour Focuses on Commitment to Shipboard Safety, Boosting Industry

The top executive of SIU-contracted Maersk Line, Limited (MLL) says his company is committed to helping ensure a bright future for the U.S. Merchant Marine, and he is quick to recognize the vital role of maritime labor.

MLL President and CEO William "Bill" Woodhour covered those points and others during an Oct. 19 speech to the Maritime Trades Department (MTD) convention in St. Louis. He updated attendees on developments involving MLL's parent organization as well as some of its own subsidiaries. Woodhour also touched on cyber security, shipboard safety and more.

In introducing Woodhour, MTD President Michael Sacco (who is also president of the SIU) stated, "All of you know that we in maritime are determined to maintain a strong working relationship with our companies that employ our members. Our next speaker represents that partnership."

Woodhour pointed out his company "has always used 100 percent union crews and labor. We have a \$200 million shipboard payroll that makes us one of the largest deep-sea employers and contributors to the excellent benefit plans and training schools," he said. "We know that none of this means anything without the hard work and dedication of the U.S. Merchant Mariners who sail our fleet. We're committed to providing a safe workspace, competitive compensation, great training, and a work environment that's dignified and respectful."

He continued. "We've been doing a lot of great things for the U.S. military over of the past couple of decades, and I want to thank everybody in this room for your contribution and leadership. It's recognized that while we're often viewed as being on the front line, we're never in the headlines as an industry. It's anonymous what we do, but it's vital to our nation and our security in supporting our troops on the front line, so I thank you and all your team members for that contribution. We also could not have a better industry leader and a more trusted partner than Mike Sacco and the SIU in general."

Woodhour said the company recently "decided to reinvest in our fleet," in part by bringing in four newer

replacement ships. "We're also investing heavily in long-term asset preservation, having completed 30-to-40-day dry dockings on 11 vessels.... It's a significant investment that we've made this year," he said.

After detailing MLL's efforts to bolster its cyber security, Woodhour added, "We've had a lot of conversations with the SIU leadership team, and are going to work closely with them in sharing what we've learned. How do we get that into the curriculum at Piney Point? How do we share that with the [people] here so you can also be an active part in preventing future cyber attacks? I think this threat is here with us to stay. We look forward to working closely with the SIU and its membership."

Briefly recapping the company's history, he noted that MLL currently has "two lines of business. The first is the movement of U.S. military cargo, which also includes aid, household goods, and all the other segments, and we also have the operation of the U.S. Navy non-combatant vessels."

"We were formed in 1983. We have 32 deep sea vessels. On any given day we employ 750 U.S. Merchant Marine mariners, and we have about 150 colleagues on shore. The ships enrolled in the MSP program and in VISA, we have 23 of those vessels."

He said the company always remains focused on safety, operational excellence, national security, and helping maintain "a healthy maritime industry."

Honing in on safety, Woodhour pointed out that around the world, every day, ships "are involved in collisions, groundings, fires, pollutions, environmental challenges. We see the loss of life, we see pain, suffering, property and environmental damages. Study after study shows us that in 90 percent of the cases, it can be attributed to human error."

"What the studies don't show is how many thousands of disasters have been avoided by the actions of skilled, vigilant, and hard-working, and highly trained mariners looking out for each other every hour of the day," he continued. "The safety of our employees is a core value at Maersk Line, Limited, and our company overall.... We believe in a robust safety culture that leads to operational



MLL President/CEO Bill Woodhour conveys his appreciation for U.S. mariners.

excellence, that leads to competitiveness, that leads to profits that can be reinvested in making this industry even stronger."

Woodhour said that aiming for perfection when it comes to safety "is not unrealistic. We see that in our fleet we have 26 ships that have achieved zero [lost-time accidents] for a full year.... It can be done, and to this end you have my commitment to ensure that safety is a top priority, and I rely upon your feedback on any ways that we can improve."

Union Labor Plays Significant Role in Missouri's Economy

Continued from Page 10

Representing neighboring St. Charles County, County Executive Steve Ehlmann began by explaining the region's long history of commerce up and down the Mississippi River, adding, "As the mayor said, ports are a very important economic engine here in the region. My county right now, we have paid for a study to determine the feasibility of us creating a port authority in St. Charles County."

Ehlmann then spoke about the future need for shipping in the region, specifically in transporting food and other agricultural products. He said, "The freight district calls this the Ag Coast of America. And, as you know, one industry we know is going to grow in the next 20 years is agriculture. Just the very need to feed the people of the world, in our location between the fields and the mouths around the world, puts us in a position to play a very important role in that."

St. Louis County Executive Steve Stenger emphasized the importance of union labor to the region, saying, "The Greater St. Louis Area and Vicinity Port Maritime Council includes people who work on the rivers, build our communities, drive on our highways, and are employed in our stores and restaurants. We are talking about glass workers, bricklayers, longshoremen, insulators, electricians, elevator constructors, ironworkers, firefighters, plumbers, and food and commercial workers among others. These hard-working men and women are a powerful economic and political force in Missouri, the nation, and indeed throughout the world."

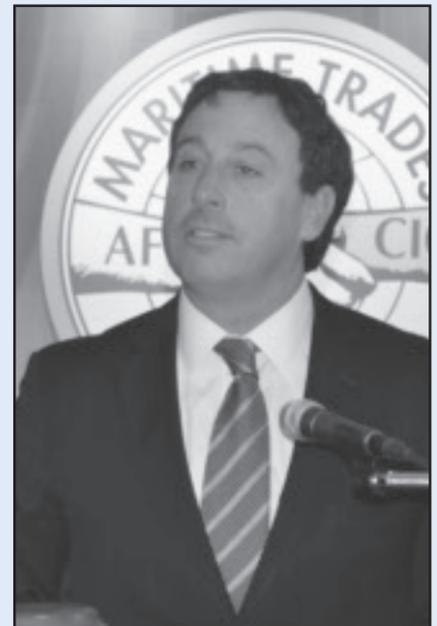
"Union labor has been the key to St. Louis County's current construc-



St. Louis Mayor Lyda Krewson



County Exec. Steve Ehlmann



County Exec. Steve Stenger

tion boom," he continued. "Since last year, major corporations have invested \$4 billion in capital improvements and expansions in our county. These investments generated over 5,700 new jobs and retained about 21,000 more, not to mention the thousands of good-paying union construction jobs that were needed to construct these fine facilities. This boom has attracted national attention. Companies that want work done right the first time are drawn to our region because we have the best-trained workforce in the Midwest."

Stenger concluded by stressing the importance of union solidarity: "As all members of the port maritime councils well know, there is strength in unity. And as was mentioned, this unity, this strength is called for ahead of the November 2018 election, when voters in Missouri will decide whether they want the so-called 'right-to-work' law that Governor Greitens signed into effect. I can remember when I was six years old, campaigning against right to work the first time in 1978. I was in the back of a

blue Pinto handing out 'right to work is a rip-off' stickers with my pop.... And we know now what we knew then, that this law is designed to weaken unions - to really destroy unions - to drive down wages and turn back the clock on working conditions, and we certainly don't want that. This bill was indeed, I think, the single worst blow against organized labor in the history of the state of Missouri, and I want you to know that I will continue to do everything in my power to help reverse it."

2017 Maritime Trades Department, AFL-CIO Convention, October 19-20, St. Louis



Mark Woolbright
Firefighters



Brian Baker
Electrical Workers



Warren Fairley
Boilermakers



Mark Spano
Novelty Workers



Eric Dean
Iron Workers



Jerry Abell
Vice President
MTD



Mark Taylor
TCU



Brett McCoy
Plumbers



Bradley Harmon
CWA



Dennis Arrington
OPEIU



Levi Allen
Mine Workers



Robert Martinez
Machinists



John McCann
Hamilton PMC



Jack Martorelli
St. Louis PMC



Gunnar Lundberg
San Francisco PMC



Paul Doell
South Florida PMC



MTD President Michael Sacco sounds the gavel officially closing the 2017 MTD Convention in St. Louis.



Tim Bruxton
Cleveland PMC



Robert Bugarin
Southern Calif. PMC



James Sanfilippo
Chicago PMC



Jeanette Bradshaw
Michigan PMC



Scott Reeves
Philadelphia PMC



Jacque Simon
AFGE



George Galis
Painters



Jim Given
President
SIU of Canada



Patrice Caron
Montreal PMC



Augie Tellez
Executive VP
SIU



David Heindel
Secretary-Treasurer
SIU



Nick Marrone
VP West Coast
SIU



Dean Corgey
VP Gulf Coast
SIU



Tommy Orzechowski
VP Great Lakes
SIU



Joseph Soresi
VP Atlantic Coast
SIU



Kermett Mangram
VP Government Services
SIU



Geoge Tricker
VP Contracts
SIU

More MTD Convention Scenes



The photos on this page and on page 12 show officers, delegates and guests at the MTD convention. The MTD is a constitutionally mandated department of the AFL-CIO; its 22 affiliates include the SIU. Altogether, those unions represent more than 5 million members. The MTD also features 21 port maritime councils. SIU President Michael Sacco serves as MTD president, a post to which he most recently was re-elected in October. Bakery Workers Secretary-Treasurer Steve Bertelli (below left) and author William Geroux (below right) each addressed convention attendees during the event's final day. Bertelli provided an update on his union's on-going battle with Mondelez International (Nabisco) which in 2015 began closing union shops in the United States and sending thousands of middle class union jobs to Salinas, Mexico. Geroux delivered a synopsis of his new book "The Matthews Men," which spotlights the role the U.S. Merchant Marine played in the winning of World War II. The work specifically highlights the contributions of seven mariners who hailed from Matthews, Virginia. AFL-CIO Secretary-Treasurer Liz Shuler and AFL-CIO Executive Vice President Tefere Gebre made surprise appearances at the convention during its final day. They stand (below, center) while being acknowledged by the crowd.



Spotlight on Mariner Health

Hernias Could Strand Mariners on Beach

A hernia happens when the intestines or an organ starts to push through an opening in the muscle or tissue that holds it in place. The intestines may break through a weakened area in the abdominal wall or any muscular wall due to straining.

Hernias are more common in the abdomen, but they can also appear in the upper areas of the body. They usually do not go away on their own and may need surgical intervention to take care of the problem.

Some need immediate repair due to strangulation of the bowel that has prolapsed (broken through) the weakened area in the abdomen and blood flow to that area ceases.

There are many types of hernias. The most common type is called the Inguinal Hernia. This type makes up about 70 percent of all hernias and is more common in men than in women. It occurs when the intestines push through a tear/weakness in the lower inguinal or pelvic region.

The next type is the Hiatal Hernia. This occurs when part of the stomach protrudes up through the diaphragm into the chest cavity. This type is more common in people over 50 years old. Hiatal Hernias almost always cause gastroesophageal reflux.

Another type is called the Umbilical Hernia. In many instances, this can happen to children and babies under 6 months old. This occurs when part of the intestines protrudes out through a weakness in the abdominal wall near the belly-button. A bulge can be noticed in the area when a baby cries or when the baby strains. If it happens in a baby, chances are good that it may go away before the baby is one year old. If this happen in an adult, you will notice a bulge in the umbilical area with straining and lifting. You will need to see a surgeon to decide if surgery will be needed.

Yet another type of hernia is the Incisional Hernia.

This can occur after you have had abdominal surgery. The area is weak from the surgery and if you do not give the area time to heal, the intestines can push through and cause an out-pouching to that region. Common causes of muscle weakness are: age, failure of the abdominal wall to close properly in the womb (which is a congenital defect), chronic coughing and straining, and damage to the area from injury or surgery.

The most common symptom of a hernia is the appearance of a bulge or lump in the area that is affected. A hernia can be seen when the person coughs, cries, strains, bends down, or stands up. There may be pain in the affected area, a heavy feeling in the area, or a burning or aching sensation to the site of the bulge.

Treatment options for hernias

Hernia size will dictate the treatment that is needed. Lifestyle changes will be needed such as weight loss, exercise, avoiding foods that cause acid reflux, and quitting smoking.

Remember, as a Seafarer, mariners cannot ship out on any Military Sealift Command vessel (MSC) if they have any type of abdominal/umbilical/Inguinal hernia. It must be repaired before MSC will allow individuals to ship. The healing time will depend on the type of surgery performed (conventional-full open operation or laparoscopically) and whether or not surgical mesh was used in the operative field to help hold the intestines in place properly. Healing time also depends on the person. Once they get up and around, their diet and eating habits are very important as is being alert towards any signs of infection.

Following any surgery, give your body time to rest and heal so that the hernia will not reappear. Good sailing!

Healthy Recipe

Greek Seasoned Salmon

Servings: 25
Baking Time: 10 minutes

- 2/3 cup brown sugar
- 2/3 cup oregano
- 1/2 cup cumin
- 1 1/3 cups granulated garlic
- 1 1/3 cups cinnamon
- 1/4 cup olive oil
- 1/3 cup chopped parsley
- 8 1/2 pounds salmon filets, fresh cut into 3 oz filets
- Salt and black pepper, to taste
- Lemon wedges

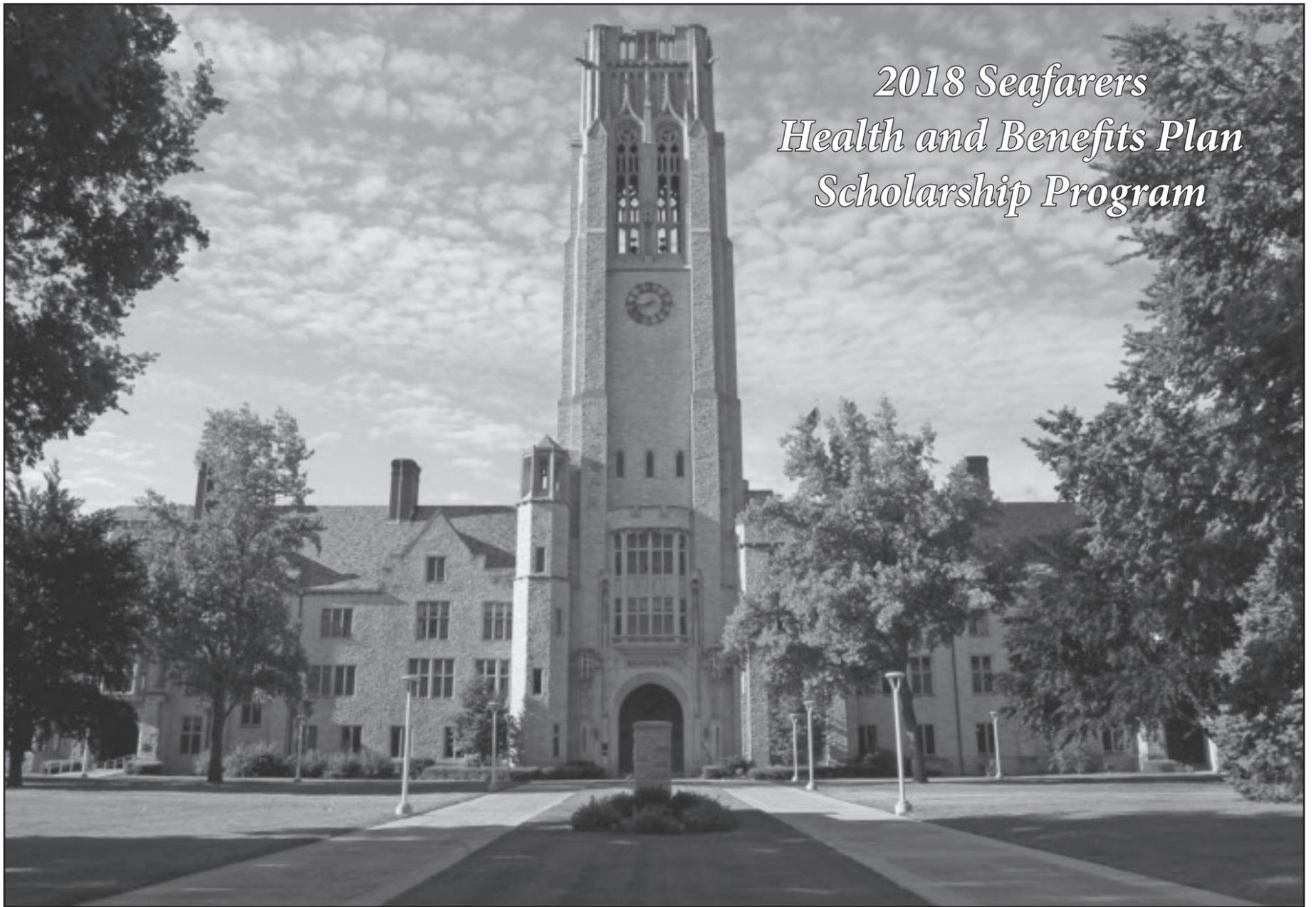
■ Mix together seasonings in a bowl to make rub; set aside.

■ Season each salmon filet with the rub. Place in lightly greased 2" pans. Drizzle the olive oil over the top evenly.

■ Bake at 375 F for 15-20 minutes until salmon is flaky and has internal temp of 145 degrees F. Top with chopped parsley, serve with lemon wedges.

Per Serving (excluding unknown items): 273 Calories; 10g Fat (33.8% calories from fat); 33g Protein; 12g Carbohydrate; 2g Dietary Fiber; 80 mg Cholesterol; 11mg Sodium. Exchanges: 1/2 Grain (starch); 4 1/2 Lean Meat; 0 Vegetable; 1 Fat; 0 Other Carbohydrates.

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



*2018 Seafarers
Health and Benefits Plan
Scholarship Program*

University Hall, University of Toledo

Scholarships totalling \$132,000 are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

Seafarers Scholarships

Three scholarships designated for active Seafarers:

- One \$20,000 offering for a four-year course of study at an accredited college or university
- Two scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school

Dependents Scholarships

Five scholarships designated for dependents:

- A total of five scholarships, each worth \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet (PDF). Although the booklet says 2016, all information is still current for the 2018 SHBP Scholarships.

Please send me the 2018 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

This application is for: Self Dependent

Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746

12/17

December & January Membership Meetings

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

* Houston change due to Martin Luther King Jr. Day

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

USS RISING: A CAPITAL FUNDING CAMPAIGN

THE UNITED SEAMEN'S SERVICE
CALLING THE WORLD

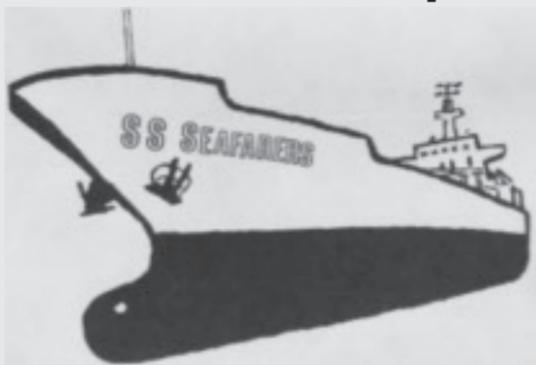


**SUPPORT SEAFARERS MOVING OUR
CARS, MACHINERY, CLOTHING
FOOD, OIL, ELECTRONICS, MILITARY
EQUIPMENT AND MORE!**

CROWD FUNDING SITE: www.youcaring.com/USSRising

ATTENTION SEAFARERS!

Another New Ship



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

SPAD

Dispatchers' Report for Deep Sea

October 8, 2017 - November 8, 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	20	11	0	13	7	1	0	19	17	0
Anchorage	4	1	1	0	2	1	1	5	1	1
Baltimore	3	3	0	3	1	1	0	5	3	1
Fort Lauderdale	13	8	6	9	8	2	8	27	17	12
Guam	5	3	0	2	0	0	0	6	4	0
Harvey	18	1	6	12	1	2	3	18	2	10
Honolulu	9	5	1	6	4	0	3	20	12	2
Houston	47	15	13	42	8	8	29	95	25	35
Jacksonville	32	11	16	21	17	7	17	52	32	23
Jersey City	42	16	6	21	5	1	14	73	22	8
Joliet	2	2	0	3	1	2	2	3	2	0
Mobile	10	3	5	12	3	1	4	15	8	4
Norfolk	18	18	12	17	11	6	9	31	32	11
Oakland	13	3	3	9	6	0	3	27	9	6
Philadelphia	5	5	1	3	2	0	1	6	5	1
Piney Point	2	1	0	0	1	0	0	4	2	1
Puerto Rico	5	1	0	5	0	0	0	12	8	1
Tacoma	35	6	5	33	8	3	20	64	17	10
St. Louis	1	1	0	3	0	1	2	3	2	1
Wilmington	24	11	12	11	9	5	7	42	33	15
TOTALS	308	125	87	225	94	41	123	527	253	142
Engine Department										
Algonac	1	5	1	4	4	1	1	1	6	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	5	5	0	2	3	0	2	8	4	0
Fort Lauderdale	4	4	4	8	2	0	3	9	5	5
Guam	0	0	0	0	1	0	0	1	0	0
Harvey	3	2	1	1	0	0	0	4	4	1
Honolulu	9	5	0	4	1	0	1	19	13	0
Houston	15	5	2	8	5	1	7	29	13	8
Jacksonville	19	15	1	17	12	0	6	29	30	1
Jersey City	11	5	0	9	3	0	3	19	10	3
Joliet	3	1	0	4	3	0	0	3	0	0
Mobile	10	3	0	4	2	3	2	11	5	0
Norfolk	17	14	3	15	10	2	4	20	16	11
Oakland	9	3	1	5	4	0	4	12	6	3
Philadelphia	2	3	0	1	1	0	0	3	3	0
Piney Point	0	3	0	1	0	0	0	1	3	0
Puerto Rico	3	1	1	2	1	1	2	5	1	0
Tacoma	19	10	4	16	5	3	7	30	15	6
St. Louis	1	1	0	1	0	0	0	3	1	1
Wilmington	12	8	6	9	6	4	6	28	13	7
TOTALS	143	93	24	111	63	15	48	236	148	46
Steward Department										
Algonac	2	2	2	4	0	1	1	4	5	4
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	2	1	0	1	0	0	0	6	1	0
Fort Lauderdale	8	2	0	12	4	0	6	20	3	2
Guam	0	1	0	1	0	0	0	1	1	0
Harvey	3	0	0	4	0	0	0	7	0	0
Honolulu	2	2	0	5	0	0	1	17	3	0
Houston	16	5	4	18	6	1	7	33	6	2
Jacksonville	15	9	1	10	5	2	4	28	16	0
Jersey City	17	1	0	8	0	0	3	17	6	1
Joliet	1	1	0	0	1	0	0	2	1	0
Mobile	2	0	0	1	2	0	0	5	4	1
Norfolk	14	9	0	13	2	0	7	20	13	0
Oakland	18	3	0	12	0	1	4	28	6	0
Philadelphia	3	1	0	1	1	1	0	5	0	0
Piney Point	4	2	0	2	1	0	0	7	4	0
Puerto Rico	2	1	0	1	1	0	0	2	5	0
Tacoma	12	0	0	11	0	0	4	30	4	0
St. Louis	3	0	0	1	0	0	0	4	0	0
Wilmington	22	7	0	18	4	0	11	28	11	0
TOTALS	146	47	7	123	27	6	48	264	90	10
Entry Department										
Algonac	1	9	9	2	6	4	1	1	12	14
Anchorage	0	1	3	0	1	1	0	1	0	5
Baltimore	0	0	2	0	1	0	0	0	0	4
Fort Lauderdale	1	2	9	0	2	2	0	1	5	14
Guam	0	1	1	0	0	0	0	0	2	1
Harvey	0	1	2	0	2	0	1	1	3	5
Honolulu	0	4	6	1	4	3	0	0	8	11
Houston	3	11	19	7	9	5	0	6	26	22
Jacksonville	2	7	44	1	12	15	5	3	21	77
Jersey City	3	17	17	1	11	5	4	4	31	18
Joliet	0	2	1	0	0	0	0	0	2	2
Mobile	0	2	2	0	0	1	0	1	2	1
Norfolk	2	15	25	0	8	6	3	1	22	46
Oakland	1	8	14	0	13	6	5	2	13	19
Philadelphia	0	0	0	0	0	0	0	0	2	0
Piney Point	1	0	2	1	0	2	1	0	0	1
Puerto Rico	1	0	0	0	0	0	0	1	1	0
Tacoma	3	12	17	1	6	7	4	3	23	37
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	4	21	20	0	8	2	2	13	33	47
TOTALS	22	113	193	14	83	59	26	38	206	325
GRAND TOTAL:	619	378	311	473	267	121	245	1,065	697	523

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

39 Luna Aven Camino del Sol 2
Manati, PR 00674
(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 members who ship out of Tacoma, Washington.

Question: What are some of your plans for the winter holidays and the New Year?



Adel Ahmed
Bosun

For the holidays, enjoy all of them and get ready for the NFL playoffs. That's my plan. My team is the Seahawks. In the New Year, I think I'm going to be on a ship, enjoying the time with other Seafarers.



Antoinette Amato
Recertified Steward

I'm going to be out to sea, probably boarding around Thanksgiving and sailing until March. I'm looking forward to celebrating the holidays with my extended family on board. For the New Year, possibly a trip to the Hawaiian Islands to enjoy some of the tropical sun in the wintertime.



Thomas MacGregor
Recertified Bosun

I'm going to be working. I got a job on the *Midnight Sun* I just picked up. I will be celebrating the holidays with my brothers and sisters at sea. I don't get off until the middle of January.



Leonard Soriano
AB

I'm about to pick up a job in a few days. I'll be spending time with the family, taking advantage of family time during the holidays. But otherwise, my plan is to get back to work. It's work and family – that's how I spend my time.



Lewis Johansen
Recertified Steward

I will probably be working. I usually go to sea so that some of the guys that have younger families can get home and enjoy the holiday season. I'm now older than dirt. For the New Year, every year, I plan on gaining 20 pounds, because every year you plan on doing something, it just doesn't happen.



Mott Arnold
AB

I've been a Seafarer for 47 years, and most of my holidays have been out at sea. I've come to feel a connection with my brothers and sisters at sea more than I do with friends and family on shore. It's more spiritual, whereas on shore it's more presents and trees. At sea, we just keep doing what we do, 24 hours a day. The winter holidays are always a special time for us at sea.

Pics From The Past



AB Mark Smith (that's him in photo above) submitted these snapshots from an early 2000 voyage aboard the *LNG Capricorn*. Former member AB Rick Spence is shown in the remaining photo. The *Capricorn* was built in 1978. Along with its sister ships, it sailed between Indonesia and Japan. Smith still sails with the SIU, most recently aboard the *Alliance Fairfax*.



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

THOMAS BANKS

Brother Thomas Banks, 63, joined the SIU in 1971. He began his career working aboard the *Yukon* as a member of the deck department. Brother Banks upgraded on several occasions at the Piney Point school. He last sailed on the *Alliance Fairfax* before settling in Lovington, Virginia.

ANTHONY BURBANK

Brother Anthony Burbank, 65, joined the SIU in 1999. Though primarily a member of the deck department, he first worked in the steward department aboard the *Mahi Mahi*. Brother Burbank upgraded in 2004 at the union-affiliated school in Piney Point, Maryland. He last sailed on the *USNS Bob Hope* and lives in Chula Vista, California.



EDUARDO ELEMENTO

Brother Eduardo Elemento, 66, began his Seafaring career in 1990, working aboard the *USNS Pollux*. He sailed as a member of the steward department and upgraded on multiple occasions at the maritime training center in Piney Point, Maryland. Brother Elemento last sailed aboard the *LTC John U.D. Page* before settling in Texas City, Texas.



CHRISTOPHER FAIRFAX

Brother Christopher Fairfax, 66, started shipping with the Seafarers in 1980; one of his first vessels was operated by Ocean Shipholdings. The deck department member upgraded on multiple occasions at the Paul Hall center in Piney Point. Brother Fairfax most recently sailed on the *Overseas Nikiski*. He resides in Everett, Washington.



BRYAN IVERSEN

Brother Bryan Iversen, 60, joined the union in 1979, initially working on the *Achilles*. He sailed as a member of the deck department and upgraded often at the Piney Point school. Brother Iversen last sailed aboard the *Horizon Kodiak* before settling in Kingston, Washington.



GLENN MILLER

Brother Glenn Miller, 65, began

sailing with the union in 1979. The deck department member originally worked inland before moving to the deep-sea division. He initially shipped with Crowley Towing and Transportation. His final vessel was the *Maersk California*. Brother Miller resides in Anderson, South Carolina.

CURTIS NICHOLSON

Brother Curtis Nicholson, 65, became a union member in 1994. He initially sailed on the *USNS Altair*, working in the engine department. Brother Nicholson upgraded often at the union-affiliated school in Piney Point, Maryland. He most recently shipped as a deck department member on the *USNS Watson* and lives in Chesapeake, Virginia.

JOSEPH NOACH

Brother Joseph Noach, 71, donned the SIU colors in 2006. A member of the engine department, he originally worked on the *Pride of Hawaii*. Brother Noach upgraded at the Piney Point school in 2007 and 2012. He last sailed on the *Overseas Houston* and resides in Sebastian, Florida.

BENJAMIN PICAR

Brother Benjamin Picar, 68, started sailing with the SIU in 1989. He first shipped on the *Independence*, and upgraded at the Piney Point school in 2001. A deck department member, Brother Picar last worked on the *Gem State*. He is a resident of Seattle.



GLEN ROGERS

Brother Glen Rogers, 68, began sailing with the SIU in 1989. He initially worked on the *USNS Bellatrix* and was a member of the deck department. Brother Rogers upgraded on multiple occasions and last sailed on the *Maersk Ohio*. He is a New Orleans resident.



STANLEY SPORNA

Brother Stanley Sporna, 63, joined the SIU in 1976, initially working on the *Jefferson Davis*. He upgraded on several occasions at the Paul Hall Center in Piney Point, Maryland. Brother Sporna last shipped on the *Lawrence Giannella* as a member of the engine department. He is a resident of Mobile, Alabama.

RAMON TOLOSA

Brother Ramon Tolosa, 67, joined the SIU in 2003. He initially sailed aboard the *Green Point*, working in the steward department. Brother Tolosa took advantage of training opportunities at the union-affiliated school in Piney Point, Maryland, upgrading on multiple occasions. After his final trip on the *USNS Wheeler*, he settled in

Moreno Valley, California.

PETER WOODWARD

Brother Peter Woodward, 65, began sailing with the SIU in 1976. A member of the deck department, he first shipped on the *RD Conrad*. Brother Woodward upgraded several times at the Piney Point school. He last sailed on the *Independence II* and calls Whaleyville, Maryland, home.



GREAT LAKES

JOHN CHABOT

Brother John Chabot, 65, became a union member in 1969. He first sailed with Inland Lakes Management, and was a member of the engine department. Brother Chabot most recently worked aboard the *Steel T Crapo*. He lives in Lachine, Michigan.

LARRY FLORIP

Brother Larry Florip, 65, started shipping with the Seafarers in 1989. He first sailed as an engine department member on the *Steel T Crapo*. He most recently sailed aboard the *JAW Iglehart*. Brother Florip is a resident of Charlevoix, Michigan.

GARY FULLER

Brother Gary Fuller, 65, joined the SIU in 1973, initially sailing with Erie Navigation. He sailed in both the engine and deck departments, and upgraded at the Paul Hall center in Piney Point, Maryland in 1987. Brother Fuller last shipped aboard the *St. Clair*. He settled in Hamburg, New York.



INLAND

ALBERT GRAUL

Brother Albert Graul, 68, became a union member in 1990, starting his career with OSG Ship Management. He worked as a member of the deck department, and upgraded at the Piney Point school on two occasions. Brother Graul continued to sail with the same company his entire career before settling in Toms River, New Jersey.

BRENT HENSLEY

Brother Brent Hensley, 64, joined the union in 1979. He first sailed with Dixie Carriers, working as a deck department member. Brother Hensley upgraded often at the union-affiliated school in Piney Point, Maryland. He concluded his career sailing with Crowley Towing and Transportation and resides in Bradenton Beach, Florida.

JAMES HOPSON

Brother James Hopson, 65, signed on with the union in 1978. A deck department member, he first sailed aboard the *Cove Leader*. Brother Hopson upgraded at the Paul Hall center in 1978. He was last employed by OSG Ship Management and lives in Hampton, Virginia.

STEVEN JONES

Brother Steven Jones, 63, signed on with the SIU in 1997. He initially worked as a steward department member for Express Marine. Brother Jones upgraded on several occasions at the maritime training center in Piney Point, Maryland. He remained with the same company for the duration of his career, working in the deck department for the majority. Brother Jones calls Aurora, North Carolina, home.

DOUGLAS KELLUP

Brother Douglas Kellup, 62, joined the SIU in 1979, working for the Delta Queen Steamboat Company. A member of the engine department, he upgraded at the Piney Point school in 2007. Brother Kellup most recently sailed with American West Steamboat Co. He lives in Gretna, Louisiana.



CLYDE MCNATT

Brother Clyde McNatt, 58, became a union member in 1987, working for Crowley Towing and Transportation. A deck department member, Brother McNatt took advantage of the educational opportunities at the Piney Point school and upgraded on several occasions. He worked for the same company for the duration of his career and settled in Port Aransas, Texas.

MARK PRUITT

Brother Mark Pruitt, 63, donned the SIU colors in 1995, working with Allied Transportation Company. The deck department member upgraded at the Piney Point school several times before concluding his career with the same company. Brother Pruitt is a resident of Onancock, Virginia.

JOSEPH RIGGS

Brother Joseph Riggs, 65, joined the union in 1989, initially working for Crescent Towing and Salvage. A member of the deck department, he remained employed with the same company for his entire career. He lives in Statesboro, Georgia.

BACIL RISINGER

Brother Bacil Risinger, 62, joined the union in 1984, first working for Higman Barge Lines Inc. The deck department member

remained with the same company until his retirement. He settled in Orange, Texas.

RICHARD SHELLNBACH

Brother Richard Shellenbach, 62, began his seafaring career in 1977 as a member of the deck department. He initially sailed on Waterman ships. Brother Shellenbach upgraded on multiple occasions at the maritime training center in Piney Point, Maryland. He most recently sailed with Crowley Towing and Transportation and calls St Augustine, Florida, home.

MICHAEL SMITH

Brother Michael Smith, 66, joined the SIU in 1986, working for Allied Transportation Company. He worked in the engine department and remained with the same company for the duration of his career. Brother Smith lives in Belhaven, North Carolina.



JOSEPH SPICCIANI

Brother Joseph Spicciati, 71, donned the SIU colors in 2008, working for Crowley Towing. A member of the deck department, he upgraded on two occasions at the Piney Point school. Brother Spicciati remained with the same company for the duration of his career. He settled in Grand Bay, Alabama.

MACARIO SUNGA

Brother Macario Sunga, 65, signed on with the SIU in 2002. The deck department member sailed with Port Imperial Ferry for the entirety of his career. In 2003, Brother Sunga upgraded at the Paul Hall Center in Piney Point, Maryland. He is a resident of Dumont, New Jersey.

ALVIN YORK

Brother Alvin York, 63, started sailing with the union in 2000. He shipped with Crowley Towing as a deck department member. Brother York upgraded on several occasions at the Paul Hall Center in Piney Point, Maryland. He resides in Cape Canaveral, Florida.



NMU

ALBERTINO BAPTISTA

Brother Albertino Baptista, 68, initially sailed with NMU before the merger with SIU in 2001. He most recently worked aboard the *Cape Douglass* and calls Pawtucket, Rhode Island, home.



Final Departures



DEEP SEA

EDUARDO BONEFONT

Pensioner Eduardo Bonefont, 97, died October 13.



A member of the deck department, he first sailed on the *Dorothy*. Brother Bonefont's last vessel was the *Borinquen*. He became a pensioner in 1981 and lived in Guaynabo, Puerto Rico.

MICHAEL BONSIGNORE

Pensioner Michael Bonsignore, 82, passed away March 18. He joined the SIU in 1981, first sailing on the *Del Oro*. Brother Bonsignore shipped as a member of the steward department. He last worked on the *USNS Wright* and became a pensioner in 1999. He resided in Fallston, Maryland.

PETER CIDDIO

Pensioner Peter Ciddio, 77, passed away September 8. He began sailing in 1997, working aboard the *USNS Silas Bent*. Brother Ciddio was a member of the steward department and last sailed on the *Ocean Charger*. He became a pensioner in 2011 and made his home in San Francisco.

ALEXANDER DANILUK

Pensioner Alexander Daniluk, 85, died October 24. Brother Daniluk's first trip to sea was in 1956, with World Carriers as a deck department member. He most recently sailed on the *Cove Trader* and began collecting his pension in 1990. Brother Daniluk was a resident of Baton Rouge, Louisiana.

ALEXANDER DODOO

Pensioner Alexander Doodoo, 72, passed away October 2. Brother Doodoo joined the SIU in 2002 and worked as a member of the deck department.



He first sailed on the *Chemical Pioneer* and last worked aboard the *Philadelphia Express* before retiring in 2016. He resided in Houston.

VIRGILIO GALDOS

Pensioner Virgilio Galdos, 82, passed away September 29. He signed on with the SIU in 1978, when he sailed on the *Santa Maria*. Brother Galdos was a member of



the steward department, last sailing on the *Lurline*. He resided in Cloverdale, California.

BOBBY HARRIS

Pensioner Bobby Harris, 84, died August 19. Brother Harris joined the SIU in 1951, and he was a member of the engine department. He first sailed on Waterman's *LaSalle*, and last shipped aboard another Waterman vessel, the *Stone-wall Jackson*, in 1984. Brother Harris lived in Shiloh, North Carolina.



JOSEPH JENKINS

Pensioner Joseph Jenkins, 77, died October 25. He began his seafaring career in 1987, working aboard the *USNS Wilkes*. A member of the engine department, he last sailed on the *De-wayne T Williams* before going on pension in 2007. Brother Jenkins was a resident of Lynden, Washington.

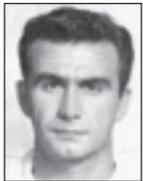
DONALD LUCAS

Pensioner Donald Lucas, 74, passed away September 24. He began sailing in 1975, working as a deck department member for Dixie Carriers. Brother Lucas last sailed aboard the *John Chapman* before becoming a pensioner in 2012. He settled in his home state of Maryland in the city of Smithsburg.



JOHN MARTELLO

Pensioner John Martello, 81, died October 25. He joined the union in 1953, and initially worked aboard the *Del Sud*. Brother Martello was a member of the deck department and last sailed on the *Sea-Land Spirit*. He retired in 1996 and lived in Nampa, Idaho.



WILLIAM RAKESTRAW

Pensioner William Rakestraw, 73, died October 23. Brother Rakestraw embarked on his SIU career in 1964 as an engine department member on the *Steel Direct*. He last sailed aboard the *Senator* before collecting his pension in 2010. Brother Rakestraw called



Spring, Texas, home.

RONALD RICHARD

Pensioner Ronald Richard, 68, passed away September 23. He became an SIU member in 2002 and first sailed on the *Diamond State*. Brother Richard primarily worked in the deck department, last working aboard the *Houston* before going on pension in 2015. He made his home in Houston.

SHAYIF SAEED

Pensioner Shayif Saeed, 86, died October 2. He joined the union in 1967 and first sailed on the *Alcoa Voyager*. A member of the steward department, Brother Saeed last sailed aboard the *Sea-Land Innovator*. He retired in 1996 and settled in Buffalo, New York.



JOHN WHITING

Pensioner John Whiting, 76, died October 18. Brother Whiting's first trip to sea was on a U.S. Steel vessel in 1964. He most recently sailed on the *Long Lines* as a deck department member, and subsequently worked on the shore gang in Elizabeth, New Jersey. Brother Whiting retired in 2006. He lived in Stockton, California.

INLAND

CHARLES BOWLING

Pensioner Charles Bowling, 78, passed away October 10. He signed on with the SIU in 1988, when he shipped with Steuart Transportation. A member of the deck department, he last worked for Penn Maritime. Brother Bowling settled in Homosassa, Florida.



PETER BOYETTE

Pensioner Peter Boyette, 79, died July 7. He began his seafaring career in 1981, working for Mariner Towing. Brother Boyette was a member of the deck department, remaining an employee with the same company until his retirement in 2009. He was a resident of Bokeelia, Florida.

TEDDY CROCKETT

Brother Teddy Crockett, 58, passed away August 7. His first trip to sea was in 1981 while working for STC Peggy S Co. A member of the deck department,

Brother Crockett last shipped with Penn Maritime. He resided in Onancock, Virginia.

WAYNE LAMOND



Pensioner Wayne Lamond, 71, passed away October 9. He joined the SIU in 1996, working for Crowley. Brother Lamond remained with

the same company for his entire career. He went on pension in 2009 and settled in Norwood, Pennsylvania.

PAUL PUSLOSKIE

Pensioner Paul Pusloskie, 84, died July 27. A member of the deck department, he joined the SIU in 1962, working for McAlister of Baltimore.



After sailing with the same company for majority of his seafaring career, he began collecting his pension in 1984. Brother Pusloskie lived in Baltimore.

CHARLES UNKRICH



Pensioner Charles Unkrich, 84, passed away August 29. He began sailing in 1968, working for Dixie Carriers. Brother Unkrich was a

member of the deck department and remained with the same company until he retired in 1995. He was a resident of Marrero, Louisiana.

GREAT LAKES

CARMEN POWELL

Pensioner Carmen Powell, 77, died October 16. Sister Powell's first trip to sea was on the *Del Valle* as a steward department member, in 1969. She most recently sailed on the *Indiana Harbor* and began collecting her pension in 2006. Sister Powell was a resident of Evart, Michigan.



NMU

JAMES ALLEN

Pensioner James Allen, 91, passed away September 21. Native to Texas, he started receiving his pension in 1969. Brother Allen resided in San Mateo, California.

VERNON BOLDS

Pensioner Vernon Bolds, 93, died September 13. Brother Bolds was born in New Orleans and began collecting his pension in 1986. He was a Houston resident.

RICHARD BOYD

Pensioner Richard Boyd, 78, passed away October 12. Brother Boyd worked as a member of the deck department before retiring in 2007. He settled in his home state of South Carolina in the city of



Charleston.

CARIO NAGIBE

Pensioner Cario Nagibe, 90, died September 27. Brother Nagibe was born in Brazil. He became a pensioner in 1987 and made his home in New York.

WILLIAM PIERCE

Pensioner William Pierce, 89, passed away September 29. Brother Pierce was born in Mobile, Alabama. He went on pension in 1994 and called Kilgore, Texas, home.

WILLIAM VARGAS

Pensioner William Vargas, 82, died September 13. Brother Vargas was a member of the deck department, last working aboard the *TYCO Decisive*. He began collecting his pension in 2006 and resided in his native Puerto Rico.

ARTHUR WHITFIELD

Pensioner Arthur Whitfield, 75, passed away October 3. He was born in Panama and worked in the deck department. Brother Whitfield last sailed aboard the *Overseas New York* before retiring in 1997. He lived in Oroville, California.

Name	Age	DOD
Alsadi, Hussain	84	February 8
Aponte, Pedro	88	September 19
Cazanove, Rene	85	October 7
Corbello, Joseph	73	January 7
Cordier, Felix	81	October 19
Craft, Dennis	82	September 2
Delgado, Fausto	91	October 3
Giarrusso, Marco	89	October 15
Gois, Outran	91	September 3
Gonzalez, Frank	88	September 22
Henry, Anthony	83	October 15
Jenkins, Calvin	89	October 11
Long, Paul	93	June 27
Mercado, Gil	87	September 13
Pereira, Jose	86	July 10
Petersen, Basil	93	August 21
Price, Egbert	78	October 5
Randolph, Earl	94	August 21
Rivera, Rufino	83	October 5
Santana, E.	86	September 16
Shorter, Herman	83	September 23
Vickery, Benton	85	August 19
Watkins, Albert	87	July 20

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.

GLOBAL SENTINEL

(Transoceanic Cable Ship Co.) September 4 – Chairman **Lee Hardman**, Secretary **Julio Marcone**, Educational Director **Aleksey Vigovskiy**. Chairman reminded all new crew members of proper chain of command. Members directed to contact department delegate first, then chairman if issue is not resolved. Crew received new bikes and locks as well as new mattresses, pillows and shower curtains where needed. Also, new TV for forward end of crew mess. Chairman gave thanks to all involved with the biggest load the ship has ever seen, noting no report of accidents. Deck delegate asked all members, especially newcomers, to honor and respect the SIU by doing their best. No beefs or disputed OT reported.

SAM LAUD (ASC) September 10 – Chairman **Raymond Hotchkiss**. Chairman reminded members to bring any problem to his attention, noting open-door policy. He mentioned safety as number one priority, and reported a problem-free, hardworking crew. Educational director advised crew to keep documents up to date and to upgrade whenever possible. Deck delegate reiterated importance of safety and encouraged teamwork among crew. Steward delegate reported a well-kept galley, and praised everyone for keeping up with cleanliness. No beefs or disputed OT reported. Next Port: Fairport Harbor, Ohio.

ENTERPRISE (Sunrise) September 29 – Chairman **George Khan**, Secretary **Raymond Garcia**, Educational Director **Trent Sterling**. Chairman reminded crew that Coast Guard will be on board for trip and informed crew of routine company audit. Educational director encouraged members to upgrade and keep documents current. No beefs or disputed OT reported. Crew discussed the Jones Act after reading the president's report, noting negative and false portrayal by media. They desire more information presented to the public, accurately depicting the Jones Act and its benefits to the U.S. economy and military. Members also request cost of living increases for pensioners

Maersk Michigan Covers Many Miles

Vessel master Capt. T. Pham submitted these photos and credited crew members for their work during recent voyages for the U.S. Military Sealift Command that saw the vessel travel from Fujairah to Salalah, Oman, to Diego Garcia and then to Singapore. The ship covered more than 4,000 nautical miles and made two equatorial crossings.



Capt. T. Pham, AB Baltazar Sambao, AB J. Allen



Chief Steward Devalence Smiley, GVA Rolando Batiz, Chief Cook Salvador DeGuzman



Bosun Kenneth Abrahamson, AB John Diaz-Hernandez, AB Clifford Christopher, AB Robert Brown, Pumpman Moses Mickens, AB Baltazar Sambao, AB J. Allen



QMEDs Derek Chestnut and Robert Ott

every two to three years, citing the importance of their early contributions to the union. Crew received new mattresses in all cabins and were reminded to keep mess halls clean. Steward department thanked for good food.

JEAN ANNE (Tote), October 1 – Chairman **Noel Camacho**, Secretary **Ingra Maddox**, Educational Director **David Watkins**. Chairman reported no injuries since last safety meeting. Next voyage plans discussed to include four military riders to accompany military cargo. Educational director reminded crew to apply for scholarships for them and their children. He advised members to upgrade their skills at the Piney Point school. No beefs or disputed OT reported. Crew was encouraged to read

the *Seafarers LOG* and received instructions for accessing it on vessel's computer. Members continued to show interest in changing physical requirements to only once a year and were reminded of their own ability to request exams through the member portal. Treadmill awaits repair from technician as it is not working. Crew fund was in receipt of \$50 for turned-in recycling while in Honolulu. Electrician Watkins commended steward department for great food.

USNS/SBX-1 (Tote), October 8 – Chairman **Weldon Hebllich**, Secretary **Larry Pugh**, Educational Director **Michael Rueter**. Chairman reminded members of the Coast Guard physical and how it is accepted as the MSC physical. He advised

crew to be mindful of expiration dates for training renewals and reminded them that SPAD is voluntary. Secretary reminded members to pay dues, update beneficiary cards, and register at hiring hall upon arriving home. Educational director encouraged members to take advantage of upgrading courses at Piney Point. No beefs or disputed OT reported. Crew expressed interest in increased pension benefits. Chairman updated crew on transportation to and from vessel. Benefits to be paid in full after filing vacation pay on auxiliary vacation form. He mentioned new bridge agreement between SIU and Tote Services. Agreement indicates a retroactive 1.5 percent raise dating back to October 2016 as well as a 1.5 percent raise for a year, bringing the pay increase

to three percent. Discussion took place concerning vessel's sewage system.

GOLDEN STATE (Crowley) October 9 – Chairman **Philip McGeoghegan**, Secretary **Michael Carello**, Educational Director **Sherrod Frazier**. Members requested increase in pension days, as well as increase in vacation benefits. Chairman urged members to speak up at ship and hall meetings. Secretary discussed Jones Act and reviewed SIU President Michael Sacco's related column in union newspaper. Educational director reminded everyone about timely renewal of documents. Deck delegate gave thanks to steward department for an exceptional salad bar. No beefs or disputed OT reported. Bosun gave further explanation of definitions of resolutions and motions. Crew members requested TVs, Wi-Fi access in lounge and new microwave and table in mess hall.

MARJORIE C (Tote) October 14 – Chairman **Daniel Davenport**, Secretary **Samuel Sinclair**, Educational Director **Milan Dzurek**. Crew requested to drop interval physical. With current rotation crew members are having to take physicals at each vacation interval and members would rather it be required on an annual basis. Chairman noted positive efforts among crew and thanked them for maintaining ship despite busy port schedule. Secretary discussed upcoming training opportunities and eventual requirements for steward department personnel. No beefs or disputed OT reported. Crew requested installation of permanent reefer power systems on DK6 to be expedited.

With Seafarers Aboard the Jean Anne



Pictured at the aft mooring station (photo at right) during departure are GVAs Shaif Alomary and Ibrahim Mohamed. In the other photo, Chief Mate Darrell Sykes, Bosun Noel Camacho and AB Dennis Bracamonte participate in a fire and boat drill. The photos were taken in mid-September aboard the Pasha Hawaii vessel, which is operated by Tote.

2018 Union Membership Meeting Dates

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	8	5	5	2	7	4	2	6	4	9	5	3
Jersey City	Tuesday after first Sunday	9	6	6	3	8	5	3	7	4	9	6	4
Philadelphia	Wednesday after first Sunday	10	7	7	4	9	6	5	8	5	10	7	5
Baltimore	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	8	6
Norfolk	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	8	6
Jacksonville	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	8	6
San Juan	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	8	6
Algonac	Friday after first Sunday	12	9	9	6	11	8	6	10	7	12	9	7
Houston	Monday after second Sunday	16	12	12	9	14	11	9	13	10	15	13	10
New Orleans	Tuesday after second Sunday	16	13	13	10	15	12	10	14	11	16	13	11
Mobile	Wednesday after second Sunday	17	14	14	11	16	13	11	15	12	17	14	12
Oakland	Thursday after second Sunday	18	15	15	12	17	14	12	16	13	18	15	13
Port Everglades	Thursday after second Sunday	18	15	15	12	17	14	12	16	13	18	15	13
Joliet	Thursday after second Sunday	18	15	15	12	17	14	12	16	13	18	15	13
St. Louis	Friday after second Sunday	19	16	16	13	18	15	13	17	14	19	16	14
Honolulu	Friday after second Sunday	19	16	16	13	18	15	13	17	14	19	16	14
Wilmington	Monday after third Sunday	22	20	19	16	21	18	16	20	17	22	19	17
Guam	Thursday after third Sunday	25	22	22	19	24	21	19	23	20	25	11	20
Tacoma	Friday after third Sunday	26	23	23	20	25	22	20	24	21	26	23	21

Dates appearing in bold type indicates that meetings are being held on other than traditional meeting dates. The reasons for these changes at affected ports, respectively, are as follows:

- Piney Point change created by Labor Day Observance
- Piney Point change created by Columbus Day Observance
- Philadelphia change created by Independence Day Observance
- Houston change created by Martin Luther King Day Observance
- Houston change created by Veteran's Day Observance
- Wilmington change created by Washington's Birthday Observance
- Guam change created by Thanksgiving Day Observance

Meetings at all ports start at 10:30 a.m.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class # 829 – Fifteen Phase I apprentices completed this course Oct. 6. Graduating (above, in alphabetical order) were: Samuel Ayers, Toren Bolden, Nicolas Brailsford, Tyler Catron, Jamil Andre Centeno-Rosario, Royce Cummings, Alexander Emrick, Casey Frederick, Jeffery Gullett Jr., Carleton Jenkins II, Travis Rogers, Grace Taylor, Erjay Dimalanta Velasco, Taylor Vertrees and Anthony Williams Jr.



Water Survival (Upgraders) – Three Seafarers completed the enhancement of their skills in this course Sept. 8. Graduating (above, in alphabetical order) were: Joseph Dupree, Daniel Mensah and Terrance Paige.



Welding & Metallurgy – The following individuals (above, in alphabetical order) improved their skills by graduating from this course Sept. 8: Kirk Chambers, Raibonne Charles, Darryl Churchill, Tyrone Ellis, Michael Kelly, Ryan Palmer, Mario Standberry, Terry Taylor Jr. and Ronald Westerfield. Their instructor, Chris Raley, is at the far right.



Tank Ship Familiarization (Phase III) – Seven Phase III apprentices (above, in alphabetical order) graduated from this course Sept. 1: Phillip Borders, Scott Forrer, Rainiel Natividad, Tiyhana Shonye Roddy, James Russell, Angel Thompson and Javaris Wright. Each plans to work in the deck department of union-contracted vessels upon the completion of their training.

Tank Ship Familiarization (Phase III) – The following Phase III apprentices (photo at right, in alphabetical order) graduated from this course Sept. 1: Shawn James Diaz Benosa, Ashley Burke, Christian Gabriel Canci, Jullian Mariano Drago, Tony Hamaguchi, Christopher Hinton, Tyriq Mills, Durrell Mitchell, Dillon Nelson, Matthew Palmer, Bryan Velazquez and Christopher Webster. Upon the completion of their training, each plans to work in the engine departments of SIU-contracted vessels. (Note: Not all are pictured.)

Notice to All Students

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.



Tank Ship Familiarization (Phase III) – Two Phase III apprentices finished their requirements in this course Sept. 1. Graduating were James Fisher (above, left) and St. Clair Browne. Both individuals plan to sail aboard union-contracted vessels once their training is completed.



Celestial Navigation – The following upgraders (above, in alphabetical order) finished their requirements in this course Sept. 1. Graduating (above, in alphabetical order) were: J.K. Borden, Jason Hardy, Saleh Mohamed Mothana and Sunnil Motley. Class instructor Brian Moore is at the far left.

Paul Hall Center Classes



Fast Rescue Boat – Four upgraders and one instructor in training completed this course Sept. 22. Graduating (above, in alphabetical order) were: Daniel Harris, Daniel Mensah, Bryan Page, Patrick Schoenberger (instructor in training) and Mario Standberry. Class instructor Tom Truitt is at the far left.



Combined Basic/Advanced Firefighting – The following Seafarers (above, in alphabetical order) improved their skills by graduating from this course Aug. 25: Robert Bryson III, Antionne Kelly, Jerome Luckett, Bryan Page, Marcos Antonio Rivera Baez, Harry Schreffer III, Ricky Shumock, Delbra Singleton-Leslie, James Walker and Richard Wright.



Basic Training (Personal Safety & Social Responsibilities) – Sixteen individuals completed their requirements in this course Sept. 1. Graduating (above, in alphabetical order) were: Robert Brown, Tricia Bush, Tkeyah Elliot, Raymond Forse, Travis Harris, Solymar Herrera Carreras, Joshua Hinton, Christopher Lanier, Jonathan Luna, Claudia Mauricio-Brice, Sylvester Merritt Jr., Evan Nantista, Jay Perry, Husain Salah, Colin Yee and Shana Zeidenberg.



Cargo Handling – Three upgraders enhanced their skills by finishing this course Sept. 8. Graduating (above, in alphabetical order) were: Martin Baker, Joshua Jayson Gonzalez and George Steube III.



Junior Engineer – The following upgraders (photo at left, in alphabetical order) graduated from this course Sept. 8: Jarion Andrews, Jackson Blaty, Jarrett Ford, Andrew Gronotte, Vernon Humbles, Yahya Ali Mohamed, Justin Nicholson, Rodney Passapera-Barbosa, Jophrey Pelingon, David Sanchez-Flores, Michal Sinkiewicz, Patrick Spark, Oshema Watson and Paul Watts. Their instructor, Christopher Morgan, is at the far right.



Certified Chief Cook Module 6 – Two steward department Seafarers completed their requirements in this course Aug. 25. Graduating were Antonio Holmes (above, left) and Dorothea Fabrizius.



Chief Steward – Three upgraders who sail in the steward department finished this course Sept. 1. Graduating were: Sulay Esmenia Martinez (second from left) James Martin Jr. (center) and Wilma Jackson. Their instructors, Kelly Imhoff and R.J. Johnson, are at the far left and far right, respectively.



Certified Chief Cook Module 2 – Two steward department upgraders completed this course Sept. 22. Graduating were Tyrane Savage (above, left) and Luis Jose Perez Acosta.

SEAFARERS LOG



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

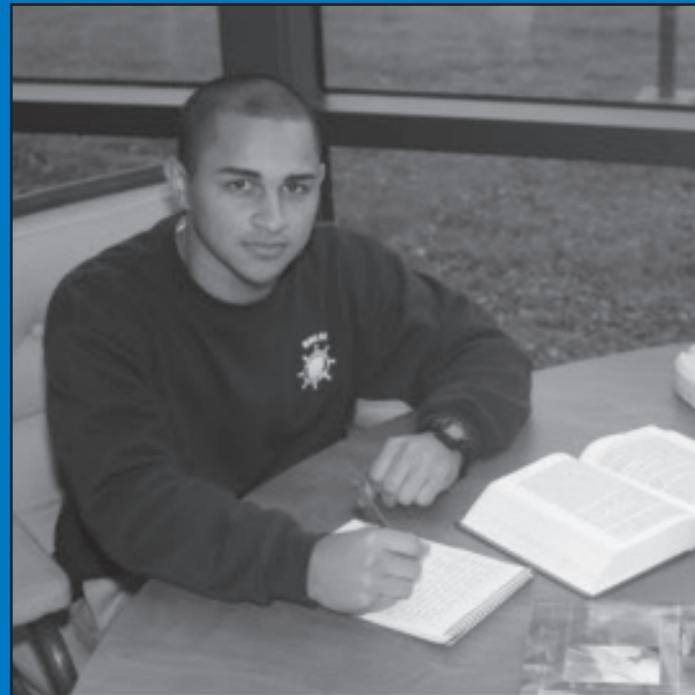


Snapshots from Paul Hall Center

These recent photos were taken at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. The school opened in 1967; a 50th anniversary video and a PDF of a commemorative edition of the *Seafarers LOG* are available online at <http://seafarers.org/paulhallcenter/phc.asp>



GATEWAY TO JOBS FOR ALASKANS – In early September, a delegation from Alaska visited the school, which has long been springboard for successful maritime careers for residents of The Last Frontier. Pictured from left are Craig Fleener of Governor Bill Walker’s office, and Apprentices James Russell, Tyler Catron, Erjay Velasco and Justin Bodnar. All four students hail from America’s 49th state.



EDUCATIONAL OPPORTUNITIES ABOUND – While renowned for its vocational training, the Paul Hall Center also offers an accredited program through which students may earn a high school diploma. Recently, Apprentice Bryan Velazquez (pictured in the Paul Hall Memorial Library) took advantage of that opportunity and earned his diploma.

BOOKS GALORE – Port Agent Pat Vandegrift (left in each of the photos below) made several book presentations in recent months. The Seafarers pictured with him each received full books – with the exception of Sulay Martinez, who picked up her A-seniority book.



AB Hunter Cox



ACU Preeyapha Kaisaard



Chief Steward Sulay Martinez



QMED Justin Nicholson



AB Robert Bryson



QMED Mario Standberry